



Deadline 8 follow up submission

Dear Sir/Madam , I am writing with regards to my earlier Deadline 7 submission and following up from that . It summarised that

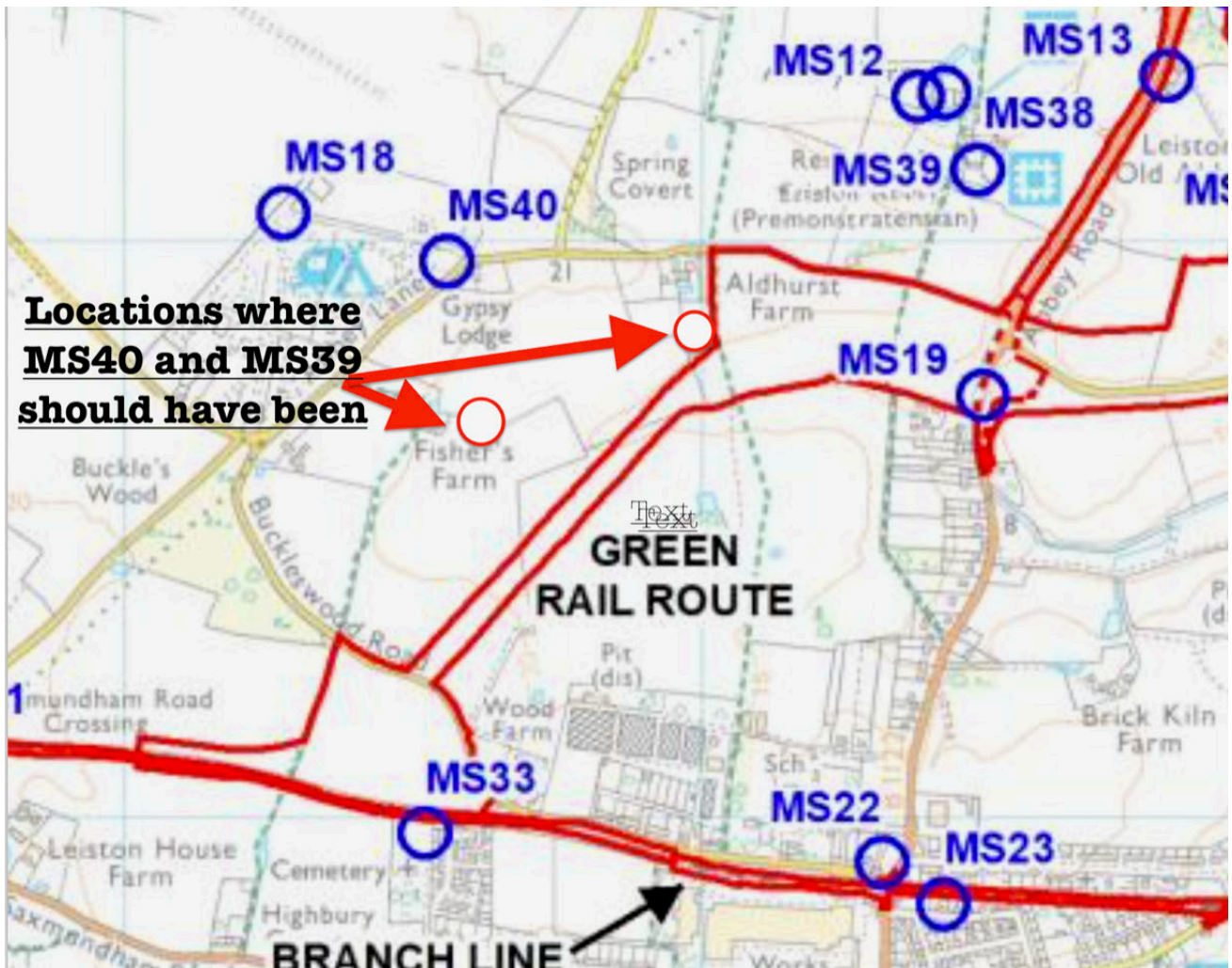
"It is my view that although a degree of modelling has been undertaken its suitability to be tested with real world conditions may be questionable . More acoustic surveys and modelling needs to be done and the use of Acoustic fencing needs to be included to absolutely minimise any detrimental impacts from noise pollution " I would like to expand and further explore this viewpoint .

Following on from Deadline 7 I engaged with the applicants representatives namely Messrs Brownstone and Clark-Davis also a member of the Landscape team in a meeting at my property . The basis of it being for them to explain our conflicting views and resolve them in some way .

However all it seemed to achieve was a widening in our opposing stances and galvanised my view that both the methodology and results of their modelling were inaccurate and flawed. The two main points discussed were that that the two Monitoring Stations (MS40 & MS39)used to form a baseline level for the Green Rail Route (GRR) west of Abbey road were in the wrong positions giving false misleading data and that the noise contours produced for later years night-time Rail extension section showed anomalies which Mr Brownstone was unable to give a credible explanation to . We discussed also the use of the Nord 2000 module in SoundplanTM which I am of the view which will better show the devastatingly negative impact of noise to those along the GRR. Mr Brownstone agreed he would provide this as soon as he was able to , a relatively simple task by running the already inputted data along with wind speed and direction into the Nord 2000 module of SoundPlanTM. As of today's date nothing has been forthcoming from Mr Brownstone . I would ask the Inspectorate to see if they are able to request this from the applicant .

Going back to the first point with regard to the Monitoring stations firstly these Baseline data collecting locations should primarily follow the route from where later, the construction and then operational phases are , then expand out to additional remote locations of importance (receptors) to form satellite studies starting with those nearest the route. Quoting the methodology "Baseline sound level surveys have been undertaken for the most part at locations representative of residential receptors in the study area " so MS39 should have been at the rear of Aldhurst farm cottages and MS40 at the rear of Fishers Farm both locations closer to the proposed route and arguably much more accurate indicative readings would have been taken.

MS39 while suitable for a secondary location is not suitable for a primary one its proximity to both Abbey lane and Abbey road both of which are at a point when engine noise increases Abbey road where traffic exits Leistons 30mph limit and entering Abbey lane also exiting a 30mph zone additionally there is an incline travelling west at the start of the lane past MS12 increasing engine noise further. MS40 is also only suitable as a secondary location not as a primary one . It is furthest away from the GRR with Abbey lane running adjacent to it . The readings also were taken at its busiest time in peak season when the Park is at capacity and coinciding with the Harvest in the surrounding fields. The worst time to collect data to have any accurate meaning . Both graphs clearly show the biasing of the road traffic noise at peak times in both the morning and evening . Also to note for this section of the GRR three other MS locations all further away from the GRR MS12 MS18 and MS38.



It is incredible to think that those readings were taken in back in 2014 , and only now , seven years later Mr Brownstone informed me that there is now not enough time to change the locations and redo the surveys . Even more inexplicable is that surveys were undertaken on my property in the first week in July 2019 to assess Tranquillity defined by the Applicant as "Tranquillity surveys, are looking at a far wider acoustic picture for the area and won't be focusing on a particular factor such as road noise." Which I would translate to Baseline surveys none of which has been included in their assessment suspiciously.

Going onto my second point with the anomalies present in the noise contours produced for the night time rail extension section firstly the smoothing is far to coarse and three bands is not sufficient to illustrate the noise impact . The swollen lump as projected at the Abbey lane crossing intersection is a result of the elevation to the track at the crossing and as a consequence the spread of noise. A similar shape should be produced at the elevated section nearest my residence however incredibly by some sonic force field the noise merely laps up to but falls short of my house and neighbours but goes past in-between ! This simply highlights the inadequacy of the modelling . There are other counts on other contours which I discussed with Mr Brownstone and I think it would be prudent for all the data to be audited independently for its accuracy.



To summarise it is imperative that the applicant makes a firm commitment to re survey the area at the earliest possible opportunity to assess the proposed route correctly and mitigate impacts at any point with adequate Acoustic absorbent defences to absolutely minimise any negative noise impact . We must remember there is no existing rail route here to set any precedence and impact should be treated with the utmost sensitivity . Thank you for considering this submission.

Simon Mellen