**From:** Public Access DC Comments
**Sent:** 29 September 2015 16:19
**To:** Public Access DC Comments
**Subject:** Comments for Planning Application 14/00204/DISC

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 4:19 PM on 29 Sep 2015 from Mr Demetris Griggs.

|  |
| --- |
| **Application Summary** |
| **Address:** | Islip Station Including Section E Oxford To Bicester Rail Link Bletchingdon Road Islip  |
| **Proposal:** | Partal Discharge of Condition 19 (item2) Detailed scheme of assessment (noise) for section E of 10/00023/TWA.  |
| **Case Officer:** | Linda Griffiths  |
| [Click for further information](http://www.publicaccess.cherwell.gov.uk/online-applications/centralDistribution.do?caseType=Application&keyVal=N8UYNXEM0FZ00) |

|  |
| --- |
| **Customer Details** |
| **Name:** | Mr Demetris Griggs |
| **Address:** | Chapel Cottage, Street From Murcott To Whitecross Green, Murcott Kidlington, Oxfordshire OX5 2RE |

|  |
| --- |
| **Comments Details** |
| **Commenter Type:** | General Public |
| **Stance:** | Customer objects to the Planning Application |
| **Reasons for comment:** |  |
| **Comments:** | I am a parent of a pupil at Dr South's and I wish to object to Network Rail's application for the discharge of planning condition 19 with respect to section E (Islip) of the railway upgrade. I am concerned that you were not notified of the additional material published on 16 September and that the consultation period was so short on such a technical matter. I hope that the Council will pay due attention to its responsibilities for the education of pupils in its schools when determining planning matters. I am very concerned that Network Rail's proposed noise and vibration mitigation strategy for Islip does not include any mitigation for the school. I am not clear how Network Rail can estimate that there is an impact on the school grounds but not on the school buildings. I am concerned that the analysis conducted by Network Rail is too narrow in its analysis so that the Council cannot be confident it will prove correct under all circumstances in future. I therefore believe the Council should adopt a precautionary approach and require Network Rail to install adequate sound barriers between the railway and the school. At the very least, the Council must ensure that the noise levels in the school grounds and school building do not exceed the estimates provided by Network Rail by instituting monitoring of noise levels and regular public reporting of these results. |