

THAMESLINK 2000

Summary of Proof of Evidence on Noise and Vibration

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NR/8/A

Town and Country Planning Act 1990
Planning (Listed Buildings and Conservation Areas) Act 1990
Transport and Works Act 1992

Railtrack (Thameslink 2000) Order 1997
Railtrack (Thameslink 2000) (Variation) Order 1999

1. Inquiry into applications by Network Rail for the Thameslink 2000 railway project sites at

11-15 Borough High Street, London SE1
2-4 Bedale Street, London SE1
7 Stoney Street, London SE1
16-26 Borough High Street and 7 Bedale Street, London SE1
Blackfriars Railway Bridge, London EC4
Blackfriars Station North, London EC4
Blackfriars Railway Bridge, London SE1 (includes proposed south bank station entrance)

2. Re-opened inquiry into applications made by Railtrack plc for orders under the Transport and Works Act 1992 and associated applications

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1.0 MITIGATION OF CONSTRUCTION EFFECTS AND THE THAMESLINK 2000 NOISE AND VIBRATION POLICY (3.0)

1.1 Thameslink 2000 has developed a comprehensive set of project specific policies, procedures and systems to mitigate noise and vibration impacts during construction and operation of the scheme. Contractors will be required to obtain prior consent in respect of working in London under section 61 of the Control of Pollution Act 1974.

2.0 THE INTERFACE BETWEEN THE PROPOSED THAMESLINK 2000 AND CROSSRAIL PROJECTS, PARTICULARLY AT FARRINGDON, INCLUDING PLANS FOR CO-ORDINATING THE TWO PROJECTS IN ORDER TO MINIMISE DISRUPTION. (4.0)

2.1 ES Addendum 2005 includes a section on the cumulative environmental effects of Thameslink 2000 and Crossrail.

2.2 Some cumulative effects are predicted if it be assumed that Thameslink 2000 and Crossrail construction occur at the same time, particularly at Smith New Court House and 34/35 and 46 Cowcross Street. Significant impacts at 52 Cowcross Street and Cardinal House will disappear since they are to be demolished by Crossrail.

2.3 Network Rail and Crossrail will offer noise insulation or temporary housing in respect of buildings eligible under the Noise and Vibration Policy by reference to cumulative noise and vibration levels.

3.0 THE LIKELY EFFECTS OF CONSTRUCTION AND OPERATION OF THE SCHEME ON THE CHARACTER OF THE BOROUGH HIGH STREET/BOROUGH MARKET AREA AND ON THE SETTING AND INTEGRITY OF BUILDINGS WITHIN THAT AREA IN THE LIGHT OF CHANGED CIRCUMSTANCES SINCE THE FIRST INQUIRY, INCLUDING THE CUMULATIVE IMPACT OF THE PROPOSED NEW BUILDINGS IN THE AREA. (5.0)

3.1 There is no change in the circumstances with respect to noise and vibration in the Borough Market area.

3.2 Since 1999, planning permission has been granted for the London Bridge Tower. There is potential for a cumulative noise impact from construction at two locations. As regards New London Bridge House it is unlikely that the intensity of the noise effect will increase since two different facades would be affected. As regards Guy's Hospital there could be some cumulative effects which are currently subject to further evaluation.

4.0 THE EFFECTS OF INCREASED NOISE LEVELS IN THE VICINITY OF BLACKFRIARS STATION, AS DISCUSSED IN ES2004 AND MEASURES TO MITIGATE THESE EFFECTS (6.0)

4.1 ES Addendum 2005 reports further detailed evaluations.

4.2 No residual operational noise impacts are predicted at any commercial building in the vicinity of Blackfriars Station.

4.3 Because of further mitigation measures, no residual operational impacts are predicted at the Black Friar Public House and Quadrant House and a significant benefit is predicted for Falcon Point.

4.4 There is no change in the position as regards the public address system. Noise will be controlled through design and the siting and specification of the PA system. A planning condition has been agreed with LB Southwark and the Corporation of London.

5.0 THE PLANNING APPLICATIONS RELATING TO BLACKFRIARS STATION AND RAILWAY BRIDGE: THE LIKELY EFFECT OF CONSTRUCTION ON LOCAL RESIDENTS AND BUSINESSES INCLUDING ANY IMPACTS ON PEDESTRIAN AND VEHICULAR TRAFFIC FLOWS AND IMPACTS ARISING FROM NOISE, VIBRATION AND DUST AND THE PROPOSED MEASURES TO MITIGATE ANY ADVERSE EFFECTS. (7.0)

5.1 Some disruption from construction work is inevitable and the predicted noise levels are expected to cause significant disturbance and annoyance.

5.2 Mitigation will be provided in accordance with the Noise and Vibration Policy. Specifically, it is expected that the residential parts of the Black Friar Public House will be eligible for noise insulation and an undertaking to provide insulation has been given to the residents of Falcon Point. Significant vibration effects from piling are likely to be avoided by employing effective control measures. The provision of screening will maximise noise protection.

6.0 THE PLANNING APPLICATIONS RELATING TO THE DEVELOPMENT IN THE BOROUGH HIGH STREET AREA, AT 7 STONEY STREET, 2-4 BEDALE STREET, 11-15 BOROUGH HIGH STREET AND 16-26 BOROUGH HIGH STREET AND 7 BEDALE STREET: THE LIKELY EFFECT OF CONSTRUCTION ON LOCAL RESIDENTS AND BUSINESSES INCLUDING IMPACTS ARISING FROM NOISE, VIBRATION AND DUST AND THE PROPOSED MEASURES TO MITIGATE ANY ADVERSE EFFECTS. (8.0)

6.1 The scale of the works associated with the replacement buildings is similar in scale and character to many other development projects in Central London. The significant impacts reported in ES2004 will occur mainly as a result of the construction of the new viaducts and bridges. The scale of the impacts reported in ES2004 is not materially different from that reported in 1999.