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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


Rob Turner MRICS
Development Surveyor
Network Rail, Property