APPENDIX 2

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 postconstruction 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;

- monitoring needs to take place inside the building, in a room which is normally
 occupied at position where vibration transmitted from the railway is likely to be
 greatest. This will vary according to the structure of the building, but is
 generally on the ground floor at a point which is furthest from vertical structural
 support. Use of the room where the measurements are taking place may need
 to be restricted and the equipment has to be in contact with a hard floor
 surface if practicable;
- monitoring will take place for a period of up to four days. A longer period could be undertaken by agreement of the property owners, but a four day period should be sufficient to capture data from all types of train using the railway;
- calculate 'with EWR P1' vibration dose values (VDV) based on monitored results and number/duration of train passes that are anticipated with the full EWR P1 service running using the calculation procedures in BS 6472;
- identify if there is an exceedance of the vibration limits as set out in the Policy;
- set out remedial measures that will be proposed, in the event that there is an exceedance of the vibration limits as set out in the Policy.

A report setting out the results of the vibration monitoring will be made publically available and copied to OCC within three months of completion of the monitoring.

