

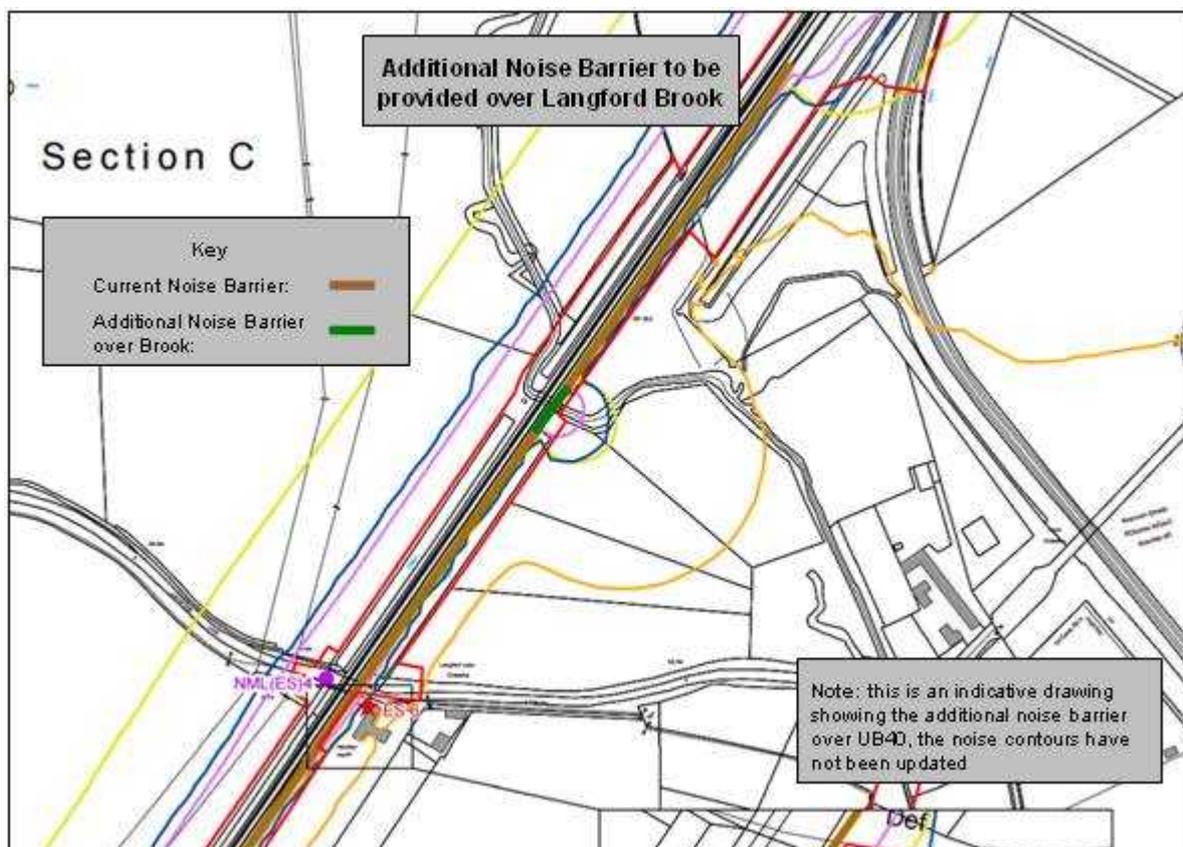
**From:** Brooks Christopher [<mailto:Christopher.Brooks@networkrail.co.uk>]  
**Sent:** 06 May 2015 14:16  
**To:** Linda Griffiths  
**Cc:** Andrew Deacon; Trevor Dixon; Jon Westerman  
**Subject:** RE: 14/00175/DISC Noise Assessment Section C

Linda,

Please see the below indicative sketch showing the location of the additional noise barrier that the project propose to install over the Langford Brook at Underbridge OXD40.

As discussed the additional section of noise barrier will link the barriers currently proposed to finish either side of the bridge so that it will appear to be one continuous barrier 2.6m from the track and 2.5m tall (above rail head).

We are currently confirming the preferred option for the supporting structure and barrier make up with the design expected to be available to be submitted to CDC in July. If you require any additional information please don't hesitate to contact me.



Kind regards,

Chris Brooks

East West Rail Phase 1

Network Rail | IP Central | 3rd/ 4th Floor | Meridian House | Smallbrook Queensway | Birmingham | B5 4HA | 📞 mobile: 07515625365 | ✉ [christopher.brooks@networkrail.co.uk](mailto:christopher.brooks@networkrail.co.uk)

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**From:** Linda Griffiths [<mailto:Linda.Griffiths@Cherwell-DC.gov.uk>]  
**Sent:** 06 May 2015 13:15  
**To:** Brooks Christopher  
**Subject:** RE: 14/00175/DISC Noise Assessment Section C

Chris

Thank you for your e-mail

It would still be useful to have confirmation and details as requested in my e-mail below.

Regards

**Linda Griffiths BA (Hons) MRTPI**  
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**From:** Brooks Christopher [<mailto:Christopher.Brooks@networkrail.co.uk>]  
**Sent:** 06 May 2015 10:58  
**To:** Linda Griffiths  
**Cc:** Mole Rob; Andrew Deacon; Yeung Alan  
**Subject:** RE: 14/00175/DISC Noise Assessment Section C

Linda,

We are currently confirming the design delivery dates as part of our assessment of the different options.

The barrier over the bridge look similar to the barrier elsewhere, i.e. 2.5m high (above rail head), 2.6m laterally from the track and from outside of the rail boundary it will look like a close boarded timber panel. The physical construction may be different and the bridge/ support structure will require some amount of alteration, but as this bridge wasn't included in Planning Condition 5 I do not think that this will require a further planning submission.

Kind regards,

**Chris Brooks**

**East West Rail Phase 1**

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**From:** Linda Griffiths [<mailto:Linda.Griffiths@Cherwell-DC.gov.uk>]  
**Sent:** 06 May 2015 09:47  
**To:** Brooks Christopher

**Subject:** RE: 14/00175/DISC Noise Assessment Section C  
**Importance:** High

Chris

Thank you for your response.

Please could we have confirmation of the timescales involved in providing the noise barrier and sight of its design, location and height.

Regards

**Linda Griffiths BA (Hons) MRTPI**

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**From:** Brooks Christopher [<mailto:Christopher.Brooks@networkrail.co.uk>]

**Sent:** 06 May 2015 09:35

**To:** Linda Griffiths

**Cc:** Mole Rob; Andrew Deacon; Trevor Dixon; Jon Westerman; Milne Andy

**Subject:** RE: 14/00175/DISC Noise Assessment Section C

**Importance:** High

Linda,

Our designers, Atkins, have completed a thorough feasibility assessment of the options for providing a noise barrier over the Langford Brook at Underbridge OXD 40. This assessment shows that it is possible to construct a barrier over bridge and we are in the process of agreeing the design with our engineers.

Kind regards,

**Chris Brooks**

**East West Rail Phase 1**

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**From:** Linda Griffiths [<mailto:Linda.Griffiths@Cherwell-DC.gov.uk>]

**Sent:** 06 May 2015 09:09

**To:** Brooks Christopher

**Cc:** Mole Rob; Andrew Deacon; Trevor Dixon; Jon Westerman

**Subject:** RE: 14/00175/DISC Noise Assessment Section C

**Importance:** High

Good Morning Chris

Further to my email of 30<sup>th</sup> April and your response below.

I have just discussed my report and your undertaking below with my manager, Jon Westerman, and he would like to have more certainty in respect of item 2 below. If the noise barrier can be extended, this will have a direct impact upon the noise climate enjoyed by Wendlebury Gate Stables and is relevant in terms of Condition 19 (c).

Before the decision is issued therefore, please could you provide clarification in terms of whether you have carried out any investigation in terms of providing noise mitigation measures at the railway bridge to the north west of Wendlebury Gate Stables and if so, what the outcome of those investigations was.

If no investigation has yet been undertaken, please confirm that this will be done together with the timescale for carrying out these investigations, and advising us of the outcome.

I await your response.

Regards

**Linda Griffiths BA (Hons) MRTPI**  
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**From:** Brooks Christopher [<mailto:Christopher.Brooks@networkrail.co.uk>]  
**Sent:** 30 April 2015 11:58  
**To:** Linda Griffiths  
**Cc:** Mole Rob; Andrew Deacon; Trevor Dixon  
**Subject:** RE: 14/00175/DISC Noise Assessment Section C

Linda,

Firstly thank you the below guidance and CDC's efforts in resolving the issues surrounding the discharge of the noise consent through Section C.

Further to our conversation I can confirm that, following the discharge of the Section C noise consent, Network Rail commits to continuing to liaise with Wendlebury Gate Stables and will use reasonable endeavours to;

1. Provide an indoor riding school at Wendlebury Gate Stables
2. Extend the noise barrier over the railway bridge to the north west of Wendlebury Gate Stables (Underbridge OXD 40)
3. Minimise disruption to the stables where possible during construction

As you have noted; whilst we will take all reasonable steps to achieve the above we will be subject to planning and engineering constraints as well as landowner approvals that may effect what we can deliver in practice.

If you would like to discuss this further please don't hesitate to contact me.

Kind regards,

Chris Brooks

East West Rail Phase 1

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**From:** Linda Griffiths [<mailto:Linda.Griffiths@Cherwell-DC.gov.uk>]

**Sent:** 30 April 2015 07:54

**To:** Brooks Christopher

**Subject:** 14/00175/DISC Noise Assessment Section C

**Importance:** High

Chris

As discussed, the Noise Assessment has revealed that the speech intelligibility of 'fair' cannot be achieved.

Further to our telephone conversation yesterday regarding the above, I write in respect of Wendlebury Stables and the impact on their property and business in respect of noise from passing trains.

It was verbally agreed that Network Rail would undertake, to their best endeavours, to try to mitigate the impact of the noise from the Rail Improvements on Wendlebury Gate Stables. In our telephone conversation we discussed the possibility of extending the acoustic barrier to the north and providing the indoor riding arena which has previously been discussed between yourselves and Mr Offord. I understand that due to land ownership and the adjacent MOD railway track that the extended acoustic barrier to the north is not possible, so could I suggest that the opportunity to provide noise mitigation measures at the railway bridge to the north west of Wendlebury Gate Stables is investigated further instead.

I should be grateful if you would consider the above and confirm by return of e-mail that Network Rail would undertake to discuss further with Mr Offord:-

- a) The provision of an indoor riding school as previously offered
- b) Investigate the possibility of noise mitigation measures at the railway bridge to the north west of Wendlebury Gate Stables.
- c) Ensure that the works are carried out to minimise the impact on Wendlebury Stables during the summer months when the business is at its peak

I understand that the riding school would require planning consent and the final outcome of any application is out of your control.

Regards

Linda

**Linda Griffiths BA (Hons) MRTPI**

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