

M25 Junction 28

From: Becky Evans [REDACTED]
Sent: 24 May 2021 14:30
To: Hanlon, Paige; M25 Junction 28
Subject: FW: Deadline 7 M25 Junction 28 - Our clients Mr and Mrs Jones Grove Farm (I.D 20025656)
Attachments: Mr and Mrs Jones - Grove Farm letter 20.05.21.pdf

Hi Paige

Hope you are well

Just wanted to check you got my email submission last Thursday (see below and attached) as it is not on the website and I have not had an acknowledgement email.

If you could let me know that would be appreciated.

Kind Regards

Becky L Evans BSc (Hons) MRICS FAAV
RICS Registered Valuer

Associate

Hinson Parry & Company
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Stone Business Park
Stone, Staffordshire
ST15 0SD



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From: Becky Evans

Sent: 20 May 2021 17:17

To: M25j28@highwaysengland.co.uk

Cc: [REDACTED]

Subject: Deadline 7 M25 Junction 28 - Our clients Mr and Mrs Jones Grove Farm (I.D 20025656)

Dear Sirs

We are writing in regards to deadline 7 on behalf of our clients Mr and Mrs Jones of Grove Farm. Please find attached an email from Mr and Mrs Jones as requested during the site specific hearing last week setting out their feelings relating to the peak noise proposed around the property and the overriding impact the scheme will have on their lives.

Additionally we have submitted our comments to the consultation for the change 8 which we have reiterated below with some additional remarks.

We note that there has been a change 8 submitted whereby the egress is moved westerly away from the main farmhouse by a further 25m. We welcome this amendment subject to appropriate landscape mitigation and noise attenuation barriers being constructed. It is acknowledged that the length of the egress will extend from 50m to 87m, but it will move traffic away from the farmhouse. We welcome the additional tree planting on both sides of the realigned egress and although long term could provide additional visual screening, this will not reduce the noise impact over the short to medium term while these trees mature over the next 15-20 years. Furthermore, trees do not provide noise attenuation unless a buffer of at least 100ft wide is planted with dense species and again the benefit of these would take an extended amount of time to be realised.

Interlinking with this Grove Farm requests that ExA requires HE to include in an amended HE scheme:

1. The closure of current amended egress from Grove Farm to the A12 eastbound off-slip
2. Construction of a new dedicated egress from Grove Farm to the A12 eastbound off-slip with alteration of on-site roads to suit.

Additionally, Grove Farm requests that the ExA rectify the Scheme proposals for Grove Farm to provide a safer access and to direct HE to include a further design change to the Scheme to provide the amended farm access proposal shown on Redwood Partnership **Drawing No. REDW-3396-115** including the following alterations:

- i) The closure of the existing access to Grove Farm from the M25 northbound on-slip;
- ii) The construction of a new dedicated auxiliary left-turn lane access to Grove Farm from the M25 northbound on slip road to be shared with the HE service access already proposed for pond maintenance and electricity board vehicles.

Grove Farm welcomes the response from HE with regards alteration of the farm egress onto the A12 eastbound off-slip. However, Grove Farm requests that the ExA should direct the HE to provide a noise attenuation barrier instead of the 'visual screen' currently proposed and extend the noise attenuation barrier further north on the M25 northbound on-slip and further north into the farm egress as shown on **Fig 3.2** within our submission at Deadline 6.

The 3m visual fencing will require substantial foundations to ensure these remain secure, incurring a cost as part of the scheme, however altering the barrier to noise attenuation will have a greatly positive benefit to the residents which will outweigh the increase in cost for this amendment.

Serious consideration has to be had for the physical and mental wellbeing of the residents at Grove Farm, it cannot be merely shrugged off that the area was already noisy and therefore nothing needs to be taken into account. The proposed road is moving within 20m of the main dwelling and although the noise and vibration figures may not show a substantial change on paper, we have to take a sympathetic view on the mental and physical health of individuals impacted by this scheme.

We have previously supplied plans that show before and after the proposed works and the fact that they move substantially closer to the house cannot be ignored. Furthermore HGV lorries will always use the lane closest to the house as they travel along the road therefore increasing the noise and vibration further. We also refer to the case mentioned within the last Site Specific hearing known as the Tom's case (Toms V The Secretary of State for Transport 2011) whereby the noise levels demonstrated within scientific calculations did not reflect what was happening in reality and the tribunal agreed that the residents were indeed negatively impacted by the noise created by the Channel Tunnel Rail Link.

We note the Applicant proposes noise reduction surfacing approaching the J28 roundabout from the A12 eastbound off-slip, however this material has a 6-10 year life (depending upon supplier and location) then it loses its noise reduction properties, probably 6 years in this location as cars will be applying their brakes. Is the Applicant intending to re-surface every 6 years?

Additionally, the stop line at the roundabout from the A12 eastbound off-slip will be traffic signal controlled. As part of the detailed design at least the first 50 metres from the stop line will have buff coloured anti-skid surfacing applied on top of the noise reduced surfacing. This anti-skid surface will not have noise reducing properties in a location exactly opposite the farmhouse where traffic noise from the A12 eastbound off-slip is the highest.

Finally, we refer to Highway England's published ethos on enhancing the environment of living near the roads which includes low-noise road surfacing, noise barriers and offering free noise insulation to homes that are the worst affected by noise. I would hope that we all agree that the relocation closer makes Grove Farm clearly one of the worst affected sites by noise. Traffic flows since M25 was built are significantly higher now and will continue to rise over time. These proposals provide an excellent opportunity to enhance the living environment of Grove Farm by the inclusion of noise attenuation fencing.

We trust this is all in order and although we are in agreement to work with the proposed changes for the A12 we still respectfully disagree with the current proposal of no noise barrier being installed and ask that this is reconsidered. Any questions please do not to hesitate to contact us,

Kind Regards

Becky L Evans BSc (Hons) MRICS FAAV
RICS Registered Valuer

Associate

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Becky Evans

From: ryan jones [REDACTED]
Sent: 19 May 2021 11:37
To: Becky Evans
Subject: Grove Farm Brook Street. I.D. 20025656

In Virtual Cabinet: 0

RE: GROVE FARM CM14 5NG I.D. 20025656

WE HAVE THOUGHT ABOUT THE IMPACT OF THE NEW ROAD LAYOUT OVER THE LAST FEW YEARS AND CONSIDERED WHAT IT WILL DO TO OUR FAMILY LIFE IN GENERAL, INFACIT IT HAS BEEN NUMBER ONE ON OUR MINDS

WE HAVE BROUGHT UP OUR 3 SONS HERE AND THEY NOW HAVE CHILDREN OF THEIR OWN, 5 OF WHICH LIVE HERE ALONG WITH THEIR MUMS, THEY HAVE NO INTENTION OF EVER MOVING FROM THIS OUR FOREVER HOME.

WE NEVER THOUGHT THAT WE WOULD BE PUT IN THIS POSITION.

WHILST WE APPRECIATE CHANGE HAS TOCOME AND THE ADDITIONAL TRAFFIC INCREASE SINCE WE MOVE HERE 34 YEARS AGO IS A PROBLEM, WE HAVE TRIED TO ELIMINATE ROAD NOISE OURSELVES BY PUTTING A BUNG WALL U, FENCING, TREE PLANTING WHERE POSSIBLE BUT THIS IS NOT ADEQUATE IN THE LONG TERM AND PREVENT OUR DAILY LIVES BEING RUINED, WE WOULD LIKE AS MUCH PROTECTION PROVIDED BY HIGHWAYS ENGLAND DURING EXECUTION OF THIS PROJECT AND IN THE FUTURE.

IT IS GOING TO BE HARD ENOUGH FOR US ALL HERE ON A DAILY BASIS WHILST THE PROJECT IS CARRIED OUT ON OUR PROPERTY AND THE SURROUNDING AREA AND WE THINK WE DESERVE AS MUCH PROTECTION AS POSSIBLE DURING THE WORKS AND THEREAFTER.

TREE PLANTING IS ALL WELL AND GOOD BUT TAKES A LONG TIME TO MATURE, PROBABLY NOT IN MINE OR MY HUSBANDS LIFE TIMES,SO PHYSICAL NOISE PREVENTION/SOUND BARRIER/ROAD SURFACE IS IMPERATIVE TO OUR CONTINUED FAMILY LIFE.

FROM OUR EXPERIENCE THE DEPTH OF TREES PLANTED BETWEEN US AND THE ROAD HAS TO BE SUBSTANTIAL TO MAKE ANY IMPACT AND OF COURSE THIS TAKES 10-15 YEARS TO MAKE ANY DIFFERENCE. ALSO IN THE WINTER THE TREES WILL HAVE LESS OF AN IMPACT THAN IN THE SUMMER.

REVVING OF ENGINES , SCREECHING OF BRAKES, USE OF CAR HORNS, SIRENS ETC, ALL OF THE ELEMENTS WE UNDERSTAND FROM THE SITE SPECIFIC HEARING CANNOT BE CALCULATED AND HAVE BEEN DISCOUNTED AS PART OF THE AVERAGE NOISE FIGURES. WE FEEL IF THESE ARE BEING IGNORED WE ARE NOT BEING GIVEN THE FAIR RIGHT TO NOISE MITIGATION.

WE ARE CONCERNED ABOUT OUR MENTAL WELLBEING WITH THIS INCREASED AND THE ROAD COMING TO WITHIN 20 METRES OF OUR PROPERTY.

WE WILL STRUGGLE TO HAVE THE WINDOWS OPEN DURING THE DAY AND EVENINGS WHEN TRYING TO SLEEP.

THE TOLL THIS WILL HAVE ON OUR MENTAL HEALTH CANNOT BE IGNORED PURELY BECAUSE EVERYONE THINKS IT WAS NOISY BEFORE. IT MIGHT HAVE BEEN BUT WE HAVE TRIED FOR YEARS TO REDUCE THE NOISE, NOW FOR MORE LAND TO BE TAKEN AND GET CLOSER TO US .

WE UNDERSTAND FROM THE DOCUMENTS PUBLISHED THAT THEY ARE PROPOSING TO PUT NOISE DAMPENING TARMAC ON THE ROAD IN FRONT BUT THIS WONT LAST FOREVER WITH ALL THE STOPPING AND STARTING FROM THE TRAFFIC LIGHTS AT THE TOP OF THE JUNCTION.

WHO IS RESPONSIBLE FOR REPAIRING IT IN THE FUTURE.??

THIS IS WHY WE NEED AS A MINIMUM THE NOISE BARRIER AROUND THE FRONT OF OUR PROPERTIES IF NOT THE SIDE AS WELL, OUR BEDROOM WINDOWS FACE DIRECTLY ON TO THE NEW PROPOSED SLIP ROAD.

THE NOISE WILL ALSO IMPACT OUR GRANDCHILDREN'S LIVES AS WE HAVE PREVIOUSLY MENTIONED ABOVE. YOUNG CHILDREN SHOULD NOT BE FACED WITH INCREASED NOISE SUCH AS IS EXPECTED TO BE FACED WITH.

IF A VISUAL BARRIER IS ALREADY BEING PROPOSED WHICH WILL NEED LARGE FOUNDATIONS WE CANNOT SEE HOW A NOISE BARRIER WOULD BE MUCH MORE IN THE OVERALL COST OF THE SCHEME.

SECURITY IS ALSO OF IMPORTANCE TO US AND WE WOULD LIKE TO SEE THE PROPOSALS FOR SECURITY DURING THE WORKS AND ON COMPLETION. AT THE MOMENT WE HAVE THE RIVER AND FIELD AND FENCING TO PROTECT US FROM UNWANTED INTRUDERS AND SECURITY GATES, THESE WILL ALL BE GONE.

UP UNTIL NOW WE HAVE BEEN MORE THAN HELPFUL IN ALLOWING HIGHWAYS ENGLAND AND THEIR REPRESENTATIVES ACCESS TO OUR PROPERTY OVER THE LAST FEW YEARS FOR SURVEYS, SOME OF WHICH HAVE BEEN CARRIED OUT AT UNSOCIABLE HOURS, AND EXPECT THE SAME COURTESY WHEN ASSESSING OUR SITUATION.

WE HOPE THAT YOU CAN CONSIDER AND SYMPATHISE WITH OUR SITUATION AND GIVE US WHAT WE ARE ASKING FOR.

REGARDS

LESLIE & KIM JONES AND FAMILY