

Linda Griffiths,
Senior Planner,
Planning Department,
Cherwell District Council,
Bodicote House,
Bodicote,
Banbury,
Oxfordshire,
OX15 4AA



27th August 2014

Our Ref: TWA/10/APP/01/Cherwell/G/C19 Item (2

Dear Linda,

**Partial Discharge of Planning Condition 19 of TWA ref: TWA/10/APP/01
(The Chiltern Railways (Bicester to Oxford Improvements) Order -
deemed planning permission granted under section 90(2A) of the Town
and Country Planning Act 1990**

Chiltern Railways in conjunction with Network Rail are proposing to construct a new railway (including the reconstruction of an existing railway) between Bicester and Oxford, together with the construction or reconstruction of stations at Bicester Town, Islip, Water Eaton and Oxford. These improvements will facilitate the operation of direct railway services between London Marylebone, High Wycombe, Bicester Town and Oxford.

As you are aware the Secretary of State has made the Chiltern Railways (Bicester to Oxford Improvements) Transport Works Act Order "the Order" with modifications, and directed that planning permission be deemed to be granted, subject to the conditions set out in Annex 1 to the letter from Martin Woods (Head of TWA Orders Unit) dated 17th October 2012 (ref: TWA/10/APP/01).

Please find enclosed an application to partially discharge Condition 19 (Operational noise and vibration monitoring and mitigation) of the deemed planning direction attached to the Order. This application is accompanied by a detailed Scheme of Assessment (Noise) for Section G (as agreed in Cherwell DC Ref: 13/00106/DISC) between chainage 124190 to 124995. This covers the general area running from just south of Oxford Parkway station to just north of Lakeside, Oxford.

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A member of
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Management Group

Condition 19 Item (2 attached to TWA/10/APP/01 states that:

'Development shall not commence within each Individual Section, until a detailed scheme of assessment of predicted noise impacts during operation of Phase 1 and 2A of the railway works, predicted vibration effects of the railway with Phases 1, 2A and 2B and details of proposed monitoring and mitigation measures, has been submitted to and approved in writing by the local planning authority'.

The attached Scheme of Assessment for the agreed Section G sets out both the methodology that has been used to assess noise from the Order Scheme, identifying the requirements for noise mitigation measures and the effects of operational noise with mitigation.

However, within this Route Section there are no Noise Sensitive Receptors (NSRs) as set out in the Environmental Statement (ES) or public inquiry receptors and no significant impacts have been predicted at any other NSRs within this Route Section. Consequently, the baseline noise environment has not been quantified.

Noise Barriers

Following our meeting on Wednesday the 12th March 2014 it was agreed that following the approval of the Scheme of Assessment, which fulfils the requirements of Condition 19 Item (2, full details of all noise barriers will be provided in a separate application to Cherwell DC before they are installed in line with the wording of Condition 19 (Item 13) which states:

'Where noise barriers are promoted in an approved scheme of assessment, they shall be installed only once the local planning authority has given written approval of their size, appearance and location...'

Again, there is no noise barriers proposed in this section as there are no NSRs.

A fee of £97.00 has been provided as the appropriate planning application fee for the above.

Please let me know as soon as possible if you have any queries or concerns. We look forward to receiving your early confirmation that the Council is satisfied that the requirements of Condition 19 as they pertain to Noise in Section G have been met.

Yours sincerely,

A handwritten signature in cursive script that reads "Andrew Deacon".

Andrew Deacon
Consultant
ERM