

From: [REDACTED]
To: Sizewell C
Subject: Misleading baseline data regarding Noise Pollution forecasts relating to the planned Green Rail Link
Date: 22 September 2021 13:34:33

Dear Sir or Madam,

I understand that official issues relating the Sizewell C planning process have closed, but, such has been the tardiness of the applicant in responding to my concerns, that this is the earliest that I can submit my concern backed up by the relevant data. I hope you will take this into consideration.

I am the proprietor and resident of [REDACTED]

The location of my property is within a few hundred yards of the proposed Green Rail Route designed as a supply route for materials required for the construction of Sizewell C.

As regards the levels of noise pollution implicit in the construction and running of the proposed rail link, I have been in regular communication with the applicant via their nominated advisor Dalcour MacLaren. Your records will show a regular exchange of emails and remarks made at the various Open Hearings to that effect.

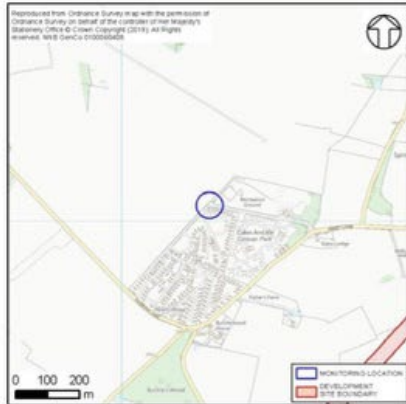
Most recently, I attended a meeting at the property of my neighbour - [REDACTED] - where the applicant's Acoustician ([REDACTED]) was invited to respond to questions regarding the process by which the applicant's noise level forecasts had been arrived at. While many of the outstanding questions were adequately answered at this meeting, perhaps the most important ones remain shrouded in doubts shared by myself, [REDACTED].

Of these, the most alarming is the process by which baseline levels of noise were calculated by the applicant's contracted party. (Nb. It is my understanding that this process was undertaken prior to the involvement of [REDACTED])

Baseline noise levels are used to establish LAeq levels upon which increases in noise levels associated with construction work might be modelled. These levels are therefore the foundation stones for any noise level forecasting. On close examination, the process for establishing baseline noise levels was at best significantly flawed and at worst might be construed as negligent or deliberately misleading.

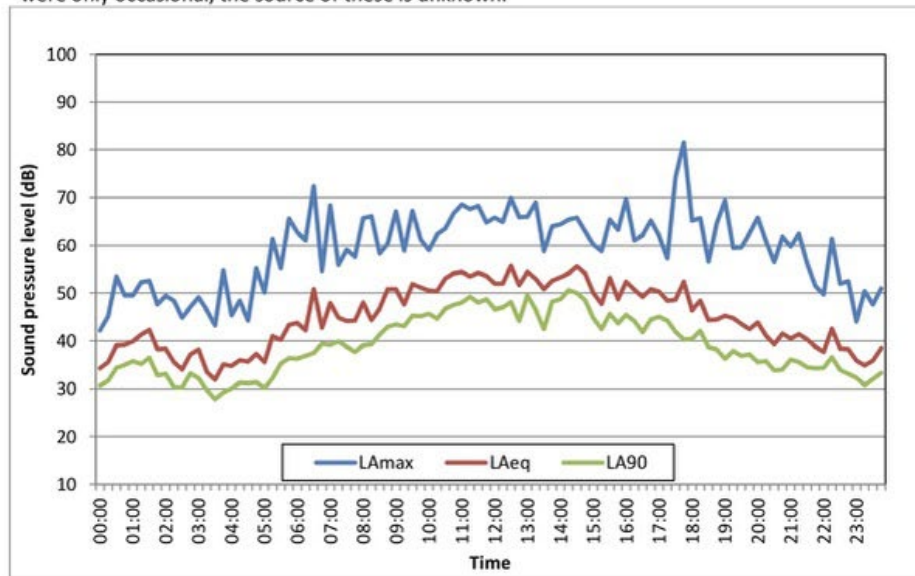
The noise receptors (ie. the electronic devices used to establish noise levels) nearest to the planned route for the Green Rail Line are 'MS18' and 'MS12'. The image below is taken from the applicant's most recent proposal and show the location of the receptor at the rear of Cakes & Ale - the mobile holiday home site. The map clearly shows how the development site boundary is far removed from the noise receptor and, more importantly, is divided by the Cakes & Ale site itself. During the majority of the year, Cakes & Ale is a quiet, under-populated holiday site. Unsurprisingly for a successful UK holiday location, it enjoys a busy period during August where many families enjoy the football pitches, tennis courts, barbecues and bar. Cakes & Ale is only noisy for these one - maybe two weeks - a year. You will note that the dates on which the applicant chose to evaluate baseline noise levels: 7th - 14th August 2014. In other words, at the height of the site's busiest, noisiest period. There can be no doubt that the readings taken will be artificially swollen due the applicant's choice of dates, therefore any increase in noise levels brought on by future construction will appear dramatically reduced. This is palpably and shockingly misleading.

MS18 – Cakes and Ale Caravan Site



Site Description: Free-field location mounted on pole three metres above ground at rear of cabin on campsite. **Dates:** 7-14 August 2014

Notes: Unattended survey over seven days. Background, ambient and maximum sound levels are presented for a typical day. The sound climate was comprised of road traffic, birdsong from various species, and activity associated with a camping and caravan site. Ambient sound levels were typically around 50dB during the day and 40dB during the night. Background sound levels were typically around 42dB during the day and 33dB during the night. L_{Amax} events over 70dB at this site were only occasional, the source of these is unknown.



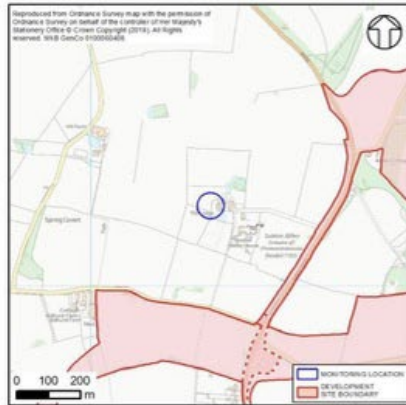
This massaging of the basic data inevitably leads to woefully inaccurate forecasting.

The second receptor - MS12 - is located to the rear of Leiston Abbey (please see figure below). No doubt, this is a quieter location than Cakes & Ale in August, but not an accurate representation of the route of the Green Rail Link through [redacted] where no receptors were deployed to establish baseline levels. The location of MS12 is an elevated spot in earshot of Abbey Road - the main arterial route in and out of Leiston with persistent levels of traffic throughout the day - a far cry from the arable land on which the Green Rail Line is proposed.

During the meeting last week, it was noted that the average sound levels for the areas behind [redacted] were around 45dB, according to the receptors. The average noise levels for the construction period of

the Green Rail Line were expected to be around 55dB (ie. a 20% increase). [redacted] agreed that this was misleading and, while levels of noise associated with major construction may fall into agreed national standards, that the increase in noise levels was likely to be higher than 20%, thereby reinforcing the point that the applicant's process for noise forecasting is fundamentally flawed.

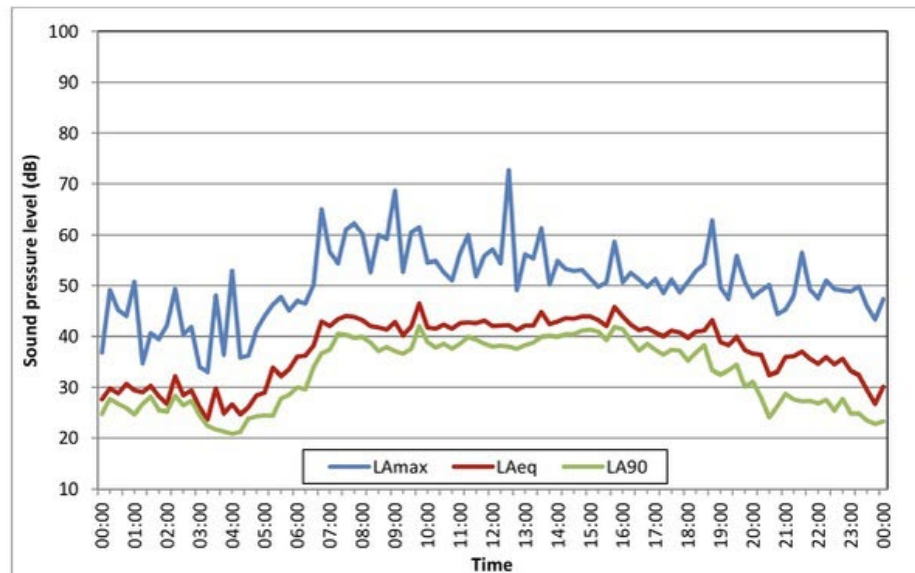
MS12 – Leiston Abbey, rear



Site Description: Free-field location within grassed area to rear of property. At significant distance from any public road.

Dates: 23-30 November 2015

Notes: Unattended survey over seven days. Background, ambient and maximum sound levels are presented for a typical day. The sound climate was comprised of distant road traffic noise, occasional aircraft, occasional agricultural activity and birdsong from various species. Ambient sound levels were typically around 42dB during the day and 30dB at night. Background sound levels were typically around 38dB during the day and 27dB at night.



As mentioned above, I am a recording artist. I am able to record due to the quiet of my environment. The plans for the construction and operating of the Green Rail Line will effectively prevent me from recording at my home. This comes as a colossal shock and disappointment. I would urge the inspectorate to consider alternative rail routes to the planned Sizewell C site or, at the very least, provide adequate noise mitigation to [redacted].

Thank you

Alex Johnston

