

BURNHAM ABBEY CONSERVATION GROUP

WRITTEN REPRESENTATION

HIGHWAYS ENGLAND'S RESPONSE

1. *I enclose a document with objections to any disturbance that may occur during the proposed Lake End Road bridge works and M4 widening.*
2. *The information we have received so far is not concrete and as there has been no official communication in this regard, we, as a group, wish to voice our objections should there be any work near our respective houses.*

Highways England Comment

2.1 Highways England's detailed response to these concerns is set out below.

3. *I would also like to ask that several members of our group would like to attend the accompanied site inspection between 10 and 12 November 2015. I am sorry that I don't have a definite number, but it will be at least four people.*
4. ***OBJECTIONS TO ANY POSSIBLE LAND ACQUISITION IN THE BURNHAM AND HUNTERCOMBE CONSERVATION AREAS.***

- 4.1 *Firstly, it is important to stress that buildings and land to the east and north east on the north side of the proposed widened Lake End Road bridge belong to Burnham and Huntercombe Conservation areas, V51 and V52 (map?) designated 1977. Quote p 1 (3) "It is an area of special architectural or historic interest whose character or appearance it is desirable to preserve or enhance" therefore it is desirable that as little as possible should be done to interfere with this area during the time the bridge is being built.*

Highways England Comment

- 4.1.1 Highways England notes the concern raised by Burnham Abbey Conservation Group and outlines detailed responses to alleviate all issues raised in the written representation below.
- 4.2 *The owners of Abbey House received notification from the Planning Inspectorate that there was a possible interest in 2 acres of land in the garden of Abbey House, (Ref. 19201), being the subject of a compulsory acquisition order. However, no further official communication*

about this has been received. It is for this reason that a group has been formed to object to any potential land acquisition or disturbance in the surrounding area when the bridge is built and the Motorway widened.

Highways England Comment

4.2.1 Highways England confirms that the owners of Abbey House were contacted in April 2014 regarding a request for land ownership information as part of the land referencing process. The information provided was used to inform and develop the design of the M4 Junctions 3 to 12 smart motorway scheme (the "Scheme"), resulting in the identification of no requirement for compulsory acquisition powers over this piece of land (Ref. 19201). However, the owners of Abbey House were consulted in relation to the Scheme pre-application, under section 47 of the Planning Act 2008.

4.2.2 In order to clarify the compulsory acquisition sought in this area, the only relevant plots in this vicinity over which powers of compulsory acquisition are being sought are the following, as shown on sheet 20 of the Land Plans (Application Document Reference 2-2), none of which impact on the land ownership of Abbey House:

1. Land within the existing highway: plot 20-14 (permanent acquisition);
2. Land to the west of the Lake End Road: 20-12 (temporary acquisition) and 20-12a, 20-13 (permanent acquisition)
3. Land to the south of Huntercombe Lane South: 20-17, 20-20 (temporary acquisition) and 20-15 (permanent acquisition)

4.2.3 Plots 20-12a, 20-13, 20-14 and 20-15 are identified in the Statement of Reasons (Application Document Reference 4-1) as "Land required for the realignment of Lake End Road".

4.2.4 Plots 20-12, 20-17 and 20-20 are identified in the Statement of Reasons as "Temporary land required for access and working space to construct realigned Lake End Road and new Lake End Road overbridge"

5. *The said group has the following objections:*

- 5.1 *The land is both green belt and within a conservation area surrounded by' listed buildings and is of historical and archaeological significance as part of the original Burnham Abbey compound*

Highways England Comment

5.1.1 Highways England agrees that the land identified in plots 20-12, 20-12a, 20-13, 20-14, 20-15, 20-17 and 20-20 lies in Green Belt. The Scheme would initially result in a moderate adverse effect on the landscape but over time and by Design Year 2037 (15 years after Scheme opening) these effects would reduce to slight adverse as the proposed mitigation takes effect (Table 8.2 of the Environmental Statement (“ES”) (Application Document Reference 6-1). These residual effects on the landscape within the Green Belt, taking in to consideration the presence of the M4 motorway as an existing landscape feature, would not affect the five purposes of the Green Belt, namely:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns from merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land

5.1.2 The southern boundary of the Huntercombe Conservation Area follows the highway boundary at the junction of Lake End Road and Huntercombe Lane South. Plot 20-14 comprises “*Public road, footway and verges (Lake End Road, B3026) and public road and verges (Huntercombe Lane South)*” as described in the Book of Reference (Application Document Reference 4-3) and shown on the Land Plans Sheet 20 (Application Document Reference 2-2). It is not proposed to acquire any land within the Huntercombe Conservation Area permanently or temporarily.

5.1.3 Highways England acknowledges the importance of Conservation Areas and listed buildings contained within them. The value of these assets is described in paragraphs 7.8.10 and 7.8.11 of the Environmental Statement (“ES”) (Application Document Reference 6-1). Burnham Abbey, a Grade I listed building, is considered to be a “high” value, while the Grade II listed buildings and

Conservation Area are considered a “medium” value, based on the criteria presented in Table A7.2.1 in Appendix 7.2 to the Environmental Statement (Application Document Reference 6-3). The assessment of residual effects has indicated that construction activities are not expected to affect the setting of the Abbey and that in the opening year (2022) no direct impact on the setting of heritage sites is predicted (refer to paragraphs 7.8.21 and 7.8.25 of the Environmental Statement).

5.1.4 As stated in the response to paragraph 4.2 above, the land at Abbey House (Ref. 19201) is not required by the Scheme.

5.2 *The land that was of interest in the Abbey House garden is used for the keeping of ponies. These ponies are for the use of disabled children, and a Charity has been set up for these children. The area you described as "hard standing" is in fact an Olympic sized horse Manege. In the surrounding areas there are far more appropriate sites such as flat farmland with safe access, the Animal Sanctuary site which will shortly become vacant, and, adjacent to that, a commercial industrial 'yard' that processes skip materials. As such, this site is already suitable for heavy vehicles.*

Highways England Comment

5.2.1 As stated in the response to paragraph 4.2 above, the land at Abbey House (Ref. 19201) is not required by the Scheme.

5.3 *The said land is adjacent to the following properties: Tithe Barn (a listed building), Chantry Cottage, and Abbey House and its listed Dovecote. Nearby are Four Elms, The Chantry, Little Chantry, Chantry Barn, Burnham Abbey, The Lodge at Burnham Abbey, and Huntercombe Farmhouse. Any storage of vehicles, night time working, lighting, etc. in this area would be a great disturbance to all the residents of these properties, as would parking, caravan sites and portacabins.*

Highways England Comment

5.3.1 As stated in the response to paragraph 4.2 above, the land at Abbey House (Ref. 19201) is not required by the Scheme. Therefore there will be no storage of vehicles, night time working, lighting, etc. within this plot and consequently no disturbance to the residents of the properties identified will be caused.

- 5.4 *Huntercombe Lane South is a fast, busy, narrow, winding country lane with access to residential properties and Burnham Abbey. Lake End Road is also a fast and busy road. The potential for serious accident is extremely high.*

Highways England Comment

- 5.4.1 Traffic during the construction of the Scheme will be managed by the provisions of a Temporary Traffic Regulation Order (“TTRO”), which will be applied for from the local highway authority (for this site the relevant highway authority is Buckinghamshire County Council) to implement traffic restrictions and/or reduce the speed limit on affected roads whilst constructing the off-line bridge and associated tie-ins. The need to apply for such an order from Buckinghamshire County Council is a legal requirement under the Road Traffic Regulation Act 1984. The imposition of these local restrictions and reduced speed limits for the duration of the bridge construction works will ensure traffic safety during the construction works in this location and address the concerns raised.

6. *We have the following questions regarding the proposal:*

- 6.1 *Where will the access points to the site be? Access to the house named Four Elms is changing and there are no clear plans as to what is being done*

Highways England Comment

- 6.1.1 As stated in the response to paragraph 4.2 above, no access will be required to the land at Abbey House (land ref. 19201). Construction access for the new abutment works will be via the A4 and Lake End Road, the main bridge works will then be accessed via the M4. The existing access to Four Elms will remain in place during the bridge work. Once the traffic has been diverted onto the new structure, the existing access will be linked to the new Lake End Road and during the construction of this tie-in, temporary access to Four Elms will be maintained.

- 6.2 *What alterations will be made to the site and what buildings or constructions will be on it?*

Highways England Comment

- 6.2.1 Further to the response paragraph 6.1 above, no alternations will be made to the land at Abbey House (land ref. 19201)

6.3 *How long will the site be in use for?*

Highways England Comment

6.3.1 As stated in the response to paragraph 4.2 above, the land at Abbey House (Ref. 19201) is not required by the scheme.

6.3.2 The duration for the works to replace Lake End Road Bridge is anticipated to be 12 months, as set out in paragraph 7.5.40 of the Engineering and Design Report (“EDR”) (Application Document Reference 7-3).. However, this is dependent upon the durations required for the Statutory Undertaker’s plant diversions in the vicinity of Lake End Road Bridge. The schedule for these diversions will be finalised along with the construction programme throughout the detailed design stage.

6.4 *What will be the hours and days of operation, and what is the approximate start date?*

Highways England Comment

6.4.1 The realignment of the road and construction of the bridge will be carried out during normal construction working hours, which are 08:00 to 19:00 on weekdays (excluding bank holidays) and from 07:00 to 16:00 on Saturdays, as set out in section 5.4 of the Construction Environmental Management Plan (“CEMP”), which details the working hours for the Scheme. An outline CEMP was included in the Application, in Appendix 4.2A of the Environmental Statement (“ES”) (Application Document Reference 6-3).

6.4.2 It should be noted that there will be some night work but this would be restricted to the activities that require a motorway closure, examples being installing the bridge beams, demolishing the existing bridge or installation and removal of the bridge superstructure temporary works. Forward planning and close liaison with local residents will allow these works to be carried out with the minimum disruption possible. Please refer to section 4.2.1 within the CEMP, which details the communication and engagement approach that will be adopted with local residents.

6.4.3 As outlined in the response to paragraph 6.3 above, the construction programme will be finalised during the detailed design stage. However, anticipated duration

for these works is expected to be February 2018 to March 2020 as set out in Table 22 of the EDR.

6.5 *What are the anticipated noise and vibration levels?*

Highways England Comment

6.5.1 Paragraphs 12.4.32 to 12.4.87 of the ES (Application Document Reference 6-1) and Appendix 12.3 of the ES (Application Document Reference 6-3) address construction noise and vibration effects. Drawing 12.1 (Application Document Reference 6-2) shows the representative construction noise receptors employed in the assessment. Sheet 10 is relevant to this area, with receptors CROB-9 and CNR-32 lying within Huntercombe Conservation Area.

6.5.2 The assessment of construction noise levels is based on a comparison of the predicted noise levels for the various construction activities and the prevailing noise levels at the receptors.

6.5.3 For the mainline works (i.e. works on the carriageways and hard shoulders), the noise impacts to receptor CROB-9 (Four Elms residential property) are assessed as follows (see Tables A12.3.1 and A12.3.2 in Appendix 12.3 of the ES for the definition of impacts):

- a) Daytime: Negligible Impact
- b) Evening: Negligible Impact
- c) Night-time: Minor Impact

6.5.4 The significance of these noise impacts is assessed as Slight Adverse.

6.5.5 For the mainline works, the noise impacts to receptor CNR-32 (Huntercombe Manor, now a hospital) are assessed as follows:

- a) Daytime: Negligible Impact
- b) Evening: Negligible Impact
- c) Night-time: Negligible Impact

6.5.6 The significance of these noise impacts is assessed as Slight Adverse.

- 6.5.7 The bridge works at Lake End Road will comprise removal of the existing bridge structure over the motorway, demolition of the existing bridge approaches and abutments, construction of the new bridge approaches and abutments and installation of the new bridge structure over the motorway. By necessity, bridge removal and bridge installation will have to be carried out at night, so that the motorway can be closed for safety reasons.
- 6.5.8]With respect to the demolition of the existing bridges and the construction of the new bridge at Lake End Road, noise impacts to receptor CROB-9 are assessed as follows:
- a) Daytime: Negligible Impact
 - b) Evening: Negligible Impact
 - c) Night-time: Minor Impact
- 6.5.9 The significance of these noise impacts is assessed as Slight Adverse.
- 6.5.10 The corresponding noise impacts at receptor CNR-32 are Negligible for daytime, evening and night-time. The significance of these noise impacts is assessed as Slight Adverse. .
- 6.5.11 With respect to ground borne vibration resulting from works on the mainline, the majority of the plant to be employed is not a source of significant ground borne vibration. However, sheet piling will be carried out at some locations and vibratory rollers will be employed for ground compaction. Stand-off distances to maintain vibration impacts at negligible / minor levels are provided in Tables 12.13 and 12.14 in Chapter 12 of the ES. Receptors CROB-9 and CNR-32 are outside these stand-off distances and the significance of this effect is assessed as Slight Adverse for both annoyance and cosmetic building damage.
- 6.5.12 With respect to ground borne vibration resulting from works on Lake End Road Bridge, the intention is to use rotary bored piling. This results in significantly lower vibration levels than impact piling. As reported in paragraphs 12.4.77 to 12.4.79 of Chapter 12 of the ES, vibration impacts at a distance of 30 metres from the piling works will be negligible, resulting in a Slight Adverse effect. Receptors CROB-9 and CNR-32 are at greater distances than 30 metres from the piling works. Hence, the vibration effects are assessed as slight adverse.

6.5.13 Overall, ground borne vibration effects resulting from construction activities are assessed as Slight Adverse for proposed daytime, evening and night-time works

6.5.14 The procedures for managing noise and vibration during construction, including a protocol for compliance monitoring, will be documented in the CEMP. The contractor will be required by the CEMP to employ best practicable means to minimise noise and vibration levels during the works. There will be close liaison between the contractor and local authority Environmental Health Officers, affected residents and commercial operations, to ensure that noise and vibration during construction is effectively managed. The Community Engagement Requirements are set out in Section 4.2 of the CEMP and the Enquiries and Complaints Procedure is set out in Section 4.3 of the CEMP.

6.6 *Will there be an archaeological survey of the site before use?*

Highways England Comment

6.6.1 As stated in the response to paragraph 4.2 above, the land at Abbey House (land ref. 19201) will not be required by the Scheme. Therefore no archaeological survey of this site is required.

6.7 *Will the site be screened, and if so, how?*

Highways England Comment

6.7.1 As the land at Abbey House (land ref. 19201) will not be required by the Scheme, no screening is required.

6.8 *Will the site be lit at night and have security?*

Highways England Comment

6.8.1 As the land at Abbey House (land ref. 19201) will not be required by the Scheme, no lighting or security is required.

6.8.2 However, lighting will be required in the winter months at the Lake End Road Bridge works site, but only to cover the periods when work is being undertaken. This lighting will be task specific, directional lighting and will be managed to ensure that the spread is minimised. If required, lighting for traffic management on Lake End road will be orientated to direct the light away from properties,

following the requirement outlined in paragraph 5.6.2(i) of the CEMP. A dedicated security resource is not required at this site. However, it is likely that the site will be monitored by either surveillance or visiting security as set out in paragraphs 5.6.11 and 5.6.12 of the CEMP.

6.9 *What measures will be taken to keep the surrounding roads clear of mud?*

Highways England Comment

6.9.1 The outline CEMP sets out a series of proposed measures and standards of work that will be applied by Highways England and its contractor throughout the construction period. This includes providing effective planning, management and control during construction of the Scheme to keep the road network clear of mud. Measures such as wheel wash facilities will be employed to ensure that mud does not leave the work site and get deposited on the highways. Secondary measures such as road cleaning equipment will be in attendance to ensure that highways are kept clean. Refer to 6.2.1, 6.3.4 and 13.3.4 within the CEMP with respect to the controls to be implemented to keep the surrounding roads clear of mud. In accordance with section 3.9 of the CEMP, the Contractor will be required to sign up to and adhere to the Considerate Constructors Scheme (“CCS”), which is a UK National scheme that promotes good practice on construction sites, through its codes of considerate practice, and commits registered sites to be good to neighbours, as well as to be respectful, environmentally conscious, responsible and accountable.

6.10 *After completion of the M4 work will the site be decommissioned and reinstated as green belt?*

Highways England Comment

6.10.1 As stated in the response to paragraph 4.2 above, the land at Abbey House (land ref. 19201) will not be required by the Scheme. Therefore no reinstatement of the land at Abbey House will be required. Following completion of the works, temporarily acquired land will be reinstated as indicated on Sheet 20 of the Environmental Masterplan; refer to Annex A of the Engineering Design Report (Application Document Reference 7-4).

6.11 *Will the land be sold on completion of the work, and if so, what will be the sale process and future usage or will it be offered back to the current owners at the forced sale price?*

Highways England Comment

6.11.1 Temporary land will be returned to the rightful proprietors of that property and reinstated (as mentioned at 6.10.1 above). However, as stated in the response to paragraph 4.2 above, this question is not applicable to the specific land at Abbey House itself (land ref. 19201).

6.12 *Is Lake End Road bridge to be demolished and rebuilt only, or is a second bridge to be built?*

Highways England Comment

6.12.1 Lake End Road Bridge will be constructed offline while the road remains open to traffic over the existing structure. Following completion of the construction, Lake End Road will be opened over the new structure, allowing the demolition of the existing structure to commence. Further details on the construction sequence and structure details can be found in paragraphs 7.5.38 and 7.5.39 of the Engineering and Design Report (“EDR”) (Application Document Reference 7-3).

6.13 *The drains around Four Elms will be blocked by the new proposal as it may affect the water tablehence the said property.*

Highways England Comment

6.13.1 The Scheme's construction is not anticipated to affect the water table and therefore there would be no impact on the drains of the properties in the vicinity of the works. The detailed drainage design will be developed in accordance with the Drainage Strategy Report (Application Document Reference 7-5), the fundamental principle of which is to ensure that the Scheme will not produce additional discharge in flow rate or volume at outfalls and therefore affect the water table.

6.13.2 During construction, mud and dust deposition from construction have the capacity to impact the local drainage network, and consequently the water table. However, the implementation of the control measures outlined in the response to paragraph 6.9 above would ensure that mud and dirt build up will be cleared from the roads where construction is taking place. This will ensure that there will be no impact on the localised drainage network.

6.14 *The properties, trees and landscape near the bridge will be blighted.*

Highways England Comment

6.14.1 The vegetation clearance and mitigation proposals at Lake End Road Overbridge are provided in the EDR, Annex A2, Vegetation Clearance Sheet 20 and Annex A1, Environmental Masterplan Sheet 20 (Application Document Reference 7-4). Whilst vegetation clearance will be required at Lake End Road Overbridge, replacement planting is proposed as part of the landscape mitigation strategy for the Scheme, which includes the provision of planting to replace the existing vegetation lost to the Scheme during construction. As such, it is not the case that the properties, trees or landscape in the vicinity of Lake End Road will be blighted as a result of the Scheme.

6.14.2 The landscape and visual impact of the works at Lake End Road have been assessed, as set out in Chapter 8 of the ES (Application Document Reference 6-1). Appendix 8.3 of the ES explains that the visual effects on properties at Lake End Road during and immediately following construction are assessed to be moderate to large adverse, reducing to slight to moderate adverse by Design Year (15 years after construction) due to the establishment of replacement planting referred to above.

6.15 *With regard to the proposed widening, which seems to be a fait accompli, speedy completion is requested, as the suggested ten year works will blight our lives,*

Highways England Comment

6.15.1 It is not correct to classify the Scheme as a widening of the M4. Instead, the hard shoulder will be converted to a running lane and a smart motorway will be implemented to provide much needed additional capacity to address the congestion currently existing on this stretch of the M4.

6.15.2 With regards to the duration of the scheme, an outline construction programme has been submitted with the Application in Appendix 4.1 of the ES (Application Document Reference 6-3). The outline construction programme shows that the works are anticipated to be completed in just under five years (with construction taking place between September 2016 and May 2021).

- 6.15.3 It should be noted that the five year construction period is required for construction of the entire length of the Scheme and that local traffic disruption will be limited to shorter durations within this period to minimise disruption to all road users and local residents. The estimated duration for the construction of the new Lake End Road bridge is 12 months and during this time vehicular access will be maintained at all times.
- 6.15.4 An application for development consent to construct the Scheme has been made to the Secretary of State for Transport, pursuant to the Planning Act 2008. The application is currently being considered by the Examining Authority appointed by the Secretary of State, during the six month examination period. The Examining Authority will then make a recommendation to the Secretary of State, who will be responsible for the final decision in relation to the Scheme. Consequently, the outcome of the examination cannot be considered as a fait accompli.
- 6.15.5 Construction activities could adversely affect air quality in some areas although such effects are predicted to be not significant and will only be temporary. Proposals to control these potential impacts are set out in paragraphs 6.1 to 6.5 of the Outline Construction Environmental Management Plan in Appendix 04-2A of the ES (Application Document Reference Number 6-3) and Appendix 6.2 of the ES (Application Document Reference Number 6-3).
- 6.15.6 The effects of the construction activities on the environment and local community are assessed in the ES and the findings show that there will be no significant effects. The CEMP contains mitigation measures to minimise the disruption to adjacent residents and businesses. The CEMP also sets out how the contractor will liaise with local communities and relevant stakeholders, prior to and during the period of construction, to further develop these measures. Therefore it is not considered that the Scheme will result in blight.
7. *The only benefit will be "quiet" tarmac, as the requested noise barriers are not now proposed. From experience of the M40, J2 the quiet tarmac deteriorates with time, and more so with road repairs. Are we expected to pay for noise barriers ourselves to benefit the neighbourhood, and especially Burnham Abbey?*

Highways England Comment

- 7.1.1 It is correct that mitigation is proposed for the Scheme in the form of low noise surfacing across all lanes, along the complete extent of the Scheme. However a number of new noise barriers will also be provided as part of the Scheme proposals to mitigate noise impacts. The heights and extents of these barriers are defined in Table A12.2.1 of Appendix 12.2 of the ES (Application Document Reference 6-3). No additional noise barriers are proposed to the eastbound carriageway of the Scheme between Lake End Road and Junction 7, as the Scheme is anticipated to result in a negligible/minor reduction in noise in this location, as described below.
- 7.1.2 The noise and vibration assessment, as reported in Chapter 12 of the ES, is for the Scheme with the above mitigation in place. The vast majority of the Scheme corridor will experience negligible or minor reductions in noise levels with the Scheme in operation (see paragraph 12.4.110 of the ES).
- 7.1.3 These noise reductions are shown in Drawing 12.4 for the short term, and in Drawing 12.5 for the long term (Application Document Reference 6-2). Sheet 10 is relevant to Huntercombe Conservation Area. The negligible / minor noise reductions across the Conservation Area in the short term are evident. Where there are negligible noise increases to some parts of the Conservation Area in the long term, these are due to changes in traffic flows on Lake End Road and Huntercombe Lane South. These changes would occur even if the Scheme did not go ahead, as can be seen from Sheet 10 of Drawing 12.3 of the ES (Application Document Reference 6-2), which shows the long term changes in noise levels without the Scheme. Hence it will not be necessary for residents to pay for any additional noise barriers.
- 7.1.4 Regarding tarmac deterioration and the acoustic performance of low noise surfacing, all road surface types degrade over time, with consequent increases in tyre/road noise. However, research has indicated that, when new, low noise surfaces provided on average between 4 and 6 dB(A) benefit (when newly laid) over tested hot road asphalt (“HRA”) surfaces (the traditional type of asphalt surfacing used historically on UK roads). In spite of the better acoustic durability of the HRA surfaces, low noise surfaces still outperformed the HRA surfaces by 1 to 3 dB(A) after 10 years (the typical lifespan of a low noise surface course before

it is replaced). The -3.5 dB loss or correction employed for a low noise surface in the noise assessment over the life of the surface (cause by deterioration), as prescribed in Design Manual for Roads and Bridges (“DMRB”), is a reasonable average for calculation and assessment purposes.

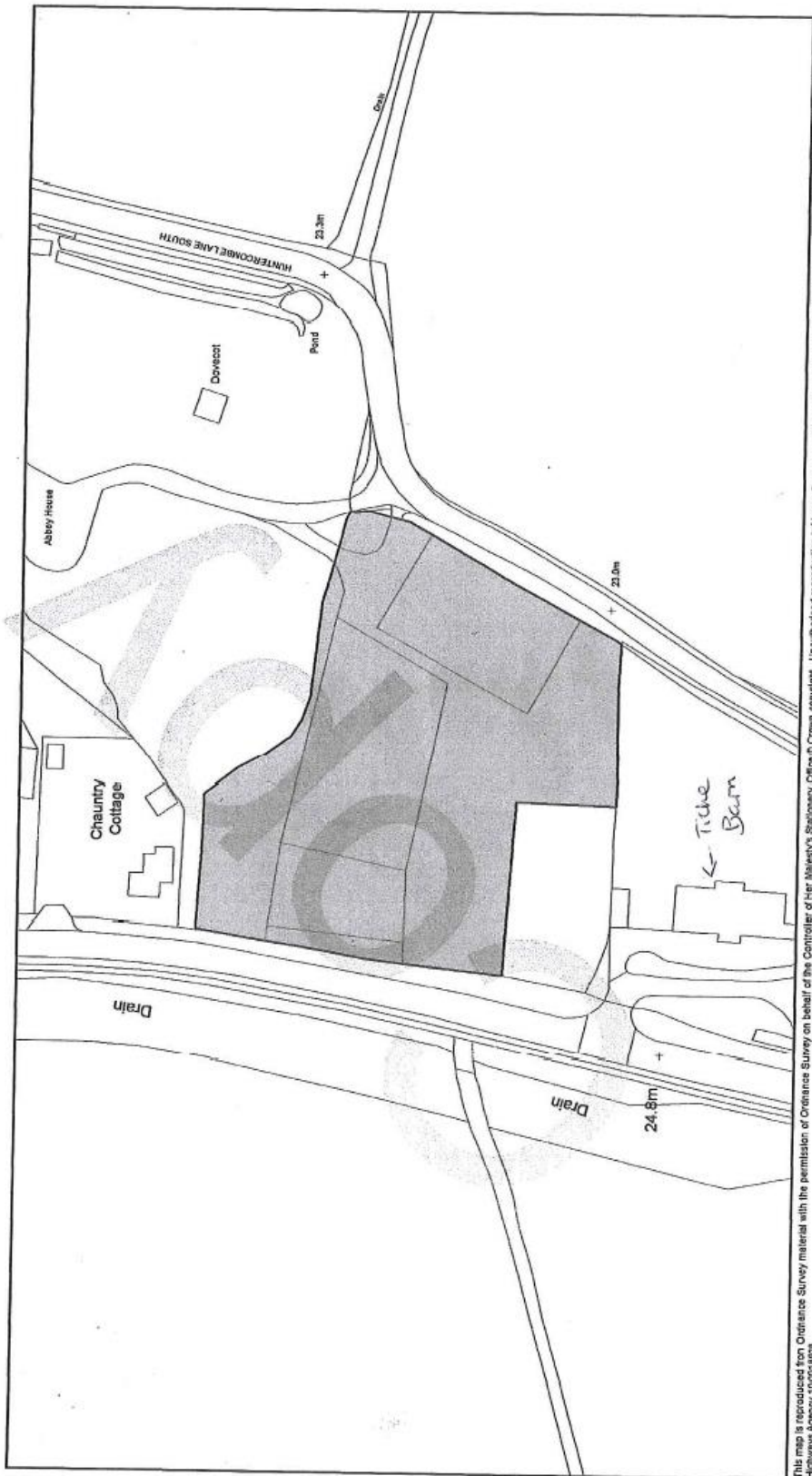
8. *Burnham Abbey is a Grade 1 listed building with several grade 2 listed buildings around it, including the grade 2 listed Tudor wall on its northern boundary, with only a footpath separating it from the field to the north of it. If this is being considered for acquisition to house heavy machinery, which the Abbey simply do not know, as it is landowners who have been informed, the vibration could affect the wall. More generally, the whole scheme, but particularly the building of the bridge, is going to have an adverse effect on Burnham Abbey which is a convent of nuns. We have no illusions about the volume of noise whilst the work is going on, as three of the present nuns were already here when this section of the M4 and the Lake End Road bridge were built. The noise was deafening and very intrusive. This will not only affect the nuns but also different groups, from about 5 to 20 people who come for quiet days once or twice a week. In addition, the nuns frequently have individuals for quiet days and also resident guests to be quiet or to be in retreat. The question is, "Will people want to visit during the building of the bridge?" This is an important aspect of the Abbey ministry and a key part of their Charitable Purposes (Reg. Charity 900512). The nuns also have a house called St Augustine's which is let out at a market rent; again the amount of noise might force them to drop the rent. To sum up, the noise will affect the Abbey one way or another, including perhaps their income.*

Highways England Comment

- 8.1 As stated in the response to paragraph 4.2 above, the land at Abbey House (Ref. 19201) is not required by the Scheme. As such, there will be no direct effect on Burnham Abbey as a result of the Scheme.
- 8.2 Paragraphs 6.5.1 to 6.5.14, above, address the noise and vibration impacts to receptor CROB-9 (Four Elms), employed in the construction noise and vibration assessment, which is in Huntercombe Conservation Area and is significantly closer to the mainline and bridge construction works than the Abbey, which is more than 300 metres from the motorway, see Drawing 12.1 Sheet 10 of the ES (Application Document Reference 6-2).

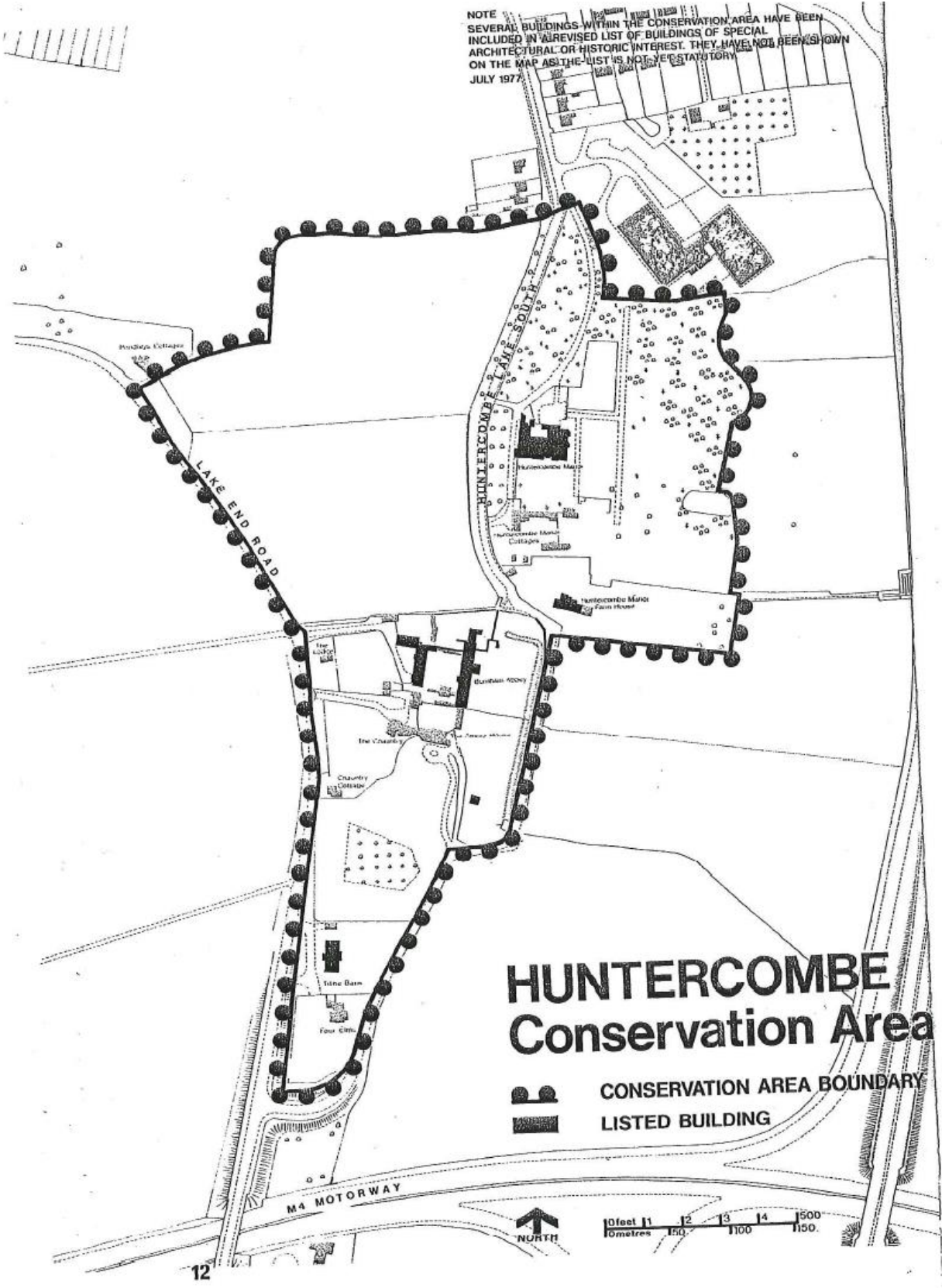
- 8.3 The construction noise impacts at receptor CROB-9 are negligible during the daytime and evening and minor during the night-time. The effect is assessed as Slight Adverse. It follows that the effects at the Abbey will be less than this.
- 8.4 The construction vibration impacts at receptor CROB-9 are negligible and the effect is assessed as Slight Adverse. It follows that the effect at the Abbey will be less than this.
- 8.5 The contractor will be required by the CEMP to employ best practicable means to minimise noise and vibration levels during the works. There will be close liaison between the contractor and local authority Environmental Health Officers, affected residents and commercial operations, to ensure that noise and vibration during construction is effectively managed.
9. *In conclusion, we all ask that all the above factors are taken into consideration when decisions are made.*
10. *The objections contained herein are agreed by all of the above persons whose signatures are on our file.*

M4 Junction 3 to 12 Smart Motorway
Land ownership parcel number: 19201
Summary of interest: Hardstanding and garden (Huntercombe Lane South)



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NOTE
 SEVERAL BUILDINGS WITHIN THE CONSERVATION AREA HAVE BEEN INCLUDED IN A REVISED LIST OF BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST. THEY HAVE NOT BEEN SHOWN ON THE MAP AS THE LIST IS NOT YET STATUTORY
 JULY 1977



HUNTERCOMBE Conservation Area

 CONSERVATION AREA BOUNDARY
 LISTED BUILDING

0 feet 10 metres
 1 150
 2 100
 3 150
 4 500
 5 150

