

**From:** Louisa Maxwell [<mailto:info@louisamaxwell.com>]  
**Sent:** 07 October 2015 22:48  
**To:** M4 Junction 3-12 Smart Motorway  
**Subject:** M4 Motorway Expansion Objection Ref M4312-S57130

Louisa Maxwell-Watters  
[REDACTED]  
[REDACTED]

Our Ref: M4312-S57130  
Your Ref: TR010019

Dear Richard Price

We object to the application for the M4 Motorway (Junctions 3 to 12) (Smart Motorway) Development Consent Order Application, concerning alterations to the M4 including conversion of the hard shoulder to a running lane and altering or demolition of existing over-bridges.

We are residents and one of the owners of Amerden Lane, a small private road. 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. We will suffer significant disruption and upheaval as the current plan stands. In addition According to M4 junctions 3 to 12 smart motorway Preliminary Environmental Information report (PEI) ([https://projects.ursglobal.com/M4\\_J3\\_to\\_J4\\_smart\\_motorway/M4%20PEIR%20-%20Volume%201%20-%20Final.pdf](https://projects.ursglobal.com/M4_J3_to_J4_smart_motorway/M4%20PEIR%20-%20Volume%201%20-%20Final.pdf)): "Initial access for construction works to the north east side will be via Marsh Lane. However, this access is not suitable for heavy construction plant so the main access will be gained from the motorway by tracking down the embankment." Creating an access down the embankment will remove all the current TPO protected forestation that protects the residents from the noise, atmospheric and light pollution generated by the highway. According to the M4 Junctions 3 to 12: Smart Motorway Environmental Impact Assessment Scoping Report ([http://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010019/1.%20Pre-Submission/EIA/Scoping/Scoping%20Request/140811\\_TR010019\\_%202649169\\_Revised%20Scoping%20Report%20-%20Version%20%20Final.pdf](http://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010019/1.%20Pre-Submission/EIA/Scoping/Scoping%20Request/140811_TR010019_%202649169_Revised%20Scoping%20Report%20-%20Version%20%20Final.pdf)): "Principle visual effects will arise from the loss of existing screening vegetation, as well as from changes in infrastructure such as side road levels, signing, lighting, and environmental barriers."

This forestation took decades to establish and will take decades to re-establish. Expanding the bridge can be done without the proposed destruction for a small incremental engineering cost which will be more than compensated for by the avoidance of the cost of restoring the amenity. While we understand the need to keep the project costs to budget I believe that the current proposal is not a cost reduction but a cost transferal to the borough and the residents.

The Environmental Impact Assessment Scoping Report also raises concerns over pollution to the river: "Works will be required on the banks of the River Thames at Bray as the over bridge will be extended. This will involve works within the channel and may impact upon the physical nature of the channel and the biological quality of the watercourse." Insufficient plans exist for this risk especially as there is a risk of flooding as Amerden is part of the Thames flood-plane.

The PEI report also states "It is assumed at this stage that the construction works for this bridge will take 27 months to complete." We have no details of the extent of the works, they must not start until provisions to reduce residents disruption and discomfort are agreed. The current proposal to expand the bridge is crude and inefficient. We believe that a proper project select study should be conducted where all the possible options are explored and a solution selected that benefits everyone. We wish to see the engineering proposal that led to the current plan to assure ourselves that all the options have been thoroughly explored and to see what options were considered.

A plan needs to be agreed on the restoration of trees and light pollution screening and the residents need to be protected from light and noise pollution during construction phase and when the M4 is operational. We experience a high level of noise from the M4 the plans do not recommend what noise nuisance management solutions such as acoustic fencing or trees, measures which would reduce noise and light pollution .

According to the PEI "The Scheme is considered to have a moderate to major beneficial effect on the future economic growth of the region, through improvements to journey times and reliability."The £15bn Crossrail project that will bring faster commuter rail times between Maidenhead and London has already stimulated the local economy without adding more pollution to the environment.

There are currently high levels of traffic congestion on the Bath Road during peak times. The increased flow from the M4 will exacerbate this problem leading to higher pollution levels in Taplow. Residents near the M4 currently experience a high level of air pollution. The Royal Borough of Windsor and Maidenhead has designated the Bray/M4 area, an Air Quality Management Area (AQMA) area where the annual mean Air Quality Objective for Nitrogen dioxide is exceeded. The 2014 Air Quality Progress Report for The Royal Borough of Windsor and Maidenhead

[http://www.rbwm.gov.uk/public/ep\\_progress\\_report\\_2014.pdf](http://www.rbwm.gov.uk/public/ep_progress_report_2014.pdf)

declared: "Motorway Emission from the M4 account for nearly half of the Local Sources" Increasing the traffic on the M4 will raise air pollution levels even more. The P E I report states that there is a risk "that environmental standards will be breached as annual mean concentrations of NO2 exceed the objective in the opening year in some locations." A decision by the U.K. Supreme court in April 2015 (<https://www.supremecourt.uk/cases/docs/uksc-2012-0179-judgment.pdf>) has ordered the Government to deliver an effective plan to cut levels of air pollution and target areas of high air pollution. Increasing the M4 will jeopardize the UK's climate targets, worsen air pollution not only in our area but along the entire M4.

As an interested party we wish to be included in the site visit between the 10th and 12th November 2015. We wish to speak at an open floor hearing and make oral representations as required.

Yours faithfully,

Louisa Maxwell-Watters and John Watters

<http://louisamaxwell.com/>

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