

From: Richard Mawdsley [mailto:rich_mawdsley@hotmail.com]
Sent: 01 October 2015 19:44
To: M4 Junction 3-12 Smart Motorway
Cc: info@louisamaxwell.com
Subject: 20150110_M4 Junction 3to12 expansion objection

Dear Sir/Ma'am,

I object to the application for the M4 Motorway (Junctions 3 to12) (Smart Motorway) Development Consent Order Application Reference Number: TR010019. I am an interested party by virtue of being a resident of Amerden Lane close to the motorway bridge.

I have three areas of objection. Firstly that Amerden Lane will be used as access for construction traffic, and secondly that I believe the plans for the expansion of the M4 are insufficiently sympathetic to environmental issues in vicinity of Amerden Lane and thirdly, any closure of the River Thames has been given insufficient emphasis in this application.

Use of Amerden Lane for construction traffic

Land Plan Sheet 19 indicates that Amerden Lane will be used to access a new road for construction traffic which will impact on the residents and surrounding fields and wildlife. I believe that the use of Amerden Lane is ill considered. Amerden Lane (and before it, Old Marsh Lane) is a small single track road with few passing areas. Construction traffic may, just about, pass down the lane however, there will be no ability for local traffic to pass large construction vehicles, even at passing areas which are tight. This will inevitably lead to residents suffering significant disruption and upheaval as the current plan stands. No details of the extent of the works, dates of work or scale of traffic have been disseminated. Works must not start until provisions to reduce local disruption and discomfort are agreed.

Current plans for the expansion of the M4 are insufficiently sympathetic to environmental concerns in vicinity of Amerden Lane.

Removal of trees: To facilitate the new Thames bridge at Bray, the TPO protected trees and vegetation will be removed. These trees serve as a vital habitat for wildlife but also protect residents. The trees have many virtues in protecting residents from the effects of the motorway. Firstly, they are a direct barrier to sound and light pollution. Secondly, trees provide a filtering effect on some of the carbon gases released in car fumes. Other air pollutants also need consideration, particularly following recent research into diesel emissions. The following academic paper produced by the environment agency and county council highway departments details the effects of pollution close to the edge of the motorway (<http://core.ac.uk/download/pdf/62011.pdf>). The reduction in space between the edge of the motorway, and the local houses as well as the river should be of greater concern and should receive more consideration than is currently the case.

Noise pollutions: The current, high level of noise from the M4 is likely to get significantly worse following the expansion. There will be more traffic on the motorway and the motorway will be closer to the residents after the expansion (as well as the effect of not replacing vegetation as mentioned above). The plans have only mentioned noise reducing road surface as a mitigating measure. This is insufficient. Having lived near autobahn with a noise reducing surface in Germany, I can inform you that the effect is

minimal. This minimal effect is further reduced when inevitable later works are conducted on the motorway and the surface, which relies on being uninterrupted for its noise reducing properties, then becomes as noisy as any other surface. The noise of cars on rumble strips or crossing cats eyes is not reduced by a noise reducing surface. Neither does a noise reducing surface cancel out engine noise (motorbikes are particularly loud) or aerodynamic noise (most of the noise from lorries does not come from their contact with the road).

Any closure of the River Thames has been given insufficient importance in this application

Whilst I am no engineer, I am going to make the bold prediction that the alterations and expansion of a motorway bridge over the River Thames are going to result in periodic, if not frequent, closures to traffic on the River Thames. As riverside residents, we make regular use of the river, which was a major factor when we selected where to live. If the river is to be denied to us, this should form a greater consideration to planning decision makers than is currently the case.

Yours faithfully,

Richard Mawdsley

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