

Our Ref: 38063

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Dear Sirs

**PHASE 3, PROLOGIS PARK, STOCKLEY ROAD, WEST DRAYTON – CONDITION 13
PLANNING APPLICATION REF: 18399/APP/2013/1019**

Condition 13 is as follows:

None of the development hereby permitted shall be commenced until [sic] details [sic] design and method statements for all of the ground floor structures, foundations and basements, and for any structures below ground level, including piling (temporary and permanent), have been submitted [sic] to and approved in writing by the Local Planning Authority which:

- a) Accommodate the proposed location of the Crossrail Structures and tunnels
- b) Accommodate ground movement arising from the construction thereof
- c) Mitigate the effects of noise and vibration arising from the operation of the Crossrail railway within the tunnels.

The development shall be carried out in all respects in accordance with the approved design and method statement, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs (a) to (c) of this condition shall be completed, in their entirety, before any part of the building[s] hereby permitted is/are occupied.

REASON

To ensure the development does not prejudice the development of Crossrail, in accordance with Policies 6.1, 6.2 and 6.5 of the London Plan (July 2011).

It is understood paragraphs a) and b) have been addressed, and that it remains to address paragraph c).

In the first instance, it should be noted that the Crossrail trains will not be running within tunnels in the vicinity of the site, but will be running on the existing surface lines to the north and west of the development.

Secondly, it should be noted that the development, comprising distribution warehouse units (Use Class B8) and ancillary offices, will not be as sensitive to noise or vibration as the neighbouring dwellings. The development will also be no closer to the train movements than the existing dwellings.

The noise and vibration effects of the operation of Crossrail on sensitive receptors were considered as part of the Environmental Impact Assessment, as published in the 2005 Environmental Statement and latter supplementary environmental statements and specialist reports. On which basis, the Crossrail Act (2008) was passed and various Information Papers

were produced. Information Paper D26 – *Surface Railway Noise and Vibration* is applicable in this instance, and, as stated in the Introduction, “...provides a summary of both the assessment of surface railway noise associated with the operation of Crossrail, and the undertakings the Promoter proposes to adopt in terms of the measures to be put in place to control the effects of surface noise and vibration from the operation of Crossrail trains.”

The Information Paper goes on to state that, “The assessment of the western and northeastern sections of the scheme identified no significant noise and vibration impacts from the operation of Crossrail.”

In terms of the control of surface railway noise and vibration, the Information Paper states that, “The new surface sections of the railway will be designed and constructed using continuously welded rail to the greatest extent practicable with the objective of reducing noise and vibration due to the operation of the surface railway.” It is also stated that there will be a programme of maintenance covering the tracks and rolling stock wheels to ensure that noise and vibration are kept to a minimum.

On this basis, it is considered that there will be no requirement to mitigate the effects of noise or vibration arising from the operation of the Crossrail railway, especially not within the tunnels, which will not be located close to the development.

I trust the above is clear and sufficient for your requirements. If, however, you have any comments or queries, then please do not hesitate to contact me.

Yours sincerely

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