ADDLESHAW GODDARD

Your reference TR050008
Our reference CLARMA/43283-5703

26 October 2026

National Infrastructure Planning
Temple Quay House
2 The Square
Bristol
BS1 6PN

Dear Sirs

DCO Scheme: Oxfordshire SFRI DCO
Our client: Network Rail Infrastructure Limited
Interested Party Reference number: [redacted]
Subject: Response to Examiners Questions 1
Deadline: 2

This Firm is instructed by Network Rail Infrastructure Limited (**NR**) in relation to the application by Oxfordshire Railfreight Limited (**Applicant**) in connection with the DCO Scheme.

Q to Network Rail 1.13.15 – Suitability of rail network

Confirm whether sufficient train paths and network capacity exist, or are reasonably expected to exist, to accommodate:
a. four trains per day
b. the forecast level of operation
c. ultimately 12 trains per day
Could the development be delivered without unacceptable effects upon passenger services or other freight movements?

Network Rail's Response

Network Rail can confirm:

a. The national rail network can accommodate four trains per day (four timetable paths in and four timetable paths out), as set out in the Statement of Common Ground with the Applicant [AS-092] page 3 Section 6.1 second bullet, page 6 Section 9 and page 9 et seq Appendix

b. Yes, the forecast level of operation falls within the context of the Government's growth target for rail freight and the commensurate level of future rail network capability aligned with this growth target, see Statement of Common Ground with the Applicant, [AS-092] page 2 Section 6, page 6 Section 9 and page 9 et seq Appendix

c. Yes, as with b) above, this falls within the Government's growth target for rail freight.

The development could be delivered without unacceptable effects upon passenger services or other freight movements, through the normal application of Network Rail's obligations and processes, which apply to all train operators and services. Network Rails position is explained in the Appendix to the Statement of Common Ground with the Applicant [AS-092] page 9 et seq

The comments above on freight movements and passenger operations are made from a technical perspective and do not affect Network Rail's concerns or its position regarding the proposed compulsory acquisition powers, as set out in its Relevant Representations [AS-087] and Written Representations [REP1-027].

Yours faithfully

[redacted]

Addleshaw Goddard LLP

Direct line [redacted]

[redacted]@addleshawgoddard.com