

NETWORK RAIL PRESENTATION FOR PLANNING REVIEW COMMITTEE - WEDNESDAY 5 OCTOBER 2016

Agenda No Item

3. **East West Rail Phase 1 - Noise monitoring (2 applications) and Vibration monitoring on route sections H and I-1 (3 applications)**



INVESTORS
IN PEOPLE



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Section H and I/1 Operational Noise and Vibration Monitoring Applications

Planning Review Committee

5 October 2016

Overview

- ▶ NR is implementing the EWR Phase 1 works in accordance with the TWA Order, planning permission and the NVMP
- ▶ EWRP1 Project has worked tirelessly with OCC over last 12 months, with fortnightly meetings to address concerns/resolve any technical issues/concerns over SoAs and monitoring
- ▶ Every SoA submission has been signed off as adequate in terms of mitigation by OCC's Independent Expert
- ▶ This includes wide ranging and appropriate environmental mitigation measures across the route
- ▶ On noise barriers and insulation alone, NR will spend upwards of £16 million, including £3.5 million in Oxford
- ▶ These applications are to confirm the arrangements for monitoring the operational performance of the installed mitigation in Oxford, 'reverting to those set out in the planning condition and the NVMP'.

Vibration and Noise Monitoring applications for Sections H and I/1

Noise and Vibration Monitoring

- ▶ There are 5 planning applications under review, 4 of which were approved and 1 refused by WAPC
- ▶ Officers' cover report in para 4 (reports page 12) reiterates the limited scope of the monitoring that OCC can require, within the terms of planning
 - condition 19 and NVMP
- ▶ There is **no** requirement for (i) continuous monitoring (ii) monitoring where no mitigation has been installed or (iii) measurements of residual noise or vibration levels
- ▶ The purpose is to test effective performance of the installed mitigation, principally the noise barriers

Vibration Monitoring

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- ▶ In Section H on plain track, NR has offered to monitor inside 3 'types' of residential buildings all very close to the tracks and will report results
- √ ▶ Since this is not strictly a requirement of the PC or NVMP, this will be delivered by a unilateral undertaking given by NR

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- ▶ In section H, no switches or crossings are less than 70m from nearest house, so no monitoring needed.

Vibration Monitoring

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- ▶ Vibration from EWR trains will not exceed the standards set in the NVMP and approved VSoA
- ▶ For the nearest house, 26A Stone Meadow, the predicted worst case levels are VDV's of:

∞ Day 0.16 (against threshold of 0.4)

Night 0.1 (against threshold of 0.2)

- ▶ No dwellings in I/1 are as close to the tracks as the 3 buildings to be monitored in H, so monitoring in H will be more effective.
- ▶ No monitoring is needed or proposed in Section I/1.

Noise Monitoring

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- ▶ WAPC 13 September approved NR proposals for noise monitoring i.e. 6 and 18 months after opening in Sections H and I/1.
- - ▶ Sufficient to test mitigation performance (i.e. barriers) which have been designed and built to mitigate for expected EWR Phase 2 services
 - ▶ The measured results can be adjusted to take account of numbers and types of trains
 - ▶ NR notes the Officers' view about further monitoring after EWR Phase 2 services start (Table 1, reports page 13)

Conclusions

- NR supports the Officers' recommendations in relation to all 5 applications, including the Note (Appendix 3, reports page 48) advising against the re-imposition of the previous 'train movements' condition.