

EXTRACT FROM APPLICATION DOCUMENT RELATING TO 16/01410/VAR
SUGGESTED TERMS OF THE UNILATERAL UNDERTAKING IN RELATION TO
PLAIN LINE MONITORING IN ROUTE SECTION H

1.4 NR UNDERTAKING ON VIBRATION MONITORING OF PLAIN LINE IN SECTION H

Although this s73 application is seeking the removal of Condition 3 of 13/03202/CND (Section H Plain Line) as vibration monitoring is not required under the Policy or consequently under Condition 19 of the deemed planning permission, Network Rail (NR) is prepared to honour a previous offer made by letter to OCC on 29 April 2015 to undertake vibration monitoring in Section H.

As the vibration SoA shows, there is, in practice, virtually no risk of exceedance of the vibration limits and therefore no justification for a requirement to undertake post-construction vibration monitoring under Condition 19(6). This commitment will take the form of a separate unilateral undertaking to be given by NR to OCC.

It is important to note that this additional offer does not form part of the mitigation set out and assessed in the SoA, nor does it form part of mitigation set out in the Policy and its provision is not subject to Condition 19. This offer is therefore not required to be agreed or permitted before passenger rail service resumes through Section H.

The undertaking to be given by NR will be to do the following:

- monitor train operational vibration at three occupied residential properties in Section H. These are all on plain line sections of track, since there are no switches or crossings in Section H close enough to residential properties to merit monitoring. The selected preferred locations are **Quadrangle House**, as it is the closest to the railway and is of an unusual slab deck construction; **2b Bladon Close** as it is the next closest to the railway and is of a conventional brick construction on strip concrete foundations and **3 Bladon Close** as it is also very close to the railway and is of a timber framed construction. The locations are shown in **Figure 1 [below – the locations are Quadrangle House, 3 Bladon Close, 2b Bladon Close]**. The locations have been chosen due to their proximity to the railway and because they represent three distinct structural types of residential property found close to the railway in Section H. These locations will only be confirmed once NR has consent from the property owners. In the event that one or more of the owners does not give consent, another building will be sought of a similar type of construction that is close enough to the railway to provide meaningful results;
- the monitoring will take place as soon as convenient after railway services resume in December 2016;

