**Chiltern Railways (Bicester. to Oxford improvements) Order 2012 and Deemed Planning Permission**

**Draft Addendum to Supplementary Report on Assessment of Route Section E v1 dated 10 July 2015 by Brian Hemsworth (Independent Noise Assessor) on**

**report “Note of CE School nSoA Section E A\_01 Report Reference 0221083 dated 10 August 2015” prepared by ERM**

1. My Supplementary report contained the following statement:

“Some reference to and assessment of Dr Booth’s C.E. Primary School should have been contained in the NSoA for Route Section E and its omission should be addressed by ERM either by explanation of why it was omitted or by carrying out an assessment.”

On 10 August 2015 ERM issued a note giving the geometry of the school relative to the railway and assessed noise levels at the school.

1. Conclusions of ERM note reference 0221083 dated 10 August 2015

Section 2.2 states “The results show that the predicted noise *levels* were 56db outside the hall, 50 dB outside the south west façade and 48 dB at the Southern façade. Since these levels do not exceed the daytime *Noise Impact Threshold* in the *Noise and Vibration Mitigation Policy* which is 55 dB LAeq,16hr by more than 3 dB, no noise mitigation is required

This addendum assesses the validity of those conclusions

1. Assessment of Noise modelling

The LAeq noise levels in Table 2.1 of the note were checked using a railway noise model based on Calculation of Railway Noise[[1]](#footnote-1), with train data as presented in Section D2 of the original assessment report. Relevant train speeds were provided separately by ERM[[2]](#footnote-2).

The note reference 0221083 contained distances of the school relative to the railway.

The results of my model, which considers the noise mitigation provided by the existing railway cutting, show agreement with the levels in Table 2.1 of the note and I agree with the conclusions of the note. Therefore I confirm that no further mitigation is needed to achieve the noise objectives of the Noise and Vibration Mitigation Policy

1. Robustness of noise predictions for Islip School

I have considered the submitted information and have referred to relevant guidance and practice elsewhere. In my opinion the noise assessment for the school is robust

BSc, CEng, FIOA

15 September 2015

1. Calculation of Railway Noise, Department of Transport 1995 (compulsory prediction model for assessing eligibility for noise insulation under Noise Insulation Railway and Other Guided Transport Systems) Regulation 1995. [↑](#footnote-ref-1)
2. ERM note to provide Additional Information for IE July2014 [↑](#footnote-ref-2)