

# Applications before the Committee

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- **Noise Scheme of Assessment (NSoA)**

route section I-2: 16/01634/CND

- **Vibration Scheme of Assessment (VSoA)**

route section I-2: 16/01635/CND



Minute Item 56

# Background to East West Rail Phase1 (EWRP1 - Bicester to Oxford)

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- Deemed planning permission subject to conditions was given by the Secretary of State for Transport for EWRP1 in October 2012.
- Condition 19 was imposed by the of State to *ensure that operational noise and vibration are adequately mitigated at residential and other noise sensitive premises.*
- Condition 19 requires submission of Noise and Vibration Schemes of Assessment (to be verified by an Independent Expert) which:
  - Predict operational noise and vibration,
  - Identify mitigation to be installed if prescribed levels exceeded;
  - Make proposals for monitoring the performance of the mitigation installed
- Noise and Vibration Mitigation Policy (agreed by Secretary of State)
  - lays down the reasonable planning scenario to be used in predicting noise and vibration for the Schemes of Assessment;
  - the prescribed noise and vibration thresholds and triggers for mitigation and/or insulation;
  - monitoring is to be conducted of installed mitigation

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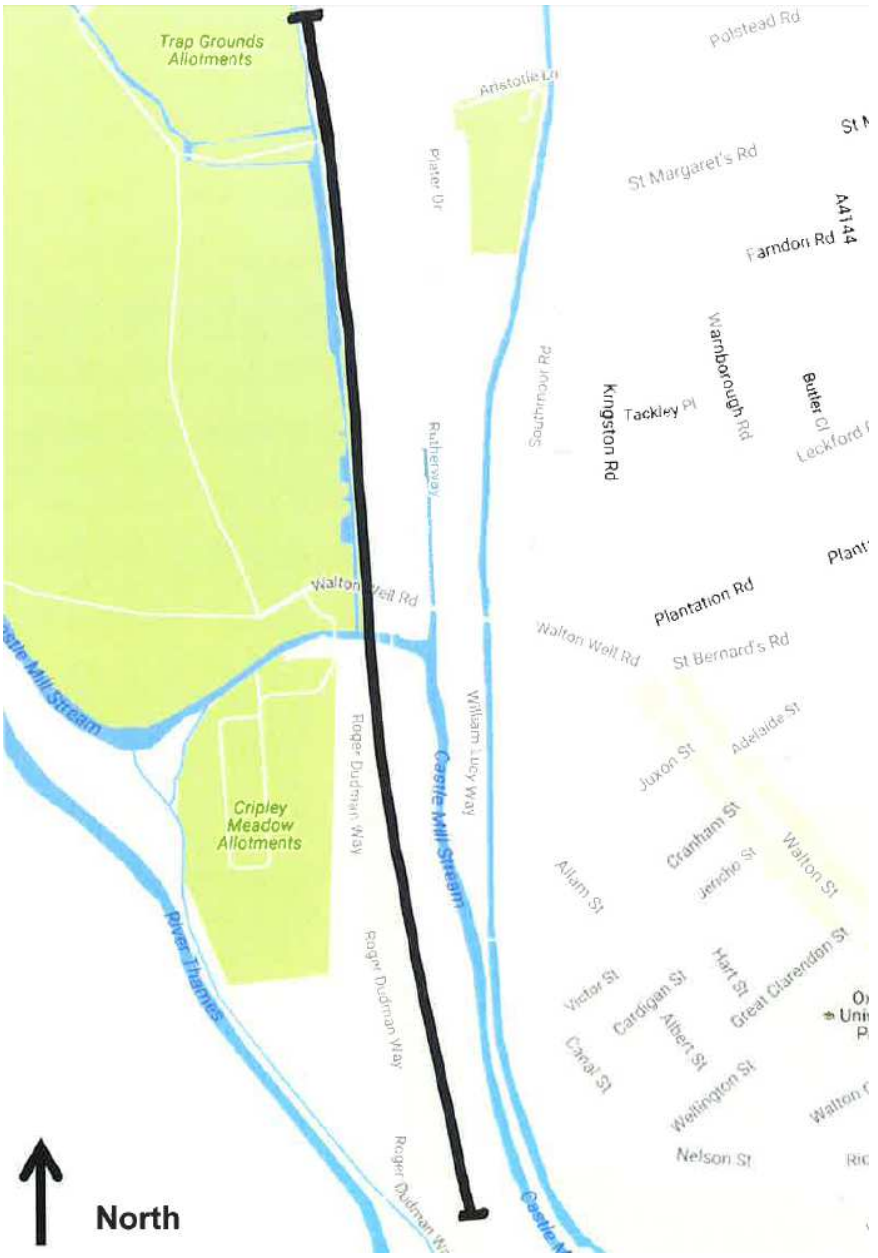


# The Council's role in EWRP1

- Council's role is to discharge a large number of the conditions attached to the deemed permission – cannot revisit the Secretary of State's original decision
- A principal task is to discharge condition 19 - consider and determine the Noise and Vibration Schemes of Assessment
- Determining issue is whether the scheme will meet the noise and vibration mitigation and monitoring requirements set out in condition 19 and the Noise and Vibration Mitigation Policy.
- The scheme was the subject of an Environmental Impact Assessment which preceded the Secretary of State's decision



# Route section I-2



# Route section I-2 - background

- NR is carrying out track renewals in route section I-2 and is relying on permitted development rights to do so. NR asserts therefore that condition 19 does not apply
- When approving the splitting of route section I into I-1 and I-2 the Committee imposed a condition similar to condition 19 on route section I-2
- NR has submitted Noise and Vibration Schemes of Assessment for route section I-2 : the Committee must determine whether or not to approve these and discharge the condition

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# Route section I-2 – NR's case

## Noise in I-2

- the NVMP thresholds are already exceeded at some Noise Sensitive Receptor locations due to the operation of trains on the mainline adjacent to the new line.
- At some Noise Sensitive Receptor locations the impact of EWRP1 is greater than 3dB but less than 5dB but NR is not proposing mitigation for this because rail damping is not type approved.
- Because the impact is less than 5dB there is no requirement for the installation of noise mitigation in the form of noise barriers

## Vibration in I-2

- no properties will be exposed to vibration exceeding the VDV levels set out in the NVMP therefore no vibration mitigation measures are required.



# Recommendation

- Officers are recommending approval subject to a condition being added requiring the submission of proposals for at source noise mitigation in the form of rail damping



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