**From:** Public Access DC Comments
**Sent:** 25 September 2015 22:45
**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 10:44 PM on 25 Sep 2015 from Dr Amy Levy.

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| **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) |

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| **Customer Details** |
| **Name:** | Dr Amy Levy |
| **Address:** | Tanglin 3 Middle Street, Islip, Oxfordshire OX5 2SF |

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| **Comments Details** |
| **Commenter Type:** | Neighbour |
| **Stance:** | Customer objects to the Planning Application |
| **Reasons for comment:** |  |
| **Comments:** | I am the mother of 2 children who are pupils at Dr South's. I am writing 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 extremely concerned that Network Rail's proposed noise and vibration mitigation strategy for Islip does not include any mitigation for the school. I am extremely concerned about the potential noise and vibration from Network Rail's new line that runs within very close proximity to the school building and grounds, and as such could potential cause significant disruption to the children's learning and ability to concentrate. It is of grave concern that Network Rail can estimate that there is an impact on the school grounds but not on the school buildings (separated by a matter of centimetres), and on these grounds refuse any ongoing monitoring or preventative measures. I also hold doubts that the parameters of the analysis conducted by Network Rail will prove accurate under all circumstances which may occur once the train line runs.Considering the negative impact that sound and vibration disturbances may have on this, 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 therefore believe the Council should ensure a precautionary approach and require Network Rail to install adequate sound barriers between the railway and the school. It seems essential that the Council ensure monitoring of noise levels and regular public reporting of these results to ensure full accountability that the noise levels in the school grounds and school building do not exceed the estimates provided by Network Rail.Furthermore to these issues raised, I hold grave concerns that I was not notified of the additional material published on 16th September, and also that the the consultation period was too short to allow appropriate response on such an important issue. |