

Appendix 6.5

Network Rail Consultations



Network Rail
Asset Management
The Mailbox
100 Wharfside Street
Birmingham
B1 1RT

Date: 20th November 2013

O/Ref: WCS-LEC3-133-11-RD_LNWS0592 (Previously 111805-154)

Dear Mr Dawson

Re: BASIC ASSET PROTECTION AGREEMENT AMENDMENT

This Basic Asset Protection Agreement Amendment serves to modify the Basic Asset Protection Agreement dated 31/03/2010 entered into between Staffordshire County Council and Network Rail Infrastructure Limited (the “**BAPA**”) and shall be between:

- 1) Staffordshire County Council (“**Customer**”); and
- 2) Network Rail Infrastructure Limited (“**Network Rail**”).

In relation to:-

Stafford Western Access Route

Network Rail Project number: LNWS0592

Whereas:

- a) The Customer and Network Rail entered into the BAPA for the provision of necessary services in connection with delivery of the proposed works.
- b) The BAPA is to be amended to allow additional scope to the Programme of Works to deliver the scope set out within the Schedules, which does not affect the services as listed above.

Now it is hereby agreed that the BAPA be amended as follows:-

The following shall be deleted at:-

Change Of Project Number

111805-154

Schedule 3 Hourly Rate

Banding	Non London	London
1	£129.61	£132.96
2	£95.30	£98.66
3	£70.91	£74.26
4	£49.55	£52.92

5	£39.64	£43.00
6	£31.25	£34.62
7	£25.93	£29.28
8	£20.59	£23.94

The following shall be inserted at:-

Change Of Project Number

LNWS0592

Schedule 3 Hourly Rate

Banding	Non London	London
1	£147.48	£151.30
2	£108.44	£112.27
3	£80.69	£84.49
4	£56.38	£60.21
5	£45.11	£48.94
6	£35.56	£39.40
7	£29.51	£33.32
8	£23.43	£27.24

Please sign and return this amendment documents.

SIGNED by

Duly authorised on behalf of
Staffordshire County Council

Dated:

SIGNED by

Duly authorised on behalf of
Network Rail Infrastructure Limited

Dated:

FAO Alex Yendole
Planning Policy Manager
Stafford Borough Council
Civic Centre
Riverside
Stafford ST16 3AQ

11th Floor, The Mailbox
100 Wharfside Street
Birmingham
B1 1RT

Mob 07771 827715
O/R CR/S/Stafford/RTU

11th March 2013

rob.turner2@networkrail.co.uk

Re- Burleyfields Stafford – Strategic Development Location: Proposed Western Access Improvements inc. crossing over Network Rail sidings and Doxey Road bridge upgrade

Dear Mr Yendole

I refer to the meeting on 26th February 2013 with representatives of Stafford Borough Council, Staffordshire County Council and relevant developers/landowners/agents associated with the Burleyfields development proposals, to discuss the above mentioned matter.

I confirm that Network Rail is supportive of the Strategic Development Location at Burleyfields Stafford for new housing, including the proposed western access improvements and upgrade of Doxey Road Bridge. Network Rail will continue to assist the project where possible and would seek and support any improvements or enhancements to Stafford railway station arising from this housing development.

Network Rail's Asset Protection Engineer (Mr Richard Draper) will provide initial advice and assistance with any proposed upgrade works to Doxey Road Bridge or the road/bridge crossing over the sidings, to ensure such works do not prejudice the railway, subject to completion of Network Rail's Basic Asset Protection Agreement.

The Doxey Road Bridge is currently owned by Network Rail, albeit it carries an adopted publicly maintained road. Any substantial upgrade works to Doxey Road Bridge would be subject to completion of Network Rail's template Over Bridge Agreement which will also require the bridge to be adopted by Staffordshire County Council.

Possessions and isolations, whilst limited in number on the WCML, are available and would be provided subject to the bridge designers minimising the need for use of these by consideration or constructability issues. The main objective on the part of Network Rail is to ensure that there is no interference with the operation of the railway line, and that the bridges are constructed in a manner and at a time which does not unduly impact on the use of the railway line.



In addition to the bridge design and associated operational and safety requirements it would also be necessary to agree Heads of Terms on a commercial basis for the upgrade works to Doxey Road Bridge and any road/bridge crossing over Network Rail's sidings. This would have regard to the nature of the development opportunity that was released or enhanced by the provision of the upgrade works/crossing of siding. Network Rail is prepared to enter into and progress discussions on this aspect in due course. In principle, Network Rail is prepared to grant rights over the railway line and sidings for the proposed bridge upgrade at Doxey Road and the western relief road, subject to railway and regulatory approvals.

Network Rail is also prepared to consider a disposal of the sidings to allow the western access road to cross "at grade", also subject to agreement of the afore mentioned Heads of Terms and railway/regulatory approvals. Following initial internal enquiries I understand that the Universal Grinding siding is currently in use. However, Network Rail's Stafford Re-signalling project team is proposing to take it out of use and decommissioning and recovering is due to be undertaken in August 2015 so realistically the siding may not become redundant and recovered until December 2015. Hence there is potential for the siding to be released for disposal after this date, should there prove to be no future railway use for it following internal and regulatory consultation including network change.

I trust this is sufficient for your purposes but if you have any further queries please contact me on the number indicated.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Rob Turner', with a long horizontal flourish extending to the right.

Rob Turner MRICS
Development Surveyor
Network Rail, Property