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Our ref: MR/HS/

21st September 2018

Dear Sir,

**Vale of White Horse Local Plan 2031 Part 2(LLP2): Examination
Wantage and Grove Station, Statement of Opinion – Report (August 2018)**

Strutt & Parker act on behalf of Williams Grand Prix Engineering Limited ('Williams') and hereby write in response to your letter of 10 September 2018 addressed to Mr Duffield regarding the above matter.

My client agrees with you that it was unfortunate that the report prepared by SLC Rail on behalf of the County and District Councils was published so late. Indeed I was only made aware of the report on the day of the Examination and my client does not understand why the respective Councils did not provide them a copy of the report sufficiently in advance. Notwithstanding this, Williams are grateful for the opportunity you have given them to comment on the document.

I will endeavour not to repeat what is set out in my client's written representation or my oral comments at the Examination except to reiterate that whilst Williams are not against the principle of a train station at Grove, the specific location must not in any way prejudice the significant investment in their operations, equipment and existing and future site capabilities.

Williams comments and observations on the SLC Rail report are as follows:

At the beginning of the report (para 2.2) it states that -

Science Vale is the UK's leading centre for science, technology and innovation, and straddles the border of the Vale of White Horse and South Oxfordshire. It has the highest concentration of science research facilities and development activity in Western Europe, making it one of the most successful science clusters in the UK.

The report then specifically acknowledges my client's important contribution to the Science Vale area - *...an array of businesses that complement and support the 'big science', such as the Williams F1 headquarters at Grove - a focus for innovation in the transport and motor racing industry.*

Turning to the site selection process, the report considers seven potential sites (para 5.1). Three of the sites have potential impacts for Williams' land holdings within the Monks Farm allocation (sites C, D & G) with Site C impacting directly on Williams' main operational campus.

It is noted that a 'Site Evaluation Workshop' was held over a year ago (2nd June 2017) with various technical specialists. The sites were assessed against a series of criteria including *land availability for a station* (para 5.2).

In relation to the site assessment, the report for Site C notes as a disadvantage under the heading for *Land and Planning*, that -

- *Williams F1 have developed up to the railway boundary to the south of the site, which could impact on the location of certain station elements such as footbridge and lifts. Extra land may be required to provide a safety compliant platform width.*

Similarly under the heading *Railway Infrastructure* the report notes as a disadvantage of Site C that –

- *Land south of the railway for platform and footbridge might be restricted and this will require further discussion with Williams Grand Prix Engineering.*

The Site C Summary concludes -

A good location for the station with no major rail operational impacts, although the location of the platform will need further investigation in relation to the operation of the current railway and the availability of land within the rail boundary. The project might potentially need to negotiate with Williams F1 for additional land at the back of the old west bound platform...

Given the above assessment, Williams do not understand why they were not consulted by either the District or County Councils as to whether their land might be available for Site C. If my clients had been consulted, then they could have provided the following relevant information to better inform the site selection process.

I attach to my letter two documents titled –

1. Northern Boundary

- This provides extracts from the Land Registry Title information for the relevant part of the Williams land holding.
- It also contains some annotated photographs detailing the boundary area between Williams and Network Rail.

2. Rear Bund Section

- This contains an extract of the topographic survey undertaken for Williams in 2016.
- The survey along with further site measurements has been used to generate two sections.

The annotated photograph shows there is a considerable amount of specialist and sensitive plant equipment which serve the adjacent wind tunnels located close to the railway line. Furthermore the bund contains key infrastructure including the water supply and tank for the building's sprinkler system serving the whole factory and associated offices.

The section shows a chain link fence erected just inside the lower barbed wired fence which is assumed to be the boundary with Network Rail. The barbed wire fence is situated anywhere between 0.75 metres and 4 metres from the nearest track.

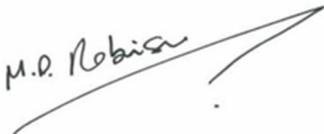
The trees and overgrowth in the area straddle both ownerships and for safety reasons Network Rail have historically sought permission of Williams to access their land to maintain their trees/vegetation.

Given the above information it is apparent that Williams' land would be required to enable the construction of a mainline platform and associated infrastructure. In particular this would involve an ingress into the bund which is integral to my client's operations. Williams also have significant concerns about the security and safety of their business if a station were sited in this location.

Therefore in conclusion, Williams **strongly object** to any proposals to safeguard land in the Local Plan for Grove Railway Station next to their operational campus (Site C in SLC Rail report) and kindly request that you recommend that the easternmost of the two safeguarded sites be removed from the plan in Appendix B of the LPP2.

My client has indicated in their written representation that they would be open to a dialogue with the respective Councils in relation to land in their ownership outside of their operational site, namely Site D. The SLC Rail Report notes that Site D is in a central position in relation to new housing developments at Grove and has the potential to provide improved pedestrian and cycle links to the wider area.

Yours faithfully,

A handwritten signature in black ink that reads "M. D. Robison". The signature is written in a cursive style and is positioned above a long, sweeping horizontal line that extends to the right.

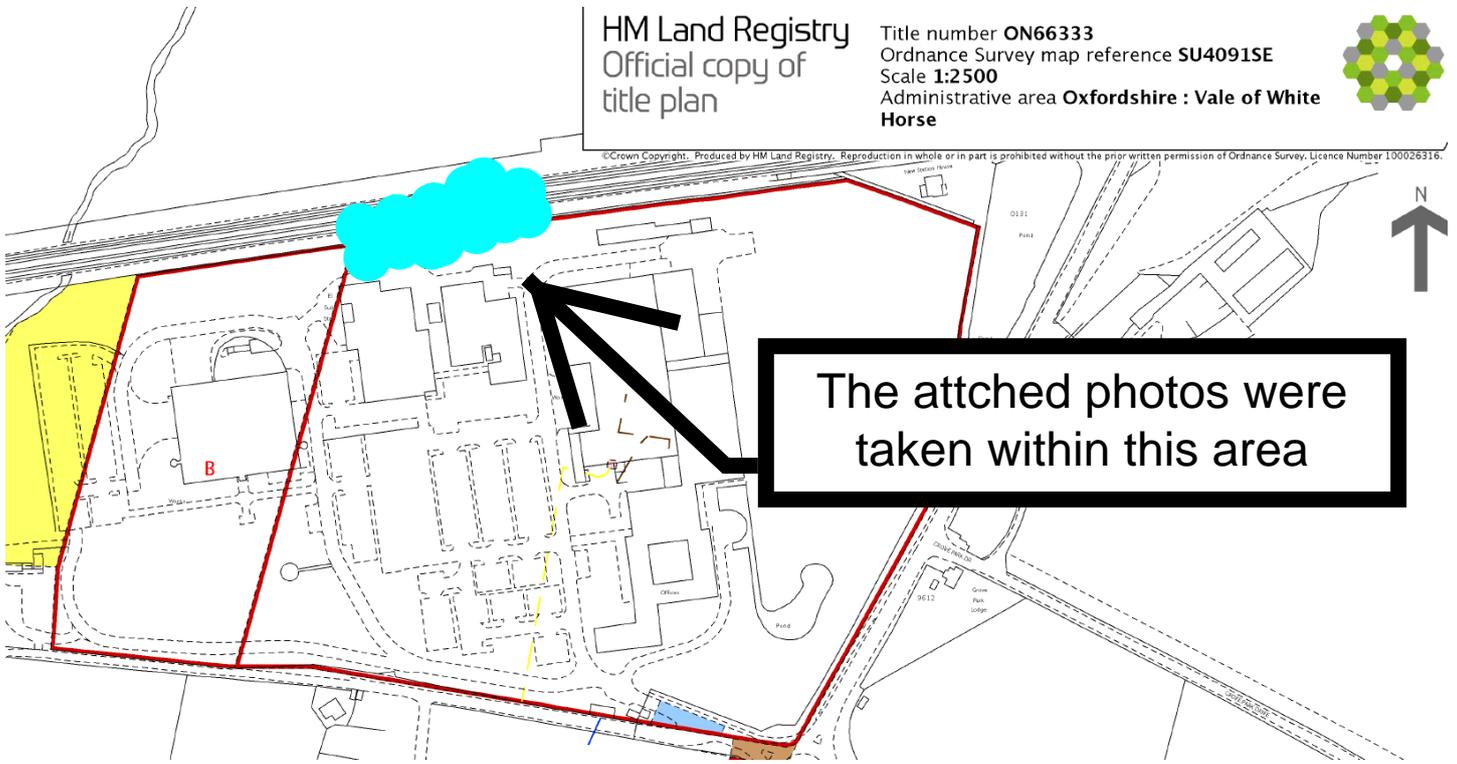
Mike Robinson BA(Hons), DipTP, MRTPI
Senior Associate Director
Strutt & Parker

HM Land Registry
Official copy of
title plan

Title number **ON66333**
Ordnance Survey map reference **SU4091SE**
Scale **1:2500**
Administrative area **Oxfordshire : Vale of White Horse**



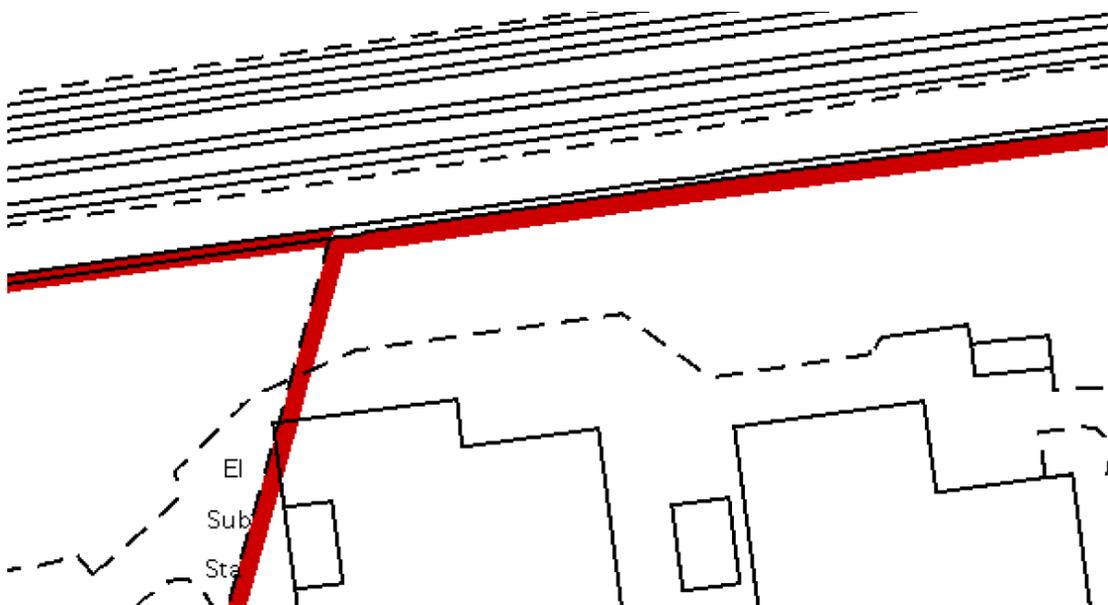
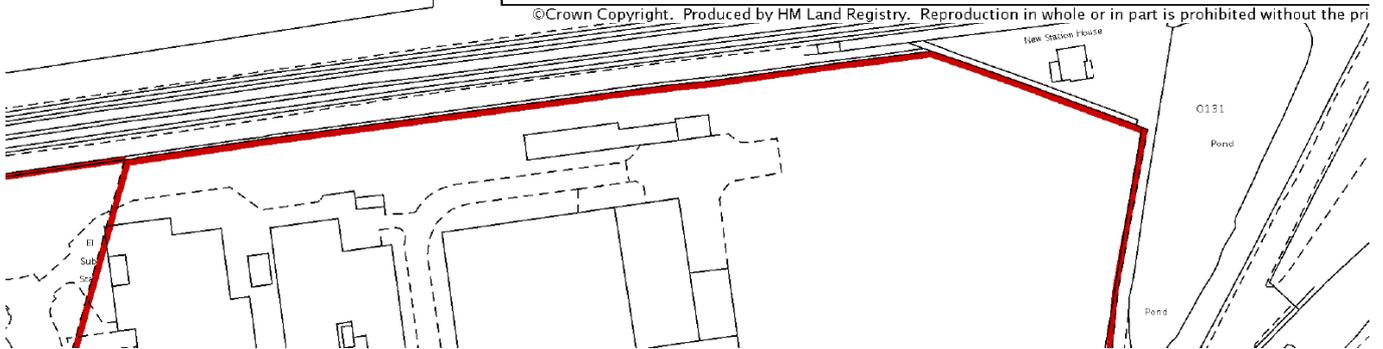
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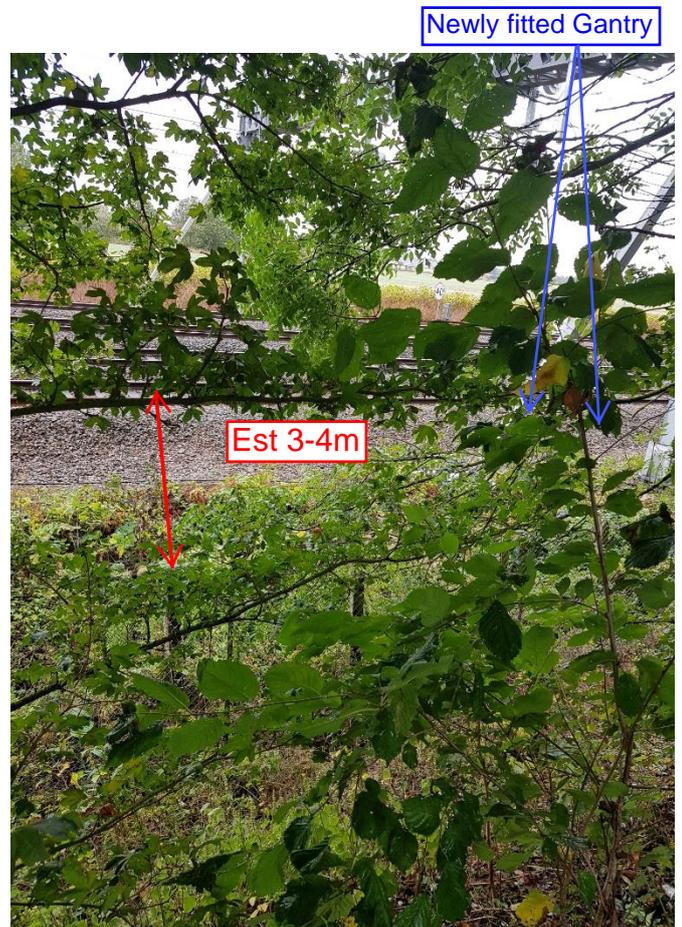
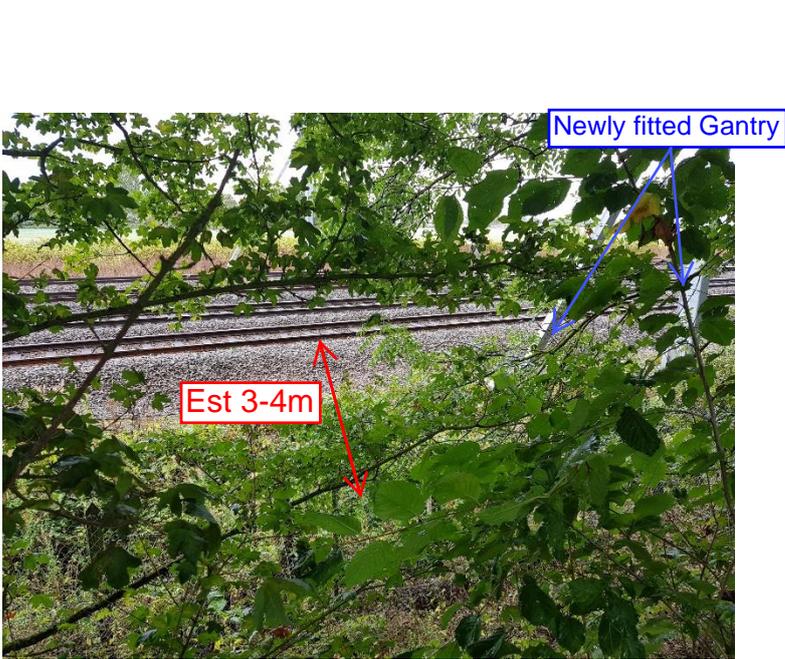
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WIND TUNNEL

MECHANICAL PLANT SERVING 2
NO WIND TUNNELS (NOT
EXHAUSTIVELY : CHILLERS/
BOILERS/GAS SUPPLIES ETC)

RAILWAY AT
BASE OF SLOPE

REDUCED
BUND

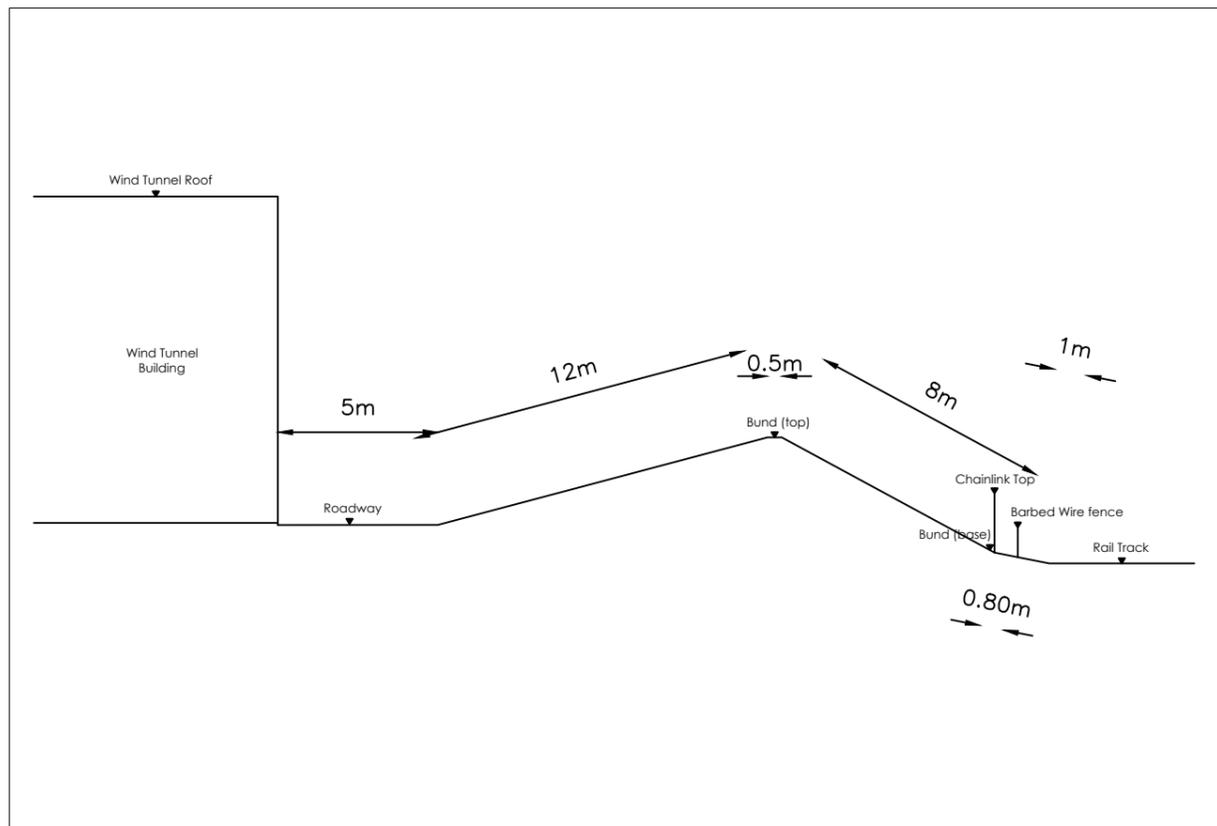
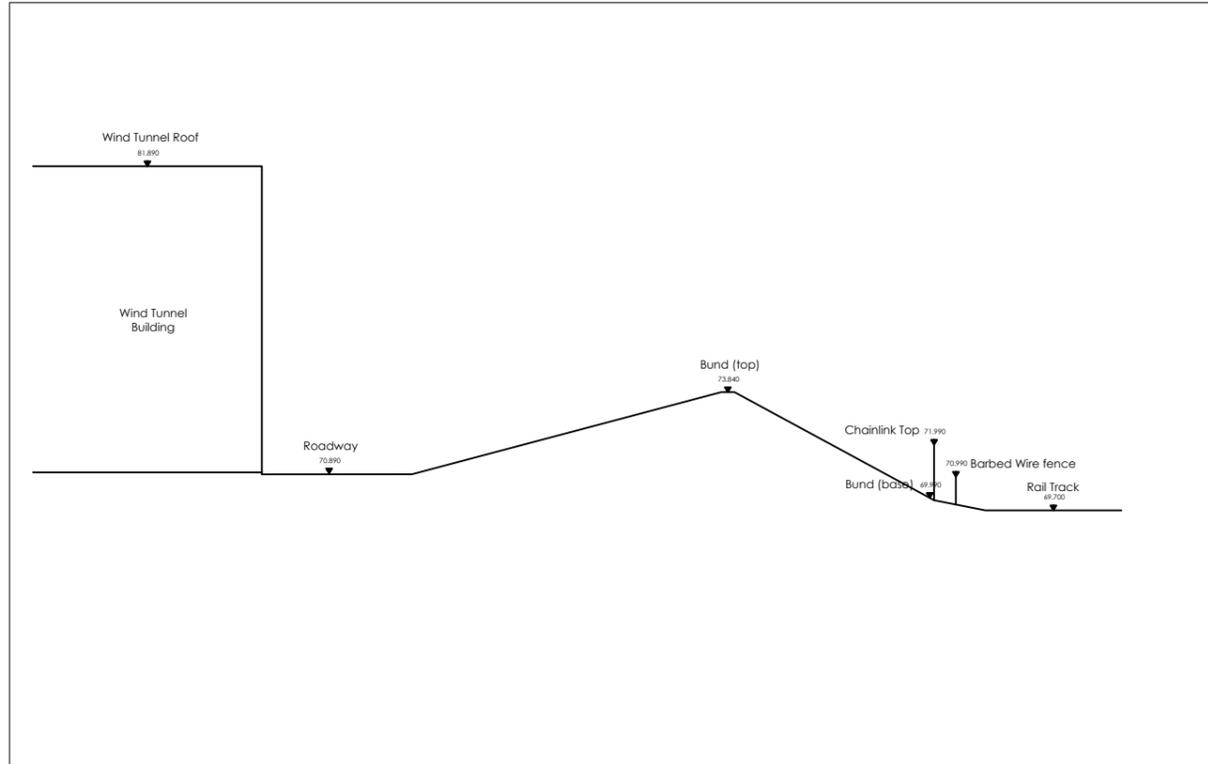
MAIN BUND



Notes:

This drawing is not to be scaled. All dimensions to be checked on site and any discrepancies to be reported to the Operations Department. All drawings are to be read in conjunction with the specification where applicable.

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REV:	DESCRIPTION:	BY:	DATE:

WILLIAMS

PROJECT:
 REAR BUND SECTION

DEPARTMENT:
 OPERATIONS
 TITLE: BUND AREA SECTIONS

SCALE AT A3: NTS	DATE: 05/09/13	DRAWN: MBD	CHECKED: MBD
PROJECT NO: OULTON	DRAWING NO: MBD	REVISION: --	