

# TEXT\_M25J28\_ISH1\_Day2\_Session3\_040320 21

Thu, 3/4 3:54PM • 1:23:03

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Good afternoon, everybody. It's now 25 past one. And this hearing is now resumed. Just before we move on to the next item on the agenda, as I'm sure everybody has,

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we've reflected on the discussion that we had just before lunch. And the one thing of course, I didn't do was go to my colleague, Mr. MacArthur, to ask whether he had any questions. And of course he does. So he has a just a few questions

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to deal with. So I'd like to deal with those. Firstly, please.

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And then we can move on to people communities. Mr. McArthur.

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Thank you, Mr. Allen. Yes, the first point, really, for my clarification that this may already have been covered, if so, apologies. I was furiously, furiously scribbling and not listening as intently as I could have been

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to do as mitigation and replanting, and aware that is controlled. Can I just clarify, mitigation and replanting mitigation for philosophies and replanting? Is that controlled in the camp or in the land?

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Thank you so much. For highways England, the replanting is controlled via the lepin. There is an outline lead, just like there's an outline, and a final limp. That needs to be approved by the Secretary of State under requirement. Five. And

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so if you look at requirement five, three that sets out

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the matters that are to be covered by the final version of running.

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Okay, and as it as it currently, as it currently stands.

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What does it does it cover numbers of replacement trees, species of replacement trees, does it go into that level of detail, it doesn't go, the requirement doesn't go into that level of detail. Obviously, there is an outline lead. But if one takes, for example, requirement, five, three,

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it says that the landscaping scheme must include the location number, species mix size and planting density of any proposed planting. So it is intended under that document for it to be a detailed explanation of how the landscaping

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stroke replanting will be carried out. And that's just one of six specific things that must be included in that document. So it's requirement with it within the lamp. Correct. So within the outline lamp which is the lamp will be agreed with the Secretary of State. And that has to be approved by the Secretary of State. Right? That's correct, following consultation with the relevant planning authority.

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Thank you so at this at this stage of examining authority at the towards the end of

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the examination, we aren't able to inform the secretary of state the details of how and where trees will be replanted, and essentially to assess whether the this sufficient replanting to overcome the loss. But this this nevertheless will be will be agreed

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by the Thursday? Yes, it has to be approved by the Secretary of State. But of course there is an outline limp, which is a substantial document which does contain

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those details, although as to precisely

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where those details are. I don't think I can just do that offhand. But others Nope. You can if you if you'd like us to do that. No, I think that's I think that's answered my question for now. Thank you, Mr. Challis. I can I'll pass back to my colleague.

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And just finally, Do you happen to know and to tell all interested parties here, Mr. Challis? Is there a commitment on your part to replace trees on a one to one basis?

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So that is highways, England's

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general intention, I think,

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although Mr. Dale could confirm that but again, the final version of the Lemp has to include location number, species mix size and planting density, but I don't think the commitment is articulated as a one to one commitment in terms of the requirements but if Mr. Dale is still with us, and I think he is he can, he can give you the ratio.

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Tom Dale highways England, I do not have the ratio to hand is generally based on

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Hector's, rather than a ratio. So it's given us the hectares of loss with hectares for replacement.

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I see.

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Okay, thank you.

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Yes, thank you.

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I've only put it to two, again, that the applicant to give some thought over the next few days as to whether they can give a more of a commitment. Because obviously,

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it would be helpful, I think that if there was a, a commitment, if you like to, to do it on a one for one basis, even if the species itself couldn't be like for like, but if it would be helpful, I think, to understand whether the applicant intends to replace the trees that they're taking down elsewhere on the scheme.

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It may well be at the detailed design stage that that it becomes more, maybe slightly less, slightly more. But if the intention is there, then that is at least the strategy and the starting point of which we can inform the Secretary of State. So if I can leave that with you, Mr. Challis? Yes, we understand the point. And we'll take it on board. And thank you. Thank you. Thank you very much. So now, I do want to move on to the next item on the agenda, which is people and communities. And you'll see from the agenda that we are dealing, firstly, that the zoning authority wants to look at the effects of the proposed development on Grove farm. And then we will look we want to talk about maylands golf course. So

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I've got a few questions to ask. And then I intend to bring in Mr. Benson, to perhaps in his own words to summarise

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his concerns with the with the application

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on the on the living conditions of Mrs. Jones, but if I could

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I understand it's Mr. Hutchins, who will be who I direct my questions to hear from the applicant.

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Okay, can I just clarify, and this is in response to the questions that I've asked you. Good. Good afternoon, Mr. Hutchins.

07:22

In response to PC 1.3 question in first written questions. The ies identifies that there are two areas where there would be a significant adverse effects on the living conditions of the occupiers have grown fond house, and that is on landscape and visual and noise during construction. That that's correct, isn't it? Yeah, I can answer from the landscape conditions perspective. Yes, yes. It would be significant adverse effects.

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From landscaping visual, both construction and operation isn't there, because they I think he's establishing that as a fact at this stage. Because I think you say that even after 15 years of planting, there's still going to be an adverse visual effect on that labour that that's correct, isn't it?

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Yes. And obviously, I'll, from a noise point of view, I think the opposite the Africans position is that it would only be a significant adverse effect from construction, but not from operation. And of course, we'll come on to that.

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Just to further

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matters clarification, and I was slightly I'm surprised that the engineering drawings which is F reference a PP Oh, one section DD of those drawings, doesn't show grow farmhouse on it in connection with the road is I don't know whether you are able to tell me that Mr. Hutchins but why is that drawer? Why is that house been admitted?

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I can't summon Harris from the engineering side yet to answer that question.

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Thank you very much. Okay. Is Mr. Harris able to answer that please?

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Hello, Simon how's England? I'm so what would a pee number do you prefer to be broke is the staring drawings Mr. Harris? AP p zero 11.

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Yes, and you have

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you have your sections in that section DD is a very nicely shows the section of

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the development right by the way that where the new, a 12 off slip will meet the roundabout and of course, it sections off through Grove farm.

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But the grove farmhouse itself is not there.

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It's not intentionally alone.

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But I certainly do beg your pardon? Yes.

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Find out my screen as you can imagine.

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Well, okay. Yeah, yeah, no,

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no, I'm sorry. I saw Yeah. Okay. Well, I'm, it's not there. And that's generally the first place that I looked to be able to understand the development in relation to the property and the property isn't there. And I think there's quite a big admission from the drawing. So I would be grateful if that is corrected. Yeah.

10:52

Thank you. Yeah. Sorry. That wasn't intentional. Sorry. No, no. Okay.

10:58

No, I'm fair to it's just in understanding that the proximity of this property to the road and to find it not there was a bit of a surprise. Can I also, you there is agreement, of course, that the new a 12 offset would be closer and at a higher level than the existing a 12 offset that that's right as well, isn't it?

11:22

Oh, hold on to that. Yes, that's correct. Yes. Okay. Thank you very much. I just want you to get the establish the basics there. Mr. Benson, I will hand over to you at this point, I'd like to leave in your own words. Do you want to sort of summarise your clients position, Mrs. Jones, and what you use say will be the effects on their living conditions? Yes, yes, of course. And thank you, gentlemen, for the for the introduction.

11:51

I'm going to be largely referring to Paul McLaughlin's plan 3396 110 If I may just hold that up to my screen. That is that is the plan there. I've highlighted in orange, the residential dwellings at grow farm in pink, is the embankment that's going to be built immediately to the rear of them

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in grey, is the new slip road.

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And in yellow, is the existing slip road. So that gives us a context as to the proximity of the works to their home,

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you can probably see some sort of green Waleed cloud shaped things between the yellow and the grey.

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And that is sort of existing tree planting, and flora and fauna, tall hedges and suchlike, which currently provide all the screening, that's necessary. So that that's the plan that I'm going to be going to be referred to going forwards.

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And so

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first issue that I want to talk about really ties in with Paul's comments yesterday, about access. At the moment, there's one slip road off the 25 slip as an access to the property, and there's going to be two. Now, vat of itself will cause a further impact to the property.

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And, you know, as I see it, there's two highway injured here, engineers here with two slightly different opinions as to what's right now, I may suggest that they're actually both right. You know, I've been involved in enough civil engineering projects and highways projects to know that I was engineers can

come up with lots of different solutions. And it doesn't mean to say that one's right and one's wrong. So on the basis that there's more than one way to skin a cat, it would help Mr. And Mrs. Jones immensely. If Paul's alternative scheme was adopted, to get to move that access slightly further up beyond the substation, that means that their existing access gets closed off, and sort of gives them a little bit more immunity in that direction to the north. And that that would that would help immensely.

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And, indeed, speaking to Mr. Jones this morning, he's also commented on the a 12 slip, what he's trying to do is move tarmac away from his house, essentially,

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if we can move the a 12, slip slightly to the west, he'd be happy to dispense with the access from the a 12 but obviously leave the egress onto the slip from the 12. But move that slip a bit further west so it moves away from his property, so that he's not immediately surrounded by that enormous pink embankment that I showed up a minute ago.

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I do. Thank you, Mr. Allen for raising the point about the cross sections just it is a question that we have asked the highways England. And it did strike us as being, you know, slightly odd that they haven't provided that cross section showing exactly how their dwelling house is impacted with it with a sort of cross section at that point.

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Because the new road is going to be within 20 metres of their bedroom window. That's the middle and both ends of it. At the moment, it's 50 or so metres away with a huge amount of trees, between them, and date.

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So, you know, that that's, that's the sort of opening comment really as to what we would like, like to see.

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And

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so moving on, if I may, to noise mitigation issues. And chapter six of the current environmental statement relates to noise measures. There are three residential dwellings here.

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And those are shown on plan 396 110.

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And

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the new road, as I say, will be within about 20 metres of the back of their house.

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During the construction period, this is of significant concern to us that there's likely to be a significant increase in noise during the day and night period. And according to the figures, this is going to increase from 64 decibels to 79 decibels during the day, and 61 to 76 at night. So that's a 15 decibel increase, which is I would say hugely significant. And that is going to continue for the proposed 32 month construction period, which I may suggest could end up being nearer to three years. Who knows.

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And I think a lady called Jane Allen commented on this yesterday that life isn't about nine to five anymore. And I think these decibel readings at present sort of 64 day and 61 at night, do quite clearly show that this is a 24 seven road, it is always busy, there is only a three decibel drop between day and night. So there's always a lot going on there.

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Now, we do concur with a recommendation that no vibrator rerouting should be undertaken within 20 metres of the property. Now, that actually coincidentally is whether it can be built anyway. So they wouldn't be coming and nearer to that.

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But you know, again, I've been involved in enough civil engineering projects to know that using a vibrating roller within 20 metres of property is likely to rattle its windows,

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we had a situation recently where a water company were laying the pipe and draining the shaft within 50 metres and we could sit in the kitchen of the house and the cups were rattling in the cabinet.

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Similarly, a property where the local authority were looking to put sheet piles to the rear of it within about 10 metres. And they'd offered to move them all out and put them up in hotels.

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What I would suggest here then, as a matter of extreme importance, is that full records of condition are taken, undertaken independently and paid for by the house agency to check the condition of these houses before the work start.

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Because there is there is likely to be a lot of rattling and banging here. And it could well in fact, affect the integrity of the properties. So we need to look into that very carefully.

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This appears to be a noise mitigation barrier. During the construction works, which seem to recall reading would absorb about 10 decibels of that the 15 decibel increase



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or request is that that be left as a permanent feature. If they've got to put it in for three years. Why not put it there and leave it there?

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You know, I don't think any consideration has been given to that. We've asked for the consideration to that to be given. And we do so again.

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For example, we've been involved in various smart motorway projects lately where all he says flippantly all they have done is use the hard shoulder as an extra running lane. And in those locations. They've actually provided noise mitigation barriers to some of the housing adjacent to that motorway. We can see it driving through Staffordshire as we do.

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So, you know, even in that situation, they've put noise mitigation barriers in, in this case, they're moving, they're actually moving around to within 20 metres of their bedroom windows. So, you know, it's a request that a request that we make

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They put those in as permanent features. Miss Betsy, can I just ask you a quick question on the noise barrier? Yeah. And what is your understanding of where it would be sited? Well, is it between the, the egress road? And the all the way around the corner? Where is your understanding that this noise this barrier would be constructed? Well, if I can just tell my planner, you know, you might see that pink

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dummies?

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button. Yeah, highlighted pink. Yeah, exactly. Yeah. So, you know, I would suggest that it would run either along the top of that, or along the bottom of that, or, you know, the discussion hasn't been had yet. The debate hasn't been had that the answer that was where I'm leading to this as is I was, I was going to ask, Where is that it? Where is that fence going? Because I don't recall seeing a drawing where two sites show where it's going. So it so from your understanding that that that isn't before as at the moment, that's still to be discussed? Correct. We've asked highways England to provide one and to give some recommendations, but nothing's been forthcoming yet, but I would suggest that it goes in the vicinity of that, that pink embankment. Really Thank you. Please do carry on. Thank you. Post construction, Chapter 13 notes Grove farm is highly effective, and indeed a highly sensitive receptor. It doesn't however, appear is an important area for noise, which I thought slightly odd.

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The poplars on the other hand is another residential property, which is located about 12 metres away from what I can see. And that is noted as a noise sensitive area. And it sort of hasn't escaped that, you

know, during a COVID. You we haven't actually been able to meet on site with highways England, which is a pity, because you know, a lot of these things could perhaps have been discussed on site at an on site meeting firsthand.

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And

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we'd like to know what mitigation measures have been put in place elsewhere on the scheme really and Elif grow farm, therefore is being treated differently, which I think will be unfair. And I can refer to the photo montage that that's been produced at appendix 9.2. I don't think this particularly shares the situation accurately location B is where they take their photographs wrong. And this isn't the front of the house. And it looks at the trees as they are and as they are established. And I would suggest that really that should have been taken from the rear of the property and perhaps from the bedroom windows because that's where the impact is going to be greatest.

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And I am reminded at that point, talking two bedroom windows of the toms case on Channel towel Rail Link high speed one, where Mr. Toms took his case to the tribunal, because the noise figures provided by the acquiring authority suggested that the train going by was only as much as a lorry going by in terms of noise. Mr. Tom's refuted this and they all went into turn in his bedroom. And a tribunal member included. And they agreed with Mr. Tom's that the noise figures were a loaded poppycock, and it did sound like an aeroplane taking off. So, you know, I do sometimes take noise bit of convincing on noise figures sometimes. So, you know, it does seem slightly inconceivable to me that there's going to be no increase in noise or no discernible increase in noise

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given the permanent effects of this scheme.

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He his website is quite clear and it shows that if they do nothing, then

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there will be five times as much congestion by 2037 a 25% reduction in average speeds widespread disruption following increased incidence constraints on few future development and growth opportunities etc, etc. We did here yesterday that the that this junction is absolutely at capacity. And it's full up. The issue is that talking to I was England again, you know there's going to be a 20 to 30%. So we were told increase in traffic. And then it becomes this sort of situation of incremental worst moment. A road junction gets full at capacity. The acquiring the local authority come along they do a road improvement scheme in 10 years time it's at capacity again. And this keeps happening and every time it happens. The residential dwellings nearby get another kicking. And if every single time they say well isn't it worth last time

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You know, it just gets worse and worse and worse and worse and worse over time. So, you know, we're looking here really for some proper permanent noise mitigation and visual screening.

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But really,

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and without that,

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sorry, I was going to ask you some questions. If you do still want to continue, you can, if you've got to finish up, you can continue in all, I have some questions for you.

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Yes, your

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i think you know that the final point to make on it really is that you know, this, this is where Mr. Mr. Jones live is the home. Now sons live their daughter in laws, their grandchildren. And it's when where they work. So, you know, really, I do think that we owe it to them to try and provide a bit of screening here, and some noise mitigation measures, and to try and do something better with the access and egress than which is currently proposed.

26:02

Thank you. I'm not going to talk to you about the access and egress because I think that is largely tied up with yesterday's discussion. And not just I appreciate you've raised it as an amenity issue as well. But it is very tied up in traffic management. And I think that we would, and the applicant has put forward its opposition to that on the grounds of traffic safety. So and I think we've heard the discussion on that. Two questions I have for you, you've certainly given us your view on the noise mitigation. But in terms of landscape mitigation, what do you say, needs to occur? Now, to bear in mind, I have looked at the app, the outline lamp

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here, and particularly, they're one of the landscape management areas. And whilst a very, very sort of large scale, you can't quite see the area between the road and Mr. Mrs. Jones's property is, is green, which I believe is to be a planted up. But what do you say to that? What do you say needs to leave needs to happen in that in that area of land? bearing in mind, of course, that your plan or your, that the redwood plan shows an embankment along mirror as well. Quite so that so that that's that that's the pink on my plan there. Yeah, yes. Yeah. So there would be let's just taking this in the round so that you would you would have a noise barrier adjacent to the road that sweeps around the corner? Yeah. And then would they need if there was a noise barrier, you saying they would not need to be tree planting as well?

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It depends on the design of the noise barrier and how high it is. and all the rest of it. You know, often it is the case that a noise barrier is put up. They used to be called buffalo boards, but there's different proprietary bands now.

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And with some landscaping on the embankment, I would suggest we met Mr. Mrs. Jones do want to speak in a minute. So they'll be able to convey their own thoughts on them. quite sure. Yeah. Because they're just putting the story.

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Now, I was gonna say to carry on. So noise barriers are quite oppressive structures in themselves, aren't they? They're very, very tall, tall fences along there.

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What would that what would that not be quite oppressive for your?

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for Mr. Mrs. Jones? Or are you saying it can actually be landscaped in and

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it can probably be landscaped in but you know, without that sort of cross sectional drawing, showing the proximity of the house to the height of the embankment to the height of the road, it's a bit of a job to know really, I can defer to Mr. or Mrs. Jones on that. And they'll be able to tell you what they what they think. I mean, just putting the noise into context a bit. We're doing a lot of claims on the part one of the land Compensation Act at the moment on residential properties affected by highway schemes. And apart one claim is essentially a reduction in value of the property due to the use of the road, not its construction. So it's basically the noise coming from where we've got, for example, in some cases, we've got a 12.7 decibel increase in noise that is resulting in a claim of around 9% of the residential value of the property.

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Okay, that's just for noise. That's not visual amenity that's nothing else solely for noise. Okay, thank you. And the second question I had, which you may want to answer and then may bring in Mr. Mrs. Jones at that point is I was keen to

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Get your view on

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how Mr. or Mrs. Jones

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use the rest of their landholding site. And if I can give some context to that

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Mr. McArthur and I, when we when we did our site visit we walked obviously the entire Grove farm land holding up to the wheel Brook. And the area around the wheel Brook was quite a quite a peaceful location. It was quite, it was it was it was quiet, wooded, it was, it was

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the wheel Brooks is itself a very quite an attractive waterway. And notwithstanding the 25 of the a 12. Around, it was weird to say we found it to be a relatively quiet location. How do how is that space used by Mr. Mrs. Jones? Do they use it a lot? Or? And how and how is your perception of that land being encircled by this road?

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Well, that they're going to get noise from all sides on the

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you know, again, he say there isn't particularly in effect from it. But at its closest point, that loop is only about 200 metres from the house.

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So it is going to get noise from all sides, you know, yes, it's a noisy spot. We know it's a noisy spot. It's between the de Burgh and the M 25. But at the moment, that the land to the west is sort of clear and free up to the golf course.

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So, you know, putting the road in means that they are completely surrounded. Now they're in the middle of an island, essentially.

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Some of their land is used for commercial purposes, you know, other than that they've had ponies in the past, I believe and all the rest of it. So, you know, it is it is an area that they use for immunity as well. Again, you know, it's probably a question best directed to them.

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Could we could we could we hear this point from Mr. or Mrs. Jones? I believe actually, Mrs. Jones has her hand up. So perfect, timely point. Jones. Hello.

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Yeah, we do use the quiet part of the land, as you called it, for leisure.

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As Mr. Benson said, as three of our sons actually live here, and five of our grandsons are very keen

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motorbike is they like to play in the woods, just we bought this property 34 years ago

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purely for the fact of our children a better life. And, and to have this type of life. Which obviously, this road now is blotting.

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And

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we want to continue to live here. We've never we bought this as our forever home.

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Oh, we, you know, we don't want it to encroach on us, you know, as least as possible. We know it's gonna go ahead, we have got a few issues. I know you don't discuss the access and egress but it does make a big difference to our continued life here.

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As regards to

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them putting an access road in they they're going to land lock the rest of the woodland. And

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that means we've got to get through gates fences, etc. to have any use of it. That's why we wanted to have a shared access not two different accesses. We've had

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the pylon people, there's a couple of wild leaves on the property already. We've never not allowed anybody on here or made things difficult for him. We've always been you know in their hands really and let them get on and do with you know, whatever they've wanted to do more we can't continue to have a shared access that they could just ever rode off of to get to the pond. The pylons are walkable anyway. not going to be any different from what they've been since they were ever erected on here.

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And if we could shut that slip road off initially, you know, I know it doesn't seem to be many accidents, there's a lot of near misses, there's not very far off the roundabout to pull into our access specially with lorries. And I don't see any reason why we couldn't just go a little bit past and have an ever shared access and then not to bother to have their service road put in. And the other thing is our Mr. Jones By the way, it is there taken out from field as the as you go out, you go across the bridge, and so they're taking the field sort of right on

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way down to the office of the Alberta maylands. They're taking it. So what actually happens is when people leave here in the morning,

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they usually drive up and go to get out of our place, which they actually sit on the bridge, people lining up to get out of here. But once that new road in on the front on the a 12 comes in, that there'll be lining up outside near enough outside our bedroom windows, and that to get out onto the slip road.

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Do you understand what I mean? I do indeed.

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He says they're tight in the front field. And I'll just think to myself, another part of Asia. And basically the weekend I've vehicles lining up outside the house with Carlos also turn their injuries off, and they'll be going out, lining up to get the lights to change, and then go their merry way. But they still like, you know, if they move their access over into the woods, you know, down.

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As far as the plan that we had originally drawn on, on the on the engineer, we just want it moved somewhere. So that we could isolate our property. So that in the future, you know, our children and our grandchildren don't have any plans of going anywhere ever. As I said we bought this is a forever home,

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we'll be able to continue to stay on this part of the property without so much effect from especially the construction of the road for the next three years. And you know, that we've got to put up with

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on top of you know, everything else that goes on the on the brookstreet. roundabout.

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Understood Mrs. Jones and Mr. Jones. Thank you. Just one final question, Mr. Benson. And before I want to bring the applicant back into to respond to some of the points that you've raised.

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And

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given the there still, as you say, negotiations going on with the note that the noise barrier and like how if the zoning authority were to agree and felt that some of these issues needed resolving? Do you say that we could insert requirements into the decio, which requires a site specific plan to be agreed with Grove farm, which would deal with the things like the noise barriers to be productive plot type of planting or landscaping to be done accesses and that sort of thing? Is that something that if and I say if the examining authority worthwhile to entertain, would that be something you would support? Yeah, I don't I don't see why that that wouldn't work at all. I think that'd be a good idea. We'd be able to see that. The advocate may be resistant to that, and ultimately might persuade us, but I'm just looking at the

options at the moment. If we were minded to think along those lines, it's something that would enjoy support

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from your side. Yeah, I mean, that, you know, they've been resistant to it thus far. We did hear quite a lot of talk this morning. And then thank you for that about concrete, and looking at bridges and retaining walls and all the rest of it. And that's what Mr. Mr. Jones is gonna be faced with. So you know, that's totally fair. Really. Yes. Well, those visual those visuals are quite worrying. I will give you that. And anything else. Mr. Benson five bring I think probably Mr. Lawrence to come back in I think but I maybe I'm going to miss the Chinese may disagree and want to bring someone else in. But anything else from you, Mr. Benson at this moment, but for now, that does fine. Thank you very much indeed. Okay.

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So I'm going to ask the applicant to respond to all that they've heard that it was mainly a noise issue. Mr. Lawrence, I think you're dealing with noise. I've got Mr. Challis as well. Mr. Challis, do you want to go first and

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no, sorry. So I think Mr. Lawrence will be a bigger person to start with. So I'm sorry to interrupt him. Thank you. Okay. Mr. Lawrence. You, you you've sat and listened. And you've heard what's been said I'd be keen to hear your response, please. I'm fine. I think that

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the so I agree that without any mitigation, the noise levels from construction activities would be significant. And that is why we have the noise barriers in the construction environmental management plan in order to reduce the impacts from construction noise.

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The numbers that Mr. Benson gave out 64 up to 79 and 61 up to 76 on

40:00

Without mitigation, noise levels, when we put mitigation in, as he says, We have noise barriers, which reduce levels by 10 db. And so that 79 drops down to 69. And the 76 drops down to 66. So the

40:23

things

40:26

he said the road is always busy, I agree, it is busy, there's this, you know, busy with traffic in the day with the night, there's no problem with that.

40:35

The comment about wanting to put the barrier in and leave it there. Obviously, the construction activities move around. So, at the beginning of the construction period, the activities are in one place,



creating noise in one area. And then as the construction programme progresses, the activities move and the noise comes from a different direction. And so the construction noise assessment looks at the noise levels at different times, and looks at how the noise levels change over time. And so the temporary noise barrier might be needed for one activity at one time, and then a different activity at a different time in a different place. So mitigation needs to be positioned in the right place in order to get the mitigation for the activities that are happening at that time. So it's not simply

41:30

depends on where those activities are and where the barriers would be. So it might be that the barrier is there for the whole construction period. But it might be that it's there for one part for certain activities in a different place at a different time for later activities.

41:46

The other point he mentioned was about noise important areas. Those are defined by Defra. So we haven't defined to the noise important areas, those defined by Defra as a result of their strategic noise mapping. So we've included Grove farm as a property, we've assessed it in the same way that we have all of the other properties. So we have we have taken into account, but we don't get to decide whether it's an important area or not.

42:14

Okay, I'm I've just been informed that there are live streaming concerns, and I believe that the live streaming has failed or stopped on which case, we are going to have to just briefly pause this, this hearing until they can try and get that working again.

42:36

Don't go too far. Mr. Lawrence, I wasted you on the noise assessment fine. But if we can just take a hopefully a brief five minute pause while we try and get the live streaming back up, and no problem. Thank you.

42:52

Thank you, everybody, for your patience. I believe the live stream is now working away.

42:58

So we can resume and apologies for the brief interruption that we had to take just there.

43:06

And I can

43:11

maybe just for those following the live the live stream, they may have missed your response, Mr. Lawrence to the points, right. So if you could just very, very quickly just repeat what you just said to me before the break in about your response, just so that those on the live stream can fall like fine, no problem at all. So I was saying that. I agree that our assessment shows we get significant noise from construction. And that's why we have the mitigation in place to reduce those impacts. The numbers that

Mr. Benson read out noise levels increasing from 64 up to 79. In the day 61 up to 76 at night are the without mitigation figures from the environmental statement. We have the with mitigation figures in there as well. And those, the 79 comes down to 69. And the 76 comes down to 66 because of the noise mitigation the barrier. And so we don't get that big increase from 64 to 79. It comes from 64 up to 76. And so the impact with mitigation are smaller than the impact without mitigation.

44:22

I also noted that we don't decide about the noise important areas they are defined by Defra as part of their strategic noise mapping process, but we have considered bro farm as a as a residential accommodation.

44:36

Thank you very much indeed. Thank you. If I could now just ask you. I'd like to ask you a little bit just on the acoustic barriers that came and you mentioned the fact that that while you will be constructing that section of the road, you would put up a temporary noise barrier Yes, so that when you moved off site and move somewhere else you would need to move

45:00

That temporary noise barrier to that area of the side? Yeah, what is the difference between a temporary noise barrier and a permanent noise barrier. So

45:09

temporary noise barriers are need to last for the duration of the construction period. So that is a small number of years. So they need to basically the noise reduction that, let's go back a step noise barriers work by reducing noise, they put her they block the line of sight between the source and the receptor. And effectively with the barrier in place, the noise travels over the top of the barrier, which is a longer distance, and you get attenuation as the sound comes over the top of the barrier.

45:45

And so it's have if the barrier has enough mass and solid form to prevent noise going through it, it works by reducing the noise and then goes over the top of the barrier. So for a temporary noise barrier like this, we're talking something like marine ply, or some other reasonably thick timber sheet, it has enough mass to stop the noise going through, and the noise travels over the top, a permanent noise barrier is there for 30 or 40 years. And so it also needs to have much better weather has to have a longer life. So obviously, barriers need to be maintained. So there's a maintenance aspect to it as well. And because it has to be up there, it would be up there permanently, it would need larger foundations, it would need to have all of the necessary

46:45

traffic restraint systems, if it's next to the road, if it's a temporary barrier during construction, it's inside the works area. Whereas if it is a permanent barrier, it's not in the works area, it's at the side of the road. And so it would need to have all of the necessary traffic restraint things in place. And it would also need to be assessed in terms of as you pointed out visual impact. And there are various other considerations that a barrier needs to be assessed against. So it's not purely noise, it is predominantly

noise because it's a noise barrier. But there are impacts on other disciplines that would need to be considered.

47:26

Right. So the difference

47:29

is not is not necessarily in the material that's used or is height, we're talking about where it's put positioned. And,

47:39

and its foundations, yes, I mean, the material wouldn't be different. If you just put up a timber marine ply timber fence, you will be if it's going to be a timber noise barrier, it will be thicker wood than that, then normally

47:52

25 mil kind of thickness, because not too large just stand the test of time this time. And of course to not to take out noise No, no just to be at basically because it's then exposed to the weather, as well. Yes, you know, yeah, obviously marine ply you put up you give it a nice coat of paint at the beginning, you repaint it during the construction period, and that's fine. But for a permanent noise barrier, you don't want to be out there painting it regularly, you want to do its job. So its form is different, but its position and height would need to be determined principally by the road traffic noise that it's trying to reduce rather than the construction noise such as trying to reduce.

48:33

Okay, Mr. McArthur, you've got a question.

48:39

Thank you, Mr. Allen. Hello, Mr. Lawrence. Just coming back to or coming on to positioning of a noise barrier and touching on something that Mr. Benson raised. The you mentioned that the importance of line of sight with an acoustic barrier.

49:02

That that seems to suggest that the logical place for the sound barrier in its during the construction phase in the location around the grove farmhouse is at the top of the embankment as close to the position of the new road as possible. And with that, would that be correct in order to deal with the line of sight? Well, yes, apart from the fact that you need to build the embankment in the first place.

49:27

So okay, as you say, it's going to move through this throughout his lifetime as an attempt. at beginning there's no embankment so you will put the bank the barrier would most likely go up near the bottom of the embankment to protect those earthworks as the embankment gets built. And then once the embankment is built, you might choose to go Okay, we're now working on the top of the embankment and the barrier would then be at the top. So even in that simple concept, you've got

50:00

to different positions for the barrier. And we of course have the slip road in one direction and a different slip road in a different direction and all other kinds of things going on. I understand where I'm where I'm leading to is,

50:12

as you as you'll now understand the owners of Grove farm who would very much like to have a permanent noise barrier in position, they were, were we to get to the end of this process. And that that was not something that was agreed that the owners of the Jones family clearly have their own land that they could build their own noise barrier on. But for that to be effective, if they were to build it on their own land, it would need to be significantly higher than if it were, if it were constructed close to the roads dealing with the line of sight issue. Yes. Yes. Thank you. Thank you.

50:53

Thank you very much. And then just bringing you on to the noise assessment itself now. Yes. Again, briefly. You can just explain why you say that operational noise would not be significant in its effect. So I don't need to quote large passages of the St. Paul says, Yes, summarise for me. Okay, I you say that. So

51:21

what looking at the simplest thing to do is to look at the situation just before the scheme opens to just after it opens, ie with from where we are now to where it would be with the scheme in place. So we have predicted the noise level from both of those situations. And that is reported in the environmental statement, we show at Grove farm, the change in noise to be just less than one decibel. And that is the worst case assessment for that property. So we've looked at the change in noise on all four facades, the side with the smallest, or the least beneficial change is a decrease just smaller than one dB. So that is the figure that gets used for growth arm in the assessment.

52:11

The reason and so a change smaller than the one DB is one that is not perceptible. So the dmr provides us that nought to one is negligible. 1 to 3 is minor, 3 to 5 is moderate, and greater than 5 is major. So it sets out for us the different scales that we use. So a nought to one DB change, whether it's an increase or decrease is considered as a negligible change.

52:38

And you've drawn that conclusion.

52:41

Even Yes, Mr. Benson, I will come back to you for a response. But you're you've come to that conclusion, even though the road is not only nearer to the property substantially nearer but also taller than the existing road, you say that that there's still only a one DB okay. So, at grow farm, we have noise from the 25 main carriageway, we have noise from the a 12 main carriageway, we have noise from people on Brook street roundabout itself and we have noise from the people on the slip roads. So

each of those is in the noise model. So we have traffic as it is at the moment against traffic which is forecast to be there once the scheme is operational. For the to slip roads that get halted and move and the slip road that gets moved closer, we have low noise surfacing put down so the current and that also happens on the roundabout and on the a 12 carriageway going eastbound. So we have low noise surfacing going in on the new and the altered roads. And that brings the noise level down from those pieces of road.

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And so that although the traffic is moving closer, it's moving closer by about 20 metres or so we have the lower noise surfacing down there. So that net change is small. We add in the changes in noise from the M 25. And from the a 12. And the slipper agenda round about and the combined noise comes down by less than a desktop. Yes, but that is noise assessments done over an average time period, isn't it? That's how noise is measured. It's over either a 50 minute period or 60 minute period or 90 minute period or whatever, whatever the equivalent noise was. But that isn't going to take into account the individual noises that are generated by traffic is it I mean, I mean, for example, lorries when they come up that road and grinding to a halt. You've got you know, things like the squeak breaks or the crashing of metal yeah or

55:00

car horns or whatever it might be, those individual noises are lost in an average, aren't they? So? So even though you say there's an average noise, yes, what you have here is a road closer to the house where you have got those peak noises within closer proximity to the house that that that's that that's not really taken into consideration, though is it is more looking at is on a human scale? Well, the so we, you're right, we do predict, we predict a what's called an la 10, which is an average over the 18 hour period from six o'clock in the morning through to midnight. And we use annual average traffic from the weekdays for the Monday to Friday period averaged over a year. And that is done on every highway scheme. And that then allows us to compare impacts from one scheme against impacts from a different scheme. And it allows all the things to be equated on an equivalent basis.

56:00

But I fully accept that peak noise from traffic is going to be higher than that. And when we're in quieter periods, when there's less traffic, the noise levels will be lower than that. Yes, but unfortunately it doesn't. It doesn't work like that does it because if you get a noisy lorry at three in the morning, it's going to be noisy at that point. It's intermittent, isn't it? Well, it is. But also if there's a noisy lorry at three o'clock in the morning, now, it's still there. That is true. But of course, the point I'm making is the road isn't closer and higher than the current road is and there's also a big bank of trees screening in between as well. So I my what I'm trying to ask is whilst your noise levels averaged out, may show a one decibel increase. Decrease step should say perceptible noise to the residents of the bearing in mind this is this is a dwelling house. Yeah, so a road which is both closer and higher, that those noises are lorries and screeching and what it all I've said those Pete noises, yeah, secondly is going to be worse, much worse. But the change in distance is the same. So the peaks will also change by the same amount. And so the quieter noise surface will take down the peaks when it's dealing from if the if the noise is coming from the tires and the engines, then that quieter road surface will bring those levels down. I agree won't

horns and air brakes and things that won't change the distance, the distance will be slightly closer. And so those levels will be slightly higher.

57:45

But the general traffic noise which is there for most of the time, which is constant engine noise, tire noise that won't change. No. And just one final question, Mr. Lawrence, just and it's still your view that even establishing that you accept that there is there will be peak noises

58:09

regarding the, the you know, the grinding metal and, and airbrakes and all the rest of noises, you still say that noise barrier along here to protect that is not necessary. Of course, the design of the junction is there to improve the flow of traffic. So I, I would presume that there is fewer reasons for people to use their air brakes in their homes because the traffic flows through the roundabout much more easily.

58:40

But the decision or mitigation is taken in terms of that overall annual average noise level, we show that we get no increase in noise level. So it doesn't meet our criteria for putting up a noise barrier.

58:55

Okay, I that's food for thought. I'm not entirely sure I agree with that. But I will I will give you some I will certainly think about it. I'm going to bring I've seen Mr. Rolfe has got his hand up. I'd like to practice it. Bring him in. And then Mr. Benson, I'll certainly come back to you to respond to everything that you've heard. But Mr. Rolfe,

59:19

thank you Mr. Allen, Matthew Rolfe, police constable Metropolitan Police Service, just curious in terms of the lifespan of the surface dressing that's going to be used for the potential road surface for the noise reduction. Given that this is one major feature for noise reduction for the farm. How long is the predicted lifespan for that surface dressing?

59:45

Did Do you want to answer that query quickly Mr. Lawrence because I know Mr. Benson's very keen to come back. So usually surfaces or surfaces surface certainly surfaces on motorways lasts for about 10 or 12 years. So I do

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I don't know if it would be longer or shorter on a on a roundabout, but certainly the mainline carriageways, it's that kind of time scale.

1:00:08

Okay, thank you. Mr. Benson.

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Thank you, sir. For that,

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I think we do well not to forget that this road is going to be within 20 metres with nothing between the line of sight of the bedroom window and the road.

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And ultimately,

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you know, this road is designed to move 30%, more traffic 20 to 30% more traffic quicker and more efficiently.

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So, you know, with that amount of extra traffic moving quicker and more efficiently over time, it has to create more noise and more impact, even from the loop road itself, which is only 200 metres away in terms of a part one claim, that would be a valid Part One claim. And, you know, I don't profess to be an expert at all in noise modelling, I know enough about it to know that it's phenomenally complicated. But I know there's a lot of moving parts in those equations, and you can tweak various bits of the moving parts in it, it alters the end result exponentially.

1:01:17

I can tell you, we're involved in a scheme in Devon at the minute and we have the noise figures. And they looked wrong from the outset. And we asked and asked and asked for them to be reviewed and they were reviewed. And yes, they were wrong. They weren't sharing the correct noise. And I think so also, you hit the nail on the head about the averages and the peaks and the troughs. It is the law, it is the motorbikes it is the ambulances, it's the boy racers, it's all that sort of thing, that is now going to be within 20 metres of the bedroom window where it was 60 metres away behind a whole load of trees.

1:01:52

You know, I don't think we're asking for an awful lot to have some noise and visual mitigation put in place. It's the incremental worsening thing that I talked about earlier.

1:02:03

That that's my case. Thank you. Thank you. Mr. Douglas has his hand up.

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Thank you, sir. Just, I just wanted to raise a couple of points if I may, please from the London borough pavings perspective, in terms of the temporary noise barrier that's been discussed,

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for grow farm.

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From Haley's point of view, that barrier needs to be solid with no penetrations, fully sealed with the ground, and should also be a minimum of two metres above working ground height. And when we ask that,

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to make sure it caters for, for engines of all vehicles, it will cover engines of all vehicles, whether it's small, smaller vehicles or larger vehicles if it's two metres above, above working ground height.

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And the other. The other point that I just wanted to make was

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we note that the tie in with the a 12 off slip,

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there may be some exceedances of the of the lowest absorber observed adverse effects level.

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And what we would say in relation to that is where there are such exceedances

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both the noisiest works and also nighttime works,

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we would like those to be covered by a specific section 51 agreement

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with the with the with the contractor. And also in terms of the tying works if they are to exceed those noise levels, then we would suggest that

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the contractor needs to needs to carry out those works in the first part of the nighttime shift, if you like to avoid or to minimise the impact it's going to have on residents. Thank you.

1:04:02

Thank you, Mr. Douglas. And Miss Lawrence, or Mr. Challis, do you want to respond to anything you've heard briefly afterwards? I did say I was going to talk about the access but I think Mrs. Jones has.

1:04:19

And Mr. Jones have raised this issue about the moving access and I think my colleague, Mr. McArthur wants to come back on that point. But yes, Mr. Lawrence, anything you want to add, respond to what you just heard. I think the messages I'm getting back are that actually the road is 30 metres from the bedroom window rather than 20. So it moves by 20. So I'm being told it's going from 50 to 30 metres rather than 50 to 20. And the difference in height is less than a metre.



1:04:56

Okay, we just we don't actually I think have any drawings to

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prove that you're putting that in in the next deadline. So that would be helpful to look and, and to note that the point about from hovering about the size of the barriers and the positioning of things, then yes, that would all that's what we would envisage. Anyway, that sort of height, and having no gaps to the ground and all that kind of stuff is the standard approach that we would use for that sort of temporary noise barriers.

1:05:26

Yeah, okay.

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Yes, I'm going to bring Mr. McArthur wants to come in. And then I do want to kind of finish up with a more of a cumulative effect as well. So Mr. McArthur

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Thank you, Mr. Allen, just on the point of the distance between the house and the road,

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it really does reinforce the need for us to have drawings from the applicant, as any good architect does, I have my scale rule with me and I am measuring the redwood partnership drawing at the moment, the distance that I'm measuring is between 25 and 20 metres, either end of the house. So I think I don't think it's unreasonable to say it's in the region of 20 metres away. It's certainly not 30 metres, but I'm not measuring one of the applicants drawings, so

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the sooner we can have that to verify it, the better. And on the subject of drawings. We the conversation started with a request for the grove farmhouse building to be shown on Section D. D, I think it would also be very helpful given where the discussion has moved to and the height of the embankment the height of the road versus the position of the house, it seems clear to me that the section line II would also be very useful, extended onto the grove farm property and to show the location of the farmhouse in situ and wonder whether that is something that the applicant would be able to provide, it certainly would be helpful. If they could. Mr. Challice come back. Yes. Thank you. So as regards cross sections, which

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Mr. Bedson mentioned, there was a request, I believe, at a meeting last week for that cross section to be provided. And it's being drawn up as we speak. And so we have no objection to providing that cross section and the other section you just mentioned, he were happy, we're happy to provide that. Wonderful, thank you very much, Mr. Challis. And then I will come on to the sub subject of the road. I will just summarise what I what I think I understand from the description that you gave. Mr. Benson

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and that is that the proposed exit roads,

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which joins the a 12 off slip to the roundabout, is moved a distance westwards. So down the

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back to back towards London, if you hike away from the roundabout, is that correct? so far?

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That's correct. So yes, it is. Thank you. Thank you very much. Can I can then ask the applicant and any other interested parties? What if any objection there would be to moving it and what is what is

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again, I'm getting my scale to 10 metres 15 metres further west it would there be any significant issues associated with that?

1:08:46

Thank you so much for highways England. I'm hoping that Mr. Harris can answer because I don't know whether there will be any significant issues about it. We discussed yesterday that we will be concerned about another access from that obviously but anyway and the further away from the roundabout, the less safe we think it would be.

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But my

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reticence I suppose is that

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just moving the access a little way may have knock on effects and on other things. And it might not be as simple as that but hopefully Mr. Harris can help us

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Thanks Hello, yes, I'm Mr Harris highways England, as marks picked up and as I touched on things yesterday.

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The concern the overarching concern for us is if we move

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the junction if you like further away from the stop line the giveaway around about vehicle speed or higher. You think about potential safety risks from that. So I need to have a look at a design and then to

seek the views from a road safety audit specialists to understand whether they have any of you have any concerns about

1:10:00

About that, it would depend very much on how far we're talking about moving and how far they think becomes a problem.

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Understood, I would, would it be helpful to you for, for the Jones family to prepare a drawing, which shows that what has just been covered? Or do you think you have an understanding of what they've what they've raised?

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I'm not clear.

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If something's been submitted to us already, forgive me. I'm not aware. But tell me money, seek clarification about what is proposed, so that we can have a look at that.

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Noted. Mr. Rheinberg, you have your hand up?

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Yes, it was also just to build on what Mr. Harris said, but for road safety issues of moving the access onto that slip road further away from a roundabout where vehicles would be travelling faster would need to be fully assessed as part of this. So there is a potential concern there.

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But also sort of dislike to raise the point, if I may, but some of the kind of issues that have been discussed here regarding noise mitigation, and so on, this is all part of the reason why we felt that it would be more appropriate for highways England to be responsible for the new slip road going forward. But that's something that we'll cover, I'm sure further tomorrow. I can understand your concerns. Yes. Thank you.

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Mr. Benson, you have your hand up.

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That Thank you. So yeah, just to confirm it is a matter of a request to move the access to the west a bit. But as Mr. Jones said earlier, they would dispense with the requests to have an access to the site at that point. So it would just

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from it to exactly, thank you. Yeah. I think I understood that. But I do it does seem that if you would like this to be considered in any more detail, a drawing would be useful. Fine. We'll see if

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Mr. McLaughlin, if Edward can do that.

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Thank you.

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I have no further questions.

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Yes, and I don't think I do either. Because I've I did ask Mr. Lawrence earlier about the noise barrier. And I've gotten this response. So I don't think there's any merit in in, in asking the question in a different way or even doing it again, Jane, you've got your hand up.

1:12:47

Jane, you've put your hand up, do you want to say anything you want to say? I forgot the speaker.

1:12:55

It's the noise issue. And it's certainly something that residents in Woodstock Avenue have raised. Obviously, during construction, and after the construction is complete, because of the closeness of the loop road to two hours. I'm actually quite shocked that it's being challenged as an issue for growth farm. And in it kind of makes me think all what types of we got of our comments being considered which we were led to believe, again, going back to the

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original consultation phase, it's something that they said in their documents that they would

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highways England Woods scheme would be designed to mitigate

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noise issues during construction. And, and afterwards, but I mean, just, again, on this is our real life stuff this is not it's obviously is a very technical, sort of mathematical exercise and understand why. But when you live somewhere, like we live, you hear noise from the a 12 all the time, and 25. And if the wind is blowing in a certain direction is obviously more prevalent. And we can even hear noise from the railway, if they're working in the railway night, particularly people at the bottom of Woodstock Avenue, were much closer to the vicinity of the 812 and the 25. So I just would like that thrown into the pot. Really, that isn't obviously, obviously go farm do have massive issues and concerns. And I, I, I would have assumed that there would have been these barriers put in during end something more permanent to you know, suppress the noise long term, because there is going to be increased noise

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from you know, from what I'm hearing about the increasing in traffic flow and, you know, not necessarily the STOP stuff, but if the flow is better than there's going to be more traffic noise. So I mean,

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Can't change. They're not, you know, the wind direction. But if we can hear what's going on in the railway, which is much further away, and 11 they're doing railway railworks Network Rail. And I'm sure we're going to be hearing side effects of construction work

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on this project.

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Thank you.

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Two things, I suppose I just respond to

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just I think just because we're just talking about Grove farm, doesn't mean that there aren't other issues that are equally important.

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The effects on mainland cottages and Woodstock Ave, are of course in our minds to examine authority to be satisfied, that there would be no significant adverse effects or that that effects couldn't be mitigated.

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The fact that we're not talking about it today doesn't mean it's not important that we're not considering it or important. It's just that we've grown far. And we brought, we wanted to have a discussion about it. So don't please don't think that just because I was quite shocked to hear what I'm hearing.

1:16:20

That that's fine. So we certainly will consider that. I perhaps can.

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We can deal with that in any other business under the under this item, if you'd like to perhaps ask the applicant to come back on how they're mitigating against residents of Woodstock Avenue.

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And, but I just want to sort of look to finish this off. And, Mr. Lawrence, I know you had your handout, perhaps I will

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say my point and then I'll give you the final word, if you want to have it.

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It seems to me that there are still outstanding issues and concerns with Grove farm. And I think I wouldn't be

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out of order in a way to say that the examining authority when you look at it cumulatively as well, the fact that there will be identified significant adverse effects or adverse effects in landscape terms and landscape vision in terms even after the 15 year planting period, coupled with the comments that we've made on construct on construction and operation noise, and the peat noises, it seems to me that that having some sort of acoustic fence here that would firstly protect against that, and secondly, potentially offset some of the landscape, the visual effects, certainly from the road between the road and the property would not be necessarily unreasonable. And knowing that we've still got some issues with the access and like, I'm beginning to think that a requirement to deal with this is now looking

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like the way to go to allow the specific measures around growth and to be agreed prior to the commencement for the Secretary of State to sign off. So with that in mind, and the points that I've heard, Mr. Lawrence, do you want to have the final word on this before I before we move on to Mainer's golf course. So I just wanted to say that in the ies update that we put in the deadline three a we have now got in the appendices, additional receptors. So we can see specifically the results at Woodlands Avenue and a whole bunch of other receptors. So they weren't there in the ies that we had published originally, they had those had they assessments had been done at all of the receptors, but we have added extra receptors into those tables in the appendices. So the details that Woodlands Avenue and various other places can be seen.

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I'll need to go away and talk about potential noise barriers with the rest of the team. Yes. Do you mean would you be Woodstock Avenue? Yes, I do. Yes. Okay. Thank you. And I would like to

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have these messages popping up and I'll see who's on there. Right. So can I meet Mr. Challis, can I just bring you back in for this. The final point there. The question that I asked Mr. Benson earlier about a requirement. He said that he would be open to this. If the examining authority felt that this these issues needed to perhaps defer to a requirement as to whether a noise barrier goes in and alike that we put an additional requirement into the decio what would

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What would the applicant's viewpoint on that be?

1:20:04

Sir, thank you. I'll transfer highways England.

1:20:08

Well, so we've heard what you've got to say. And one can understand that

1:20:15

you do that plenty you are thinking about imposing a requirement. As a matter of

1:20:22

I suppose, the law and how the decio is framed, I think that's possible, what I think would be more sort of concerned about is a broader requirement that you hinted at earlier to change around the design in this area, because that could be problematic, because as I just mentioned, in response to Mr. McArthur, changing the design in any way here could have knock on effects to the rest of the scheme. And it may not be as simple as it may sound. So even though, you know, as we have explained on the basis of our technical work, that we don't think of noise barrier. It is, is needed. A simple requirement, just to deal with that, I think would be,

1:21:10

you know, workable in DCA terms, if I can put it that way. Yeah. Well, I think Mr. Harris is going to look at and comment, I think, on whether moving the access does have those problems. And given we've just heard from Mr. Rheinberg, as well as also raised some concerns on that respect. So we'll I think we'll write for written comments from you yourselves as to whether that's, that's achievable. But it seems to me that sometimes in in when we deal with application like this, sometimes specific sites need more attention because of the issues that surround them. And given that we've got there are the asset access issues we discussed yesterday, we've got the noise barrier issues, we've got the landscape visual, it just seems to me that that this could be resolved by way of a requirement.

1:22:03

Even if it wasn't to deal with it moving as you say, smoothing the design around, but I will I just wanted to get your views that

1:22:13

whether you would be opposed to that or not. I don't think you are subject to it, not saying you'll redesign the scheme, which is which is which is fine. We'll look at that.

1:22:23

Is there any other points? Mr. Benson on Grove farm that you wish to raise before I move on?

1:22:32

Thank you, sir. No, not at this stage. Okay, thank you.

1:22:38

I we've been going for an hour and a half now is probably we probably all do a another short break. So

1:22:46

let's it's now 10 Two, three. Let's take another 20 minute break. And we'll resume at 10 past three where we will move on to maylands golf course. Thank you