

[REDACTED]

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**From:** [REDACTED]@morgansindall.com  
**Sent:** 06 September 2012 16:47  
**To:** Tibbetts, Rebecca (NE)  
**Cc:** [REDACTED]@morgansindall.com;  
[REDACTED]@morgansindall.com  
**Subject:** 10240709- Network Rail W10 - Oxford to Wolvercote freight train lengthening -  
Notes of meeting with [REDACTED]  
**Attachments:** 116491-MSP-DRG-CV-540002\_P01.pdf; 116491-MSP-DRG-CV-540003\_P01.pdf;  
116491-MSP-DRG-CV-540001\_P01.pdf; B80070-DRG-PWY0001-P03 Issue GA  
Drawing Ox to Wol Option 1.pdf

Good Afternoon Rebecca,

I have today met with [REDACTED] from BGS at Wallingford who was one of the contacts you gave me when we met two weeks ago. At the meeting I tabled a large plan of the Port Meadow/Wolvercote Common area which I also brought to your office as well as a Grip 3 scheme and a preliminary Grip 4 plans and ditch sections (all attached).

At the beginning of the meeting I gave a brief overview and explained to [REDACTED] the current plan to de-silt the existing railway ditch, the form of the track bed including drainage and retention and showed him the stretch of ditch to be culverted and the reasons for this. I also explained my thinking that the three culverts within the boundary of Burgess field which are essentially dry would probably have been installed at the same time as the railway with the intention of continuing to drain pre-existing ditches. I suggested that these have since been rendered useless by the creation of the Burgess Field landfill and may be abandoned as part of the project.

Having outlined the scheme to [REDACTED], he described his current understanding of the ground water and ditch hydrology and showed me portions of a study report and a groundwater contour map to illustrate what he was telling me. The ground water flows to the south west toward the Thames and on towards Seacourt Stream. The seasonal body of water to the southern end of port meadow where the special interest feature is located was discussed and [REDACTED] suggested that there is a plan that is currently being discussed for a drain back to the Thames to remove standing water to ease the potential detriment to the Apium Repens population through prolonged submersion. [REDACTED] also explained that there had been a breach of the bank at dukes cut (now addressed) and the flow of water in the direction of port meadow may have been responsible for the prolonged high water level but because of the long wet period it is difficult to say for sure. We used the contour map that he had in his possession and compared it to the bed level of the existing ditch under Aristotle bridge and the result was that the groundwater level appears to be above bed level by approximately 1m which loosely matches the level of the water currently within the ditch. [REDACTED] main concern with the scheme was the effect on the aquifer of de-silting the railway ditch but he conceded that without further investigation it's difficult to envisage what effect a relatively small ditch could have on such a body of water. He also said that it was possible the proposals would lower the water table beneficially rather than to the detriment of port meadow but how that would tie in with the planned water lowering is hard to tell. He continued to suggest that some form of modelling may be required to better understand the effects of the proposed scheme on the water in the area of the special interest feature. I told [REDACTED] that we will need to be led by Natural England on the form and extent of any modelling and that I would contact you with a description of our meeting so that you might consult with [REDACTED] directly with a view to providing us with some further guidance on the matter.

[REDACTED] said that he would continue to give the scheme some thought and that he would contact [REDACTED] for his opinion.

I will give you a call tomorrow if that's ok to answer any queries you may have

Best regards

[REDACTED]

[REDACTED]  
Civil and Structural Engineering  
Professional Services

[REDACTED]@morgansindall.com

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