

## APPENDIX 24: COPIES OF MEETING NOTES

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**Meeting Note:**

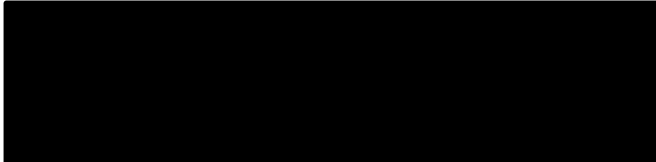
**M4 J3 – J12 Smart motorway**

**Transport for London: Pre-application Meeting**

**Highways Agency Regional Control Centre: South Mimms**

**19<sup>th</sup> May 2014**

**Attendees:**



**Main Issues Discussed:**

LS explained the background to the scheme and outlined the current work programme. Construction works were expected to start in the summer of 2016 and for a duration of approximately 5 years, although at present there is no contractor (delivery partner) appointed. LS explained that the next stage of the formal public consultation was planned to be undertaken, with further public exhibitions scheduled for September 2014.

TfL enquired on what road closures or diversions are likely to be required. LS advised that these were not known yet, although the main catalyst was likely to be the replacement of bridge structures. Suggested this could be discussed in further meetings.

TfL considered that the scheme was unlikely to have any great impact on their area. TfL referred to proposed works at J1 M4 and agreed to forward details on the timescales for these works. TfL also mentioned the Pump Lane housing development (North Hyde Area) and a S.278 Agreement in place to undertake highway improvements at Balls Bridge Roundabout. TfL agreed to forward drawings of the proposed highway works.

TfL suggested contacting their Maintenance Team and Forward Planning Team regarding the proposed works. Also referred to the TfL Corridor Manager, Andrew Wiesell who deals with traffic modelling and suggested the sharing of traffic information. Ali Shazad offered to provide contact details for Andrew Wiesell and for the key people in the Maintenance and Forward Planning Teams.

DJ outlined the DCO process and the forthcoming public consultation exercise and advised that this would be preceded with the preparation of a SOCC. DJ explained that as part of this process, it would assist to have information on local organisations/groups that should be consulted, as well as any information on major events that we should be aware of.

TfL suggested the following key stakeholders:

- Hounslow Highways Department (Christopher Deakin, Head of Highways/Mark Frost).
- LB Hillingdon
- BAA (Emergency Protocols)
- Gunnersbury Park Festival (Held annually in August – over 100,000 visitors)
- Ely Sky Cycle Ride
- Met Police – Chris Mills (public events).

The following proposed highway schemes within the area were also identified by TfL:

- Hogarth Road Bridge – Summer 2014
- Hammersmith Fly-over- Completed Summer 2014
- Stick Project – Annual bridge replacement scheme: A406 North Circular and Power Road.
- A40 West Way- Wood Lane to Edgware/Marlybone Road and A3320 towards West Bridge.

**Agreed Actions:**

- TfL to forward details on the timescales for the works at J1 M4.
- TfL agreed to forward drawings of proposed highway improvements at Balls Bridge Roundabout.
- TfL to provide contact details for their Maintenance Team and Forward Planning Team.
- HA/Alliance to forward details of proposed programme and relevant plans.

## Notes of meeting with Dorney Parish Council (DPC).

Attended by:



This was a Parish Council Meeting to which we were invited to discuss local impacts of the scheme. Public were also invited to attend. Members of public at the meeting were there primarily for the M4 J3-12 item on the agenda. After introductions by BW and scheme overview by GM the floor was opened for discussion.

### Lake End Road

1. Published proposal is for online bridge replacement with temporary road closure and diversion over Marsh Lane. This raised the following concerns from the floor:
2. Marsh Lane (uncategorised) is not seen as a suitable diversion for the Lake End (B road)
3. The length of Marsh Lane between junction to Eton-Dorney Rowing lake and Dorney is narrow and would need signal controlled one way shuttle flows
4. The length between junction to Eton-Dorney Rowing lake and lake end road is bendy and may not be suitable for heavy traffic
5. Lake End Road bridge was built as part of the planning conditions for the rowing lake. This was because Marsh Lane was not considered to be a suitable access
6. Off-line diversion, to west, with no road closure was seen as a more preferable solution
7. Assurance was given that the published option was not a “done deal”, that other options have not been ruled out and that the off-line diversion was viable.
8. No concerns were raised about the impact this would have on the Donkey sanctuary or on additional vegetation clearance
9. Outstanding question to be answered: What are the construction durations for the different options?

### Marsh Lane

10. Published proposal is for online bridge replacement with temporary road closure and diversion over Lake End. This raised the following concerns from the floor:
11. The bridge is used for pedestrian access to Dorney school
12. (Raised by school governor) There is a formal “walk to school” scheme which operates 2-3 times a week with typical attendance of 35 children
13. No suitable pedestrian diversion is known
14. (Raised by owner of Dorney Court Kitchen and Larder) some local businesses benefit from pedestrian use of Marsh Lane.
15. Marsh Lane is used by horse riders
16. (Raised by owner of paddock and stable to west of Marsh Lane) How would temporary land acquisition affect access and use of owners land and stables. The stables are within the red line. It was explained that detailed proposals have not yet been developed pending
17. Permanent access is needed to Oak Stubs lane – Assurance was given that access would be maintained throughout construction.
18. Off-line alternative was briefly discussed and the impact on adjacent residential properties explained. This option was not seen as an attractive option.
19. GM asked if a temporary pedestrian bridge would mitigate the problems of an online replacement. This was seen as the most preferable option.

### **Bray Bridge**

20. Questions asked about the form of the bridge widening and its impact on local footpaths.
21. GM explained that the proposal was to widen to the north and to match existing bridge profile, but that we still had the option to widen south. There are three affected footpaths:
  - a. Footpath over south side of ridge is largely unaffected by the works. Some short term closures may be required
  - b. Footpath over north side of bridge would need to be closed for duration of the bridge works. Diversion would be via Marsh Lane, southern footpath and monkey island lane
  - c. The river towpath would be kept open during the works but would require local realignment and protective works. Some short term closures will be needed during critical activities such as beam lift
22. Question about access, as shown in red line, from old marsh lane. GM explained that main access would be along the motorway and that the option of access from old monkey lane was for site establishment and light vehicles only.

### **Noise**

23. AM presented a brief summary of the currently proposed noise mitigation on this section of the scheme. This comprises additional low noise surfacing, with no additional noise barriers proposed.
24. AM presented the estimated changes in noise levels across Dorney Reach and surroundings as a result of the scheme opening. These are generally negligible or minor decreases.
25. There were strong views expressed regarding the need for additional noise barriers, the need for improvement of existing noise barriers and the need to resurface all lanes of the scheme with low noise surfacing.
26. "Rumbling" noise from traffic on Bray Bridge was mentioned. AM informed meeting that estimation of this type of noise does not form part the standard methodology for road traffic noise.
27. Noise levels both external and internal to the school were flagged. It was stated that it was impossible to provide teaching outside and that the internal noise levels were very high.
28. It was agreed that a school visit would be arranged to experience the existing noise levels and to inspect the existing barriers

### **Air Quality**

29. DPC also stated that they have concerns and questions relating to air quality. It was agreed that a further meeting would be arranged and that an air-quality expert would attend.

Arrangements to be made for School and AQ expert visit Dorney in January 2015.