



## Notes

### Meeting with FERN

<b>Attendees:</b>	Richard Bull (SZC.co)	<b>Meeting Type:</b>	Face to face
	Mike Brownstone (SZC Project Team)		
	George DiMascio (SZC Project Team)		
	Ruth Knight (SZC Project Team)		
	Tom McGarry (SZC.co)		
	Sarah Morgan (FERN)		
	Derek China (FERN)		
<b>Apologies:</b>	Julia Noble (FERN)	<b>Meeting held on:</b>	21.07.21
	N/A		

### Notes

- After introductions it was confirmed that the meeting was being recorded and that a note of agreed actions would be circulated after the meeting.
- FERN confirmed their position on the road – they do not support the route and will continue to make representations accordingly. However, they were advised that if the route as presented in the DCO were approved, this meeting and the resulting actions could be useful. RB confirmed that it was the intention of the SZC Project to try and explore whatever could be done to reduce the impact of construction on neighbours and the local community.
- Noise impact during operation was the first issue of concern discussed. MB was asked what the best mitigation that can be delivered could be?
- MB explained that noise mitigation comes in three approaches:
  1. Control at source: in this case the road surface. On this point RB noted County Council concerns over the timing of maintenance and the need to ensure there is enough funding but there appears to be openness to providing a surface that could deliver a 2.5dB reduction in theory (in practice, the exact benefit depends on the relative contribution of other roads in the area).
  2. Bunding and barriers: the bunding, subject to height could theoretically achieve a 5 to 10dB reduction, but in practice it depends on the geography and geometry of the situation.
  3. Control at receptor, through double glazing for example: SM confirmed that the neighbouring Farnham properties all have double glazing.
- RK shared a proposal for additional landscaping beyond the proposals shown in the DCO. The additional areas shown would be subject to the necessary discussions over land ownership and acquisition. RK confirmed locally native species along with some evergreen species would feature, along with the additional shrub layers. It was agreed that the height of the post and rail fence would need to be checked and the migratory routes and ability for wildlife to cross the road considered carefully. It was agreed this would be raised with the Ecology Team.

### Actions arising from the meeting:

- SZC to provide a more detailed landscaping plan, including an indication of likely species, along with MB's assessment on noise implications and the response from the Ecology Team on migratory routes. Details on the bat hop-overs will also be provided.
- SZC to provide the links to the access and rights of way plans during construction (following discussion of a FERN member who regularly rides across the route).
- SZC to provide more detail on the Code of Construction Practice in response to concerns over security.



## PROTECTIVE MARKING

- SZC will consider the points raised on the details relating to the working hours during construction and phasing of the construction (i.e. will work start from either end and join in the middle in a 'pincer movement'). The duration of build is anticipated to be two years but we will check with the Delivery Team.
- SZC will discuss the issue of access to the A12 during the early years of construction with SCC (the highways authority).

The aim is to deliver the above actions and follow-up by 21 August.

NB: The current Access and Rights of Way Plans can be found at PINS Document Library Ref. [REP2-007](#). The two village bypass plans are SZC-SZ0204-XX-000-DRW-100336 and SZC-SZ0204-XX-000-DRW-100337 (pages 26-27 in the pdf document) and temporary diversions during construction are shown in a purple colour.