

Errata for Proof of Evidence of Michael Fraser – Noise and Vibration

Transport and Works Act 1992

**Transport and Works (Applications and Objections Procedure) (England and Wales)
Rules 2006**

Errata for Summary Proof of Evidence of Michael Fraser

Page 2, Paragraph 1.9, 2nd Sentence; To read “ .This is typical of development of, and debate regarding mitigation, and this process does not stand still”

Page 2, Paragraph 1.9, 3rd Sentence; Replace “4.3” with “4.4”

Page 2, Paragraph 1.9, 4th Sentence; Replace “4.3” with “4.5”

Errata for Proof of Evidence of Michael Fraser

in 4/11/10 Page 19, Table 8, heading in Table: To read “ .. m/s^{-1.7} “ and not “mm/s^{-1.75} “. The levels have been correctly interpreted in the ES and proof of evidence, and do not lead to a change in the conclusions as they are below the assessment criteria.

in 4/11/10 Page 46, 5.37, first line; To read “ ...Mr and Mrs McClements”

in 4/11/10 Page 47, 5.43, first line; To read “.....Lewis and Sarah Butler”

Errata for Appendices of Michael Fraser

Appendix MF1, Table, 1.8,

note to be added below table:

To read “...Baseline data have been collected at Islip, which show that existing noise levels in the area are at least 3 dB below the 55/45 dB LAeq (day/night) threshold criteria (see Table 1.7). Significant noise impacts include a significant increase in noise in an already noisy area, or the significant exceedance of these stringent thresholds in an area where the ambient noise is currently low. Since the baseline is low in the area at which measurements were taken in Islip, the impact is determined by the exceedance of threshold values rather than the change in baseline noise. Therefore, baseline noise does not form the basis of the assessment. It is acknowledged that minor rounding errors of less than 0.6 dB have occurred in the hourly, which have lead to the inconsistency that appear in the illustrative hourly noise levels. However, for the reasons above these do not affect the assessment of noise.”

Appendix MF2, Table 2.2, column 9 :To read "Night-time (LAeq, 8 h)" and not
"Daytime (LAeq, 16 h)"

Appendix MF2, Table 2.2, column 10 :To read "Daytime (LAeq, 16 h)" and not
"Night-time (LAeq, 8 h)"

Appendix MF2, Table 2.2, column 11 :To read "Night-time (LAeq, 8 h)" and not
"Daytime (LAeq, 16 h)"

Appendix MF2, Table 2.1 and
Table 2.2, column 8 and 9:

The total noise levels from trains and other ambient noise sources (in column 6 and 7) are incorrectly compared with the threshold criteria, rather than the train noise alone (in column 4 and 5). This does not have a significant effect on results (less than 1 dB lower than those presented).

~~Appendix MF3, Tables 3.1, 3.3,
3.5, 3.8 on pages MF3-2,
MF3-3, MF3-5, MF3-6~~

~~To read " .. m/s^{-1.7} " and not "mm/s^{-1.75} ". The levels have been correctly interpreted in the ES and proof of evidence, and do not lead to a change in the conclusions as they are below the assessment criteria.~~

All errors amended

CU 4/4/10