

A585 Windy Harbour to Skippool Improvement Scheme

TR010035

7.24 Response to Oral Representations

APFP Regulation 5(2)(q)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009

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Infrastructure Planning

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The Infrastructure Planning
(Applications: Prescribed Forms and
Procedure) Regulations 2009

**A585 Windy Harbour to Skippool
Improvement Scheme**
Development Consent Order 20[]

RESPONSE TO ORAL REPRESENTATIONS

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ABBREVIATIONS

Abbreviations contained within this document are listed below with an indication of their meaning in the context of this Scheme.

Abbreviation	Meaning
SOAEL	Significant Observed Adverse Effect Level
dB(A)	Decibel
ES	Environmental Statement
PRoW	Public Right of Way
Rev	Revision

1 RESPONSE TO ORAL REPRESENTATIONS

- 1.1.1 The purpose of this document is to set out the responses to the two oral representations received during the Open Floor Hearing on 03 July 2019.
- 1.1.2 These can be found in Table 1-1 below.

Table 1-1: Response to Oral Representations

Reference Number	Oral Representations	Response to Oral Representation										
	Larkfield Response											
	<p>The owners of 'Larkfield' located to the west of Lodge Lane asked why a noise barrier was not proposed along the boundary of the Scheme opposite their property when on the opposite side of Lodge Lane a 3m barrier is proposed at 'North Lodge'.</p>	<p>The noise impacts of the scheme have been considered extensively. The assessment has shown that noise barriers are not required in this location because noise levels are within acceptable limits. This has been agreed with the Fylde Borough Council.</p> <p>Assessment within Environmental Statement Chapter 11: Noise and Vibration</p> <p>The noise assessment presented within Environmental Statement Chapter 11: Noise and Vibration (document reference TR010035/APP/6.11) determined that the predicted road traffic noise levels at Larkfield from the proposed new road are below a Significant Observed Adverse Effect Level (SOAEL) as defined in the Noise Policy Statement for England. Therefore, in line with Governmental planning policy guidance road traffic noise levels below a SOAEL are required to be mitigated to a minimum with due regard given to sustainability and other environmental constraints.</p> <p>Mitigation Proposed within Environmental Statement Chapter 11: Noise and Vibration</p> <p>Environmental Statement Chapter 11: Noise and Vibration outlines the following noise mitigation measures which have been incorporated into the Scheme design to mitigate the road traffic noise level at Larkfield:</p> <ul style="list-style-type: none"> • Low noise surface on the new road • The new road passing through a deep cutting <p>Additional Noise Barrier</p> <p>The effectiveness of further mitigation measures to those above were investigated on an iterative basis during the production of the noise assessment within Environmental Statement Chapter 11: Noise and Vibration.</p> <p>Specifically the effectiveness of a 60m long noise barrier located at the top of the cutting to the west of Lodge Lane underpass was investigated.</p> <p>The efficiency of this barrier attenuating road traffic noise was considered and the attenuation resulting from different heights of barrier modelled. The effectiveness of various barrier heights on top of the cutting is presented in Table 1.</p> <p>Table 1: Noise Barrier Attenuation at Larkfield</p> <table border="1" data-bbox="1697 1585 2718 1879"> <thead> <tr> <th>Barrier Height</th> <th>Noise Attenuation (compared to road traffic levels from ES)</th> </tr> </thead> <tbody> <tr> <td>2m barrier</td> <td>-1.2dB(A)</td> </tr> <tr> <td>3m barrier</td> <td>-1.7dB(A)</td> </tr> <tr> <td>4m barrier</td> <td>-2.0dB(A)</td> </tr> <tr> <td>5m barrier</td> <td>-2.3dB(A)</td> </tr> </tbody> </table>	Barrier Height	Noise Attenuation (compared to road traffic levels from ES)	2m barrier	-1.2dB(A)	3m barrier	-1.7dB(A)	4m barrier	-2.0dB(A)	5m barrier	-2.3dB(A)
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Reference Number	Oral Representations	Response to Oral Representation
		<p>The levels presented in column 2 of Table 1 relate to the reduction in predicted road traffic noise reported in Environmental Statement Chapter 11: Noise and Vibration at Larkfield, as a result of different barriers.</p> <p>Typically, the installation of a noise barrier would be expected to provide an attenuation of between 5dB(A) and 10dB(A).</p> <p>However, at this location the effectiveness of the investigated noise barriers is compromised as a result of the geographic location. The effectiveness of a noise barrier is dependent upon how close the barrier is located to the noise source amongst other factors. The closer the barrier is to the noise source (i.e. the traffic on the new road) the more effective the barrier attenuates noise.</p> <p>At this location on the western side of the underpass the cutting is wider (i.e. not as steep) than on the eastern side, this limits how close the barrier can be positioned relative to the noise source (the road). Through this section the alignment of the road is also further away from Larkfield than is the case at North Lodge, thus further reducing the effectiveness of any noise barrier.</p> <p>Landscape and Visual Impacts</p> <p>As part of the Environmental Impact Assessment process it is not sufficient to consider mitigation measures in isolation, on the basis of a single environmental topic. As in reality the provision of additional acoustic barriers will impact upon other aspects of the Scheme. Specifically landscape and visual impacts.</p> <p>The introduction of a noise barrier in this location set on the inward side of the planting at the top of the cutting slopes would cause additional visual impacts to those reported in the Environmental Statement Chapter 9: Landscape (document reference TR010035/APP/6.9). In the Opening Year a 2m high noise barrier would create a notable feature visible from the upper storey windows of Larkfield, whilst a noise barrier of 5m in height would create a prominent feature visible from the curtilage and private gardens of Larkfield. Overtime woodland planting would reduce the visual effects as these establish, and provide for visual screening of the noise barrier. However there would remain the potential for increased visibility of this noise barrier from the elevated Public Right of Way (PRoW) to the south which is also considered to be a highly sensitive visual receptor.</p> <p>Whilst the current Scheme without an acoustic fence in this location is resulting in a large and significant effect at Opening Year (within the Singleton Enclosed Farmland landscape (LCA5), the inclusion of a timber close boarded fence would result in additional effects on the overall landscape character at Opening Year. This feature could potentially be a very prominent and urbanising feature (up to 5m tall) which would be set along the top of the cutting slopes at the existing ground levels.</p> <p>Summary</p> <p>Given the limited noise attenuation provided by a noise barrier at this location, and the potential for increased adverse landscape/visual impacts it is considered the acoustic mitigation specified within Environmental Statement Chapter 11: Noise and Vibration already incorporated into the Scheme design represents best practice and mitigates road traffic noise levels to a minimum.</p>

Reference Number	Oral Representations	Response to Oral Representation
	Karen Ditchfield Response	
	<p>Karen Ditchfield requested further information on what works are going to be undertaken on the land the Applicant wishes to acquire and the planting provision.</p>	<p>The land is required for accommodation works and works to tie into the existing Windy Harbour Junction, including widening of the carriageway.</p> <p>A commitment has been included with the Record of Environmental Commitments (document reference TR010035/APP/7.3 - Rev 2, submitted at Deadline 4), and the Environmental Masterplan (document reference TR010035/APP/6.19 - Rev 2, submitted at Deadline 4) to include approximately 400m length of new Woodland Edge planting (LE2.2) on the south side of the west bound carriageway of the A585 Garstang New Road to replace lost vegetation from the Scheme construction. The primary function of this feature is to provide the provide visual screening and support landscape integration of the Scheme by the Design Year (Yr15). An outline planting specification has been included in Appendix R of the Outline Construction Environmental Management Plan (document reference TR010035/APP/7.2 – Rev 2, submitted at Deadline 4), which identifies a range of planting sizes and species for Woodland Edge planting including 25% feathered or larger stock size, which will offer further screening benefit at the Scheme’s Opening Year (Yr1).</p>

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