

Requested conditions for consideration at the forthcoming round table on the TWA application Chiltern Railways (Bicester to Oxford Improvements) from

Obj/095/7: Dr and Mrs Stephen Young

1. We call for the avoidance of night-time construction work between hours of 11pm and 8am. Should this prove unavoidable then substantial noise mitigation should be provided for those living within 300m of the works. This should include noise barriers at source and secondary or double glazing grants where the levels of noise or vibration exceeds the daytime (55dB) or night-time (45 dB) thresholds for adverse comment. The latter level already exceeds the WHO guidelines for “good” night-time noise level to allow sound sleep patterns.  
Reason: To ensure the works do not prove detrimental to the health and well-being of residents close to these works
2. Properties within 50m of the track lowering earthworks should be surveyed before, after and at 3 years to ensure that settlement due to the earthwork does not cause damage to the properties in close proximity. If such such damage occurs CRCL should provide funds to cover remedial work. A small claims scheme such as that provided for the channel tunnel and rail-link to provide a clear and positive mechanism for minor construction related residential claims would be highly recommended.  
Reason: To ensure the works do not prove detrimental to the value and viability of domestic dwellings close to the works and to provide a mechanism for recompense should such damage occur.
3. The sponsors should provide detailed measurements of vibration by independent qualified engineers measuring external ground vibration in close proximity to closest doors and windows of residential properties adjacent to the line. These measurements should be made before work commences and after each phase is completed. Any breach of the threshold VDV levels should trigger resident compensation and track modification work in order to reduce vibration to acceptable levels; well below the adverse comment threshold.  
Reason: To ensure the scheme does not cause unacceptable levels of ground borne vibration for residents close to the line due to increase rail usage.
4. A speed limit of 30mph should be applied between Wolvercote North Junction and Water Eaton Station.  
Reason: In order to limit operational noise, especially that relating to braking and acceleration due to signals either side of Wolvercote tunnel, to levels that will permit residents close to the line to continue to peacefully enjoy use of their home and garden.
5. Noise limits for operational and construction noise applied to schools and colleges should be applied equally to student accommodation where peaceful study is also clearly required.

Reason: To allow students to study and work effectively within their accommodations.

6. All trees and shrubs removed to allow earthworks should be reinstated.

Reason: To maintain a natural and attractive visual screen of the railway and to maintain natural habitats.

7. New bat roosting constructions at Wolvercot Tunnel should be sited at least 30m from residential properties.

Reason: In order to minimize noise for residents and reduce the risk of attic roosting occurring.