

NORTHUMBERLAND LINE
PUBLIC INQUIRY
[GATELEY-
GHAM.FID57603] -
RESIDENTS OF FENWICK
CLOSE – OBJECTIONS.

Mr J Clough Mrs T Cook Mr M Saunders
ON BEHALF OF THE RESIDENTS Fenwick Close NE27 0RL

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Northumberland Line Transport and Works Act Order Inquiry.

1. Statement of Objections on behalf of owners and residents of Fenwick Close, Northumberland Park.

1.1. The disruption to residents and owners during building work.

We are led to believe, construction work for the new platform will take 6 months, and this could not be confirmed during a visit by contractors and NCC representatives on 30 September. The representatives were unable to confirm the extent of the land required on the Fenwick Close development, which may be required for works/contractors occupation before or during the building work. A number of questions have been posed about the potential detrimental effect any construction work might have on our buildings but we still don't have any satisfactory answers. We are very concerned about the work that will be required on the embankment to safely build the new platform, this is dangerously close to our buildings and we are worried about any subsidence / damage, building insurance liability and/or disclosure. The disruption and health and safety risks posed by heavy plant machinery, Lorries and traffic will cause, increasing danger, noise, mess, general disruption and potential damage to the one road in and out of the estate. The estate is saturated with vehicle parking, since Nexus closed all but the ground floor of the Multi-Storey car park, due to vandalism.

Appendix 2.1 and 2.2.

1.2 The disruption to residents and owners during the invasive proposal to drill test bore holes, prior to full construction work beginning.

Initially approached to give consent to allow this work to take place in September, before the impending Inquiry! Unable to give permission at that time, concerned about the impact this work will have on both our buildings and our residents. The residents are leaseholders and whilst we believe we must be consulted, the Landlord Fairhold Holdings (2006) have not responded to enquiries. The proposal suggests two bore holes, some 5/10 meters from the front window of Flat 32, this is unacceptable due to the disruption, impact of the vibration primarily on residents in 32, 34, 36 and beyond, the relocation of 6 car parking spaces for an indeterminate period and unknown damage the drilling will have on our buildings, insurance liability and /or disclosure. We believe the proposal to drill bore holes so close to flats needs to be reconsidered due to the risks and disruption.

Appendix 2.3

1.3 The impact on property values and rental yield during station construction.

Given that we are still unsure about the actual duration of the works, adding in the uncertainty around the proposed drilling work, owners are very concerned about the potential effect it will have on the value of their flats. Particularly, throughout the period from now until the construction work is complete, will owners be able to sell their flats. The same applies to rental, will people be willing to take on tenancies agreement at the current market value or will they seek rent deductions. Similarly will existing tenants seek rent reductions, or worse seek to cancel their agreements when faced with this sort of disruption?

We feel, at the very least a specific compensation scheme should be set up whereby it is easy for owners to apply to seek redress, and not the Part 1 of Land Compensation Act 1973 framework which has so far been proposed by NCC, which puts the onus squarely on the owners to prove their case, and which would involve them in seeking costly specialist advice.

Appendix 2.4

1.4 The removal of trees and shrubs in general.

The removal of well-established trees and shrubbery from the embankment adjacent to our buildings would destroy long-standing natural habitat for a variety of wildlife e.g. hedgehogs, voles, wood mice and numerous species of wild birds. This area is very important to the development, it is not only a wildlife haven, it provides a natural protective buffer/barrier to the existing lines, helping to deaden noise and acts as a shield from the multi-story car park on the opposite embankment, which many residents in both the development and the rest of the estate think is a dreadful eyesore. Due to the limited embankment space, we suspect there will be no other choice but to remove all the vegetation, replanting will take tens of years' to mature.

Appendix 2.5

1.5. The location and impact of proposed emergency escape path.

The proposal to construct a path for passengers to escape at the west end of the platform, opens up this area and has a direct impact on residents. At a recent visit by representatives of NCC and the contractors we walked the proposed route and it is clear that it presents real problems. Is there enough space? Intrusion on the privacy and safety of the flat owners whose properties would back onto the route. The development is already subject to ongoing vandalism and this path provides open access for anti-social behavior and targeted vandalism. We are unaware of the detailed plans for this emergency exit, placement, length/width, what it will be constructed from or how it will fit with the surrounding environment, policing, lighting and security, how much land will have to be removed in creating the emergency exit for all passengers (pushchairs and people with disabilities). There is a relatively steep incline to navigate to create this path without stairs and the removal of a substantial amount of land in a close proximity to the building is again a risk.

Appendix 2.6

1.6. The Impact of running diesel passenger trains on the new line.

We have been advised by NCC that Northern Rail will be responsible for the service, this will use Class 158 Diesel trains. This is extremely disappointing and rather alarming given that North Tyneside Council, voted in 2019 to declare a climate emergency in the Borough, committing to halving its carbon footprint by 2027 (this commitment is readily available on the council's website).

It is similarly alarming that the Department of Transport, whom we are told have sanctioned the use of these rather less than ecofriendly diesel trains, is part of a government committed to massive carbon reductions in the next ten years. Hosting COP 26 in November 2021, where it will try to persuade other countries to follow its lead. Amazing that the use of diesel trains on a new line is considered an example to others in the fight against climate change. We are told the working life of a diesel train is 30 years, yet these 158 models are already 30 years old. It is perceived that the use of battery operated trains will be introduced in about four years after the line has opened. Battery operated trains are still in development and there is no firm guarantee about the timescale for the introduction or that Northern Rail will have the funding to facilitate it. Has the environmental impact been assessed in the use of diesel trains? Air quality is of major concern to us, has a detailed assessment been undertaken?

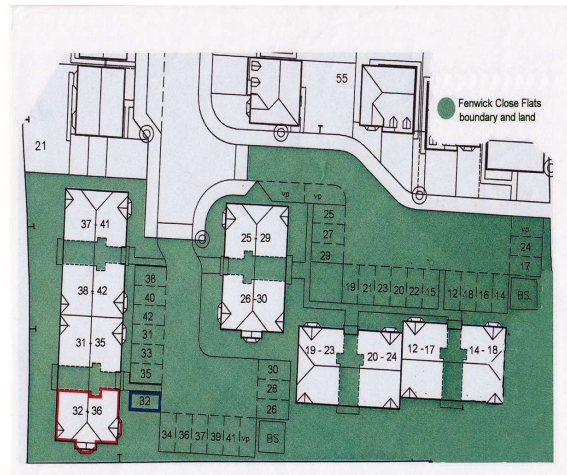
Appendix 2.7

2. Appendix.

2.1 Aerial view and Maps to illustrate the close proximity of the location of the new platform in relation to Fenwick Close.



Fenwick Close, Northumberland Park










2.2 General disruption caused by increased traffic and heavy machines to residents and owners of all residential properties on the North side of the line.



* One road in and one road out of Fenwick Close. Cars usually parked along Algernon Drive causing obstruction, especially for large vehicles, Refuse wagons and deliveries ETC. The majority of the cars belong to Northumberland Park Metro users as the multi-story car park has only ground floor parking owing to vandalism and unsociable behaviour.

2.3 Bore Holes, proposed location very close to resident's properties, posing health and safety, noise and disruption and stress.



Residential Management Group Ltd

NL/NPK/BH104 and NL/NPK/BH104.1

Proposed ground investigation
We would like to progress boreholes on your land, to investigate ground conditions to inform the design of the Northumberland Line. We are proposing two boreholes on your land.

Table 1. Proposed Works

Hole Ref	Figure Ref	Activity
NL/NPK/BH104	1	Access to and construction of 15m cable percussive with 45m Rotary follow-on boreholes
NL/NPK/BH104.1	1	Access to and construction of 15m cable percussive with 45m Rotary follow-on boreholes

The work area required around each hole will be approximately 10m x 15m and will be surrounded by suitable fencing to prevent pedestrian access. Once the drilling rig is set up, the work area will remain fenced off until the hole is complete.

Proposed locations and access routes

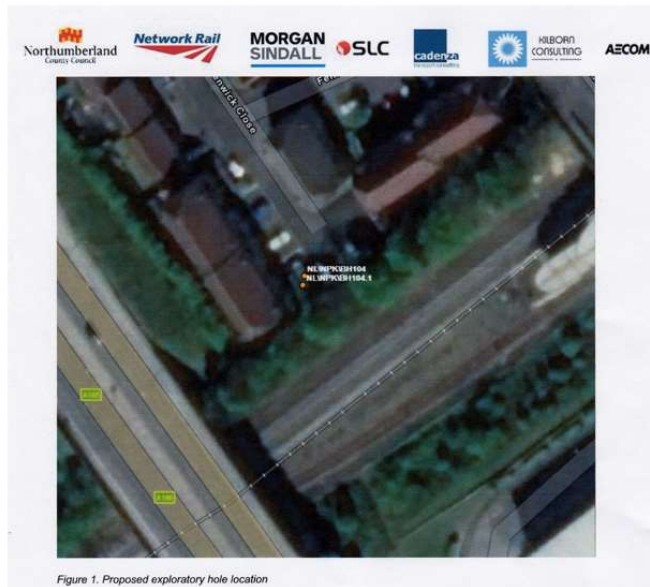
The locations identified for the boreholes are shown in **Figure 1**. These locations have been informed by our current understanding of the site, but occasionally obstructions such as boulders are encountered when drilling holes. Should this happen when we are on your land, any such holes will be backfilled and the land reinstated as close to its previous condition as possible, and a new hole will be started as near to the original hole as possible.

Access route to the locations is to be agreed during or prior to the pre-mobilisation meeting.

The access routes would be used by road vehicles, tractor (or similar) and rigs to access the hole location/s each day during the planned works. Plant and materials will need to be transported to the worksite on daily basis. Examples of the machinery to be used on site are included with this information pack.

Page 1 of 4

Illustration of the close proximity to properties.



Car parking occupancy and usage.



Proposed site, unacceptably close to people's homes causing additional stress to all but particularly the elderly residents of No 32. Removal of 5 Apartment parking spaces, causing upheaval, stress and safety concerns to all but particularly resident shift workers. Additional inconvenience, once the bore holes are complete for inspection every 3 weeks for 9 months.

2.4 Property value and rental yield.

A number of Apartments remain for sale.



2.5 Trees/Shrubs and natural habitat.

Trees act as a visibility/privacy barrier and deaden the noise from the current lines.



Location of the new platform from Algernon Bridge, alternative view to the picture above (right).



View of established trees from within Fenwick Close and the line.



View of established tree coverage from both Algernon Drive and Rotary Road Bridges.



Remains of what is left of the old railway fencing and the barrier between Metro and Apartments.



The number of resident and visiting wildlife to the trees and shrubbery around Fenwick Close.



Just a few of the birds and animals that live in and visit the woodland habitat surrounding Fenwick Close a few species also breed in the trees and thickets. Long-tailed Tits, Bullfinches, Goldfinches, Dunnocks, Blue Tits, Great Tits, Coal Tits, Greenfinches, Blackbirds are among those that have successfully raised young this year alone. Last winter Fieldfares visited and were fed apples and berries. A Great Spotted Woodpecker is a resident. Wrens and Robins are always to be seen. Animals observed are Hedgehogs, Wood Mice, Grey Squirrels and Rabbits. All the photographs were taken by Mick Saunders from his windows which overlook the embankment and thickets.



The woodland habitat to the South

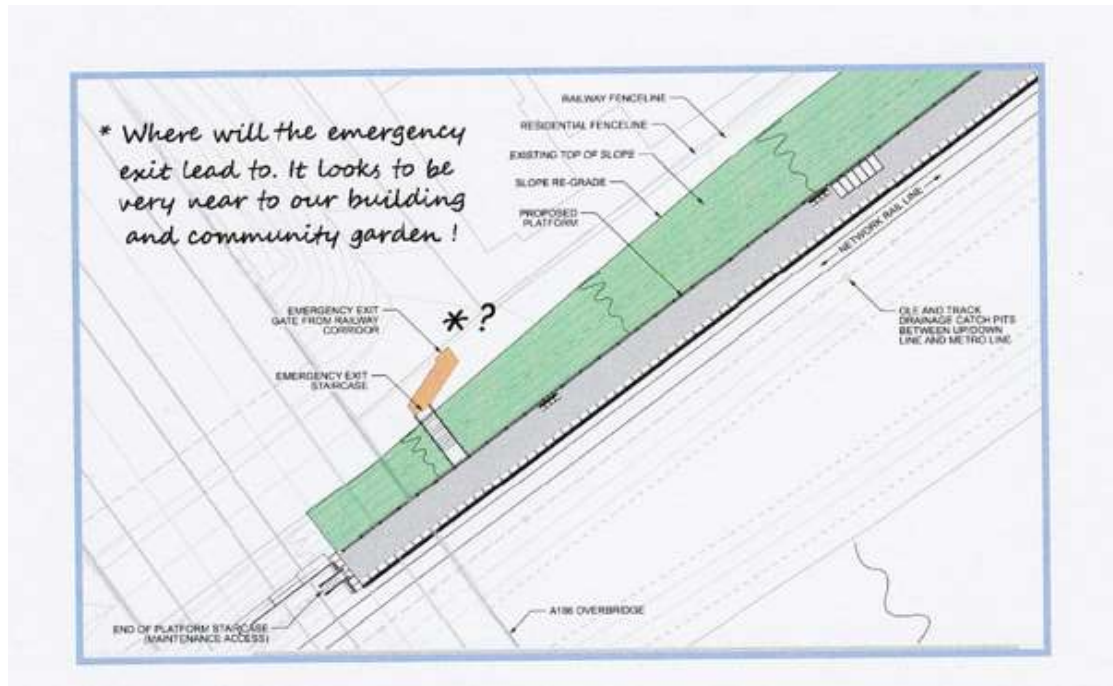


The wood and thicket habitat to the West



2.6 Emergency exit/path.

Path to run behind the apartments and between Rotary Drive bridge/road, is there sufficient space?



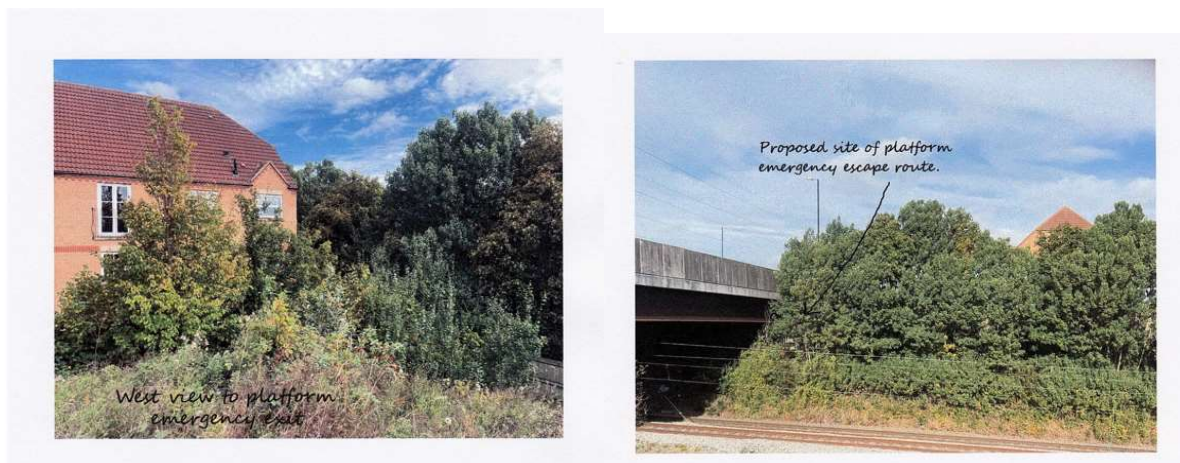
Very close to the back of 32,34,36,and 31, 33,37.



Emergency exit site and Gate location from platform and Fenwick Close.



Opening up existing green land and shrubbery, privacy, antisocial and vandalism concerns.



Target Practice and Graffiti often appears on the underside of Rotory Drive Bridge.



Note: The graffiti picture is not of existing graffiti, this is being removed periodically Nexus!

Scale and impact to the surrounding area.



2.7 Diesel Trains



The type of train that is to be used on the Northumberland Line will be the Class 158 Diesel Multiple units. I can also confirm that the operator will be Northern Trains. The majority of the trains will consist of 2 carriages, but some 4 carriage trains will operate to reflect peak times.

I also made some enquiries into the noise emitted from these trains, as I recognise that this was one of the concerns raised by residents at Fenwick Close. The noise engineer provided with me a comparison between the "pacer" trains (Classes 140 to Class 144 DMU railbuses) that until recently were used by Northern Rail. The Class 158 trains that are to be used are 5 dB quieter than the older pacer trains and as they are more modern, they have quieter engines and exhausts.

I hope this helps and please let me know if you have any further questions.

Kind regards,

Chris

Chris Moore
Graduate Surveyor

We are told that the Class 158 Diesel trains are 5 decibels quieter than the older "pacer" trains. According to the attached chart, diesel trains emit 80 decibels. So this would make the Class 158 diesel trains emitting 75 dB. not much difference as breathing emits 10 dB. Also they are more "modern" than the "older" pacer trains. The Class 158 trains are 30 years old, not exactly "modern" Diesel trains have a life span of 30 years we were told, but can be re-furbished. They have quieter engines and exhausts, They will still be standing and passing by close to Fenwick Close 64 times a day, emitting poisonous diesel fumes, noise and vibrations. Will the trains like the Metro's start breaking down and cause delays to commuters. The Metro's have reached the end of their working life and are to be replaced costing millions of pounds. Diesel trains should be consigned to history

Existing Diesel freight trains.



Noise Source	Decibel Level	comment
Jet take-off (at 25 meters)	150	Eardrum rupture
Aircraft carrier deck	140	
Military jet aircraft take-off from aircraft carrier with afterburner at 50 ft (130 dB).	130	
Thunderclap, chain saw. Oxygen torch (121 dB).	120	Painful. 32 times as loud as 70 dB.
Steel mill, auto horn at 1 meter. Turbo-fan aircraft at takeoff power at 200 ft (118 dB). Riveting machine (110 dB); live rock music (108 - 114 dB).	110	Average human pain threshold. 16 times as loud as 70 dB.
Jet take-off (at 305 meters), use of outboard motor, power lawn mower, motorcycle, farm tractor, jackhammer, garbage truck. Boeing 707 or DC-8 aircraft at one nautical mile (6080 ft) before landing (106 dB); jet flyover at 1000 feet (103 dB); Bell J-2A helicopter at 100 ft (100 dB).	100	8 times as loud as 70 dB. Serious damage possible in 8 hr exposure
Boeing 737 or DC-9 aircraft at one nautical mile (6080 ft) before landing (97 dB); power mower (96 dB); motorcycle at 25 ft (90 dB). Newspaper press (97 dB).	90	4 times as loud as 70 dB. Likely damage 8 hr exp
Garbage disposal, dishwasher, average factory, freight train (at 15 meters). Car wash at 20 ft (89 dB); propeller plane flyover at 1000 ft (88 dB); diesel truck 40 mph at 50 ft (84 dB); diesel train at 45 mph at 100 ft (83 dB). Food blender (88 dB); milling machine (85 dB); garbage disposal (80 dB).	80	2 times as loud as 70 dB. Possible damage in 8 h exposure.
Passenger car at 65 mph at 25 ft (77 dB); freeway at 50 ft from pavement edge 10 a.m. (76 dB). Living room music (76 dB); radio or TV-audio, vacuum cleaner (70 dB).	70	Arbitrary base of comparison. Upper 70s are annoyingly loud to some people.
Conversation in restaurant, office, background music, Air conditioning unit at 100 ft	60	Half as loud as 70 dB. Fairly quiet
Quiet suburb, conversation at home. Large electrical transformers at 100 ft	50	One-fourth as loud as 70 dB.
Library, bird calls (44 dB); lowest limit of urban ambient sound	40	One-eighth as loud as 70 dB.
Quiet rural area	30	One-sixteenth as loud as 70 dB. Very Quiet
Whisper, rustling leaves	20	
Breathing	10	Barely audible