

Harry & Reneth Schoetz
20 Stable Close
Oxford
OX1 2RF

Tel: 01865 790869
harald.schoetz@btinternet.com

To
Secretary of State for Transport
C/o The Transport and Works Act Orders Unit
Department for Transport
Zone 1/31, Great Minister House
76 Marsham Street
London SW1P 4DR

6th August 2010

Ref: Objections to the Chiltern Railways Evergreen 3 project - Developments at Oxford Station

OBJ 232 - Statement of case for Public Inquiry

Dear Sir / Madam,

In general we welcome the initiative of Chiltern Railways' creation of an alternative railway connection from Oxford to London. This is not only good news for commuters but also from an environmental point of view; this project is a step in the right direction in reducing road traffic.

Of course a project of this scale cannot only have positive aspects and while the majority will have benefits from it, others will suffer due to noise, vibration and pollution during the construction stages and traffic operations as well as maintenance activities afterwards.

My wife Reneth and I are in this unlucky position. Our home is adjacent to the current Staff car park of Oxford Station. The proposed changes to the car park and the creation of new rail tracks with platforms in immediate proximity to our property raises great concerns regarding the future welfare of our family.

i. 3.5.10 of Design and Access Statement – Changes to existing Car Park

The existing car park, adjacent to our property, is only for staff parking at present. The proposal to use this additionally as a short term car park will consequently result in a higher level of noise and fuel pollution, especially around train departure and arrival times.

Environmental Resources Management (ERM) who acts on behalf of Chiltern Railways has responded to our concerns (Ref: 0110147/OBJ 232) regarding the impact of noise from traffic. ERM refers to assessments (page 6-40) in the submitted Environmental Statement (ES) of the Application and claims that no significant operational road traffic noise impacts have been predicted.

After studying the ES again we were unable to find evidence at the quoted page 6-40 that would confirm the statement of ERM. The ES only indicates that assessments, regarding road traffic, have been carried out for Bicester and Water Eaton but not for Oxford Station.

Based on our own observations, on average approx. 5 vehicles per hour are either entering or leaving the current staff car park. With the predicted future passenger numbers of Chiltern Railways (Source: Statement of Case by the Chiltern Railway Company Ltd., table 5.6) this could lead on average to an hourly number of 35 or more vehicles dropping off or picking up passengers (approx. every 4th passenger currently at Oxford Station). Therefore, we feel that an increase of road traffic by 700% is very significant!

Without sufficient control measures, e.g. automated barriers, etc this short-term car park can and will be easily abused as a drop off & pick up point for the new platforms.

ii. **Annex D AL032-033 of Design and Access Statement – Secure fencing**

The proposed secure fencing between the new rail tracks and the neighbouring car park is currently planned to be 1.8m in height. It only provides basic security against trespassing, etc and will to our understanding have no noise reduction function from running trains, speaker announcements and passengers at the platforms.

ERM has again responded to our concerns but unfortunately were unable to convince us that the current measures to reduce noise from platforms and trains are sufficient.

With the predicted future amount of 8 trains from and to Oxford Station per hour (Source: Statement of Case by the Chiltern Railway Company Ltd., table 8.1) this would mean that Diesel train engines are running almost constantly. This will emit continuous noise and fuel pollution. In our opinion, the predicted noise levels as stated in the ES are not considering this circumstance or accelerating engines when trains leaving the new platforms.

Furthermore we were unable to find evidence or information regarding predictions or assessments of noise created by rail passengers. Even though this noise level might vary depending on human communication behaviour, in our opinion this cannot be ignored.

We are convinced that a noise barrier (with a minimum height of 2.5m) between the new station building and the northern end of the car park would significantly reduce the impact of noises from trains, plants and passengers as well as pollutions to the properties in Stable Close.

From an environmental point of view we are very disappointed that Chiltern Railways has not planned to build the new line with electrification system from beginning onwards. This would have led immediately to a significant improvement regarding air pollution and noise reduction.

We believe that these concerns will have a negative effect on the quality of life at our property. In our view, no drastic changes would be required to improve this situation. We trust that Chiltern Railways will deal with our concerns seriously and hopefully these outstanding issues can be resolved quickly.

Yours sincerely,



Harry Schoetz



Reneth Schoetz