

Mr Nixon,

I am now in receipt of a written explanation of why the decibel readings regarding the train noise taken on site for Hartridge Farm Road are high (mostly in excess of 80dB, 'some substantially so' as stated in Hepworths Acoustics' letter) yet the summary records a much lower decibel reading (commuted to 60dB day time and 54dB night time).

It is my understanding that a copy has been forwarded to you.

Whilst I have to accept the reasoning given my difficulty is in its understanding. As a layman in this matter but a resident living near the site in question and close to the railway (but not as close as the proposed development) I would make the following observations/concerns:

1. I live in a stone built (circa 450 to 550mm thick walls) farmhouse and am, on occasions and sometimes all too often, disturbed by rail traffic noise (both day and night). The proposed siting of the majority of the caravans at Hartridge Farm Road is a lot closer than my property and it has already been recognised that residents in caravans are far more susceptible to noise disturbance.
2. Hepworth Acoustics explanation describes each train passage as a 'Single Event Level'. Their Noise Assessment Survey No 31394.1v1 dated April 2013 page 27, Table headed Location 3.3 records the site findings starting at 16:53 and ending 18:52 (a period of 1hr 59mins) with a total of 29 such 'single' events. That is, on average, a 'single' event every 4mins 10sec. The decibels recorded range from 75.4 to 89. Therefore, as I see it in simple terms, it is likely that approximately every 4 mins the occupiers will be subjected to a noise level of this magnitude. However, the calculation appears to even this out over a period of time thus providing the much lower 'summary' dB reading. Nevertheless the calculation does not reduce the actual noise levels that will be experienced circa every 4 mins.
3. Further as it appears the night time events are less in number the 'summary' reading becomes even lower. However although the 'events' are less the actual decibel readings at each night time event must remain the same, i.e. 75.4 to 89dB (trains do not become any quieter at night!).
4. Given that the calculated reduction of the 'attenuation fence' is *anticipated* to be circa 20dB it can be concluded that the 'event' noise disturbance will range *at least* from 55.4dB to 69db, far in excess of what is permitted.
5. Ironically if this railway was a traditional road, say the A48 (the frequency of the recorded events being similar to road traffic passing on that road) the calculated 'summary' value would be circa 82dB.

We would, respectfully, remind you that the noise issue is only one of many concerns as to the inappropriateness of this site for use as a traveller site and the inappropriateness of the process adopted by the Council, both in procedure and time scale.

Frank Weston
Chairman
Ringland Matters Group