

**From:** Trevor Dixon  
**Sent:** 04 August 2020 08:01  
**To:** Rebekah Morgan  
**Cc:** Alex Keen  
**Subject:** 16/00472/OUT - S Grundon Services Ltd

Hi Rebekah,

I have reviewed the relevant reports again (let me know if I have missed anything) and my comments are as follows:

### 1. Contaminated Land

The following reports were reviewed:

- Quantitative Risk Assessment Report referenced R1456/11/3999 March 2011 Celtic Technologies Ltd
- Site Investigation Interpretative Report referenced R1512/12/4293 June 2012 Celtic Technologies Ltd

Based on the submitted reports there is no change to the comments previously submitted, that is, if planning consent were to be granted we would recommend the standard contaminated land conditions (J12 – J16) be applied to any consent. The submitted reports from Celtic Technologies Ltd meet the requirements of condition J12 (Desk Study/Site Walk Over) and condition J13 (Intrusive Investigation), however, a detailed scheme of remediation (condition J14) will need to be submitted and agreed.

### 2. Air Quality

The following reports were reviewed:

- Air Quality Assessment referenced A3382/DCA/TW/01, 09.04.2019 Accon UK Ltd
- The Damage Cost Assessment referenced A3382/DCA/TW/01, 09.04.2019 Accon UK Ltd

The Damage Cost Assessment has calculated the cost of the air quality impact associated with the proposed development to be £114,78, based on best-case (£19,363) and worst-case (£383,173) scenarios. This will need to be secured for off-setting measures to mitigate the impact.

### 3. Noise and Vibration

The following reports were reviewed:

- Noise and Vibration Report 19 November 2015 Rupert Taylor Document Ref: SMD/GWB1
- Supplementary Note on Noise Mitigation 15 September 2017 Rupert Taylor Document Ref: SMD/GWB2
- AJA Acoustic Assessment 11863/1A 12 September 2018
- AJA Acoustic Assessment 11863/2A 16 May 2019
- AJA Acoustic Assessment 11863/2B 2 September 2019
- AJA Acoustic Technical Memorandum 1863/M001 2 September 2019
- AJA Acoustic Technical Memorandum 1863/M002 11 October 2019

#### 3.1 Vibration

The Noise and Vibration Report 19 November 2015 from Rupert Taylor has considered vibration levels from train movements on the main line. Measurements were made at one location approximately 12m from the boundary between the application site and the railway and the estimated vibration dose values (VDV's) compared to guidance in BS 6472-:2008 Guide to evaluation of human exposure to vibration in buildings, see table below.

For the daytime the estimated VDV is below the level of 'Low probability of adverse comment', and at night time is at the lower end of the level of 'Low probability of adverse comment'. Vibration from train movements on the main line is unlikely to be a problem although, as recommended in the report, further studies should be undertaken to

determine if any mitigation is required as part of the design, and this should include an assessment of vibration levels from the LMD which was not operational when the Rupert Taylor assessment was undertaken.

### 3.2 Noise

The train movements on the main line and the Light Maintenance Depot (LMD) are the dominant sources of noise impacting the proposed development site. The LMD operates throughout the night from 18.30 hours to 06.30 hours the following day (as stated in the AJA assessment 11863/2bB) with noise from idling diesel trains and compressed air brake releases. The LMD has already been a source of complaints to Environmental Protection.

All reports confirm that satisfactory internal noise levels can only be achieved in the upper storeys with windows being permanently closed and alternative means of ventilation provided. Alternative ventilation will need to be mechanical and not by passive or trickle vents.

External daytime levels at a height of 1.5 metres are mostly within the desirable level of 50dB or the upper level of 55dB with a 6 meter barrier (bund and/or acoustic fence) in place. However, the barrier will only be effective at mitigating low level noise sources for example wheel noise on the rails that are close to the barrier, and protect ground floor dwellings and amenity areas. For diesel locomotives running on full power where the source height is 4 metres and sources further from the barrier such as the LMD, the barrier will offer less protection and no protection to the upper storeys. Also, the rail line is approximately 1.5 metres higher than the site towards the south east end of the site and it is not clear if this been accounted for in the barrier calculations.

The BS 4142 assessment for the noise sources at the LMD gives a rating level of 74dB, 25dB above the background level, which is a significant adverse impact (a difference of around +10 dB or more is an indication of a significant adverse impact and +5 dB an indication of an adverse impact).

AJA Acoustic Technical Memorandums 1863/M001 2 September 2019 and 1863/M002 11 October 2019 were submitted to answer queries previously raised regarding their acoustic assessments 11863/2A 16 May 2019 and 11863/2B 2 September 2019, however I still have the following queries:

- With regard to the background level it would have been useful if the raw data had been presented as an appendix in the reports so that it was possible to see the range of levels at different times of the night time period. The background should exclude noise from passing trains and the LMD because these are the noise sources of concern but include noise from the distant M40. Even using a night time background level of 49 (it is incorrectly stated again as 48 in paragraph 6 of memorandum 1863/M002 and also in Table 3 of assessment 11863/2B) the BS 4142:2014 rating level is still significant adverse impact.
- I had previously questioned why the night time background level is higher than the daytime level in the absence of all noise sources attributable to passing trains and the LMD and a reason given by AJA is the percentage of HGV's is higher at night. I would agree that the percentage of HGV's relative to the total traffic flow would be higher at night than during the day, but not that the number of HGV movements is greater at night. This was the reason for asking for the traffic data on which their modelling was based but the data provided only shows the average annual daily flows and not a breakdown between day and night.
- The internal levels given in BS 8233:2014 are used when assessing anonymous noise sources such as rail and road noise and not industrial noise sources such as the LMD. BS 8233:2014 states that for industrial noise the methods in BS 4142:2014 should be applied to rate and account for the character of the noise. My previous comment that the rating level outside from the BS 4142 assessment still needs to be addressed was based on the fact that the assessment hadn't taken account of the character of noise from the LMD, but simply taken the rating level (74dB) and calculated the contribution to the internal level. The glazing specifications in section 8 of 11863/2B gives the performance over octave bands from 125Hz to 4K, however the noise from idling trains is likely to include lower frequencies so has the character of the noise inside been properly considered i.e. do the glazing specifications make this noise anonymous?
- It is not clear if the calculated external levels include a 3dB correction for reflection from the façade?

The scheme is reliant on windows being unopenable to mitigate the noise from the main line and LMD. An overheating risk assessment should therefore be required to determine if closed windows provides an acceptable living environment.

For information some appeal decisions relating to windows being closed:

- Appeal Ref: APP/Q3820/W/18/3202034 Land north of Tilgate Forest Business Centre, Brighton road, Tilgate, Crawley RH11 9PT
- Appeal Ref: APP/U4230/W/19/3221051 Apartments in Lexington Court, Hudson Court and Madison Court, 56, 54, 52 Broadway Salford, Greater Manchester, M50 2UG  
Appeal Ref: APP/U4230/W/19/3221051  
Apartments in Lexington Court, Hudson Court and Madison Court, 56, 54, 52 Broadway Salford, Greater Manchester, M50 2UG
- Appeal Ref: APP/J0540/W/18/3215519 Cranmore House, Thorney Road, Eye, PE6 7UB

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