

TIM HOLTON

WRITTEN REPRESENTATION

HIGHWAYS ENGLAND'S RESPONSE

ADDITIONAL COMMENTS FROM TIM HOLTON

- 1.1 *Talking with my fellow Wokingham Borough Councillor Norman Jorgensen I have been informed you are requesting additional information as to areas which suffer from the excessive noise that the M4 currently produces. So as a further submission I would like to mention Cutbush Lane; Red house Close; Manea Close; Wimblington Drive; Bottisham Close; Wild Close; Harlton Close; Gregory; Bassett Close; Whitcham; Paddick Drive; Chesterment Way; Swanmore Close; Edenham Close.*
- 1.2 *I personally live on Toseland Way which has numerous roads between us and the M4. During the summer it can be tough call between the continual drone of the cars on the motorway and the heat if the window remains closed.*

Highways England Comment

- 1.2.1 Highways England wishes to thank Mr Holton for identifying areas that, in his opinion, suffer from excessive noise.
- 1.2.2 As reported in Chapter 12 of the Environmental Statement (“ES”) (Application Document Reference 6-1, APP-152), the magnitude of impact for the M4 Junctions 3 to 12 Smart Motorway scheme (the “Scheme”) on ambient noise is minor beneficial in the short term and negligible in the long term, with the vast majority of Scheme corridor experiencing negligible or minor reductions in noise levels with the Scheme in operation. This includes the Lower Earley area.
- 1.2.3 However, it is noted in paragraph 12.4.112 of the ES that there is the potential to improve further the noise climate within the Scheme corridor. A qualitative appraisal of an enhanced noise mitigation study to achieve this is provided in Appendix 12.5 of the ES (Application Document Reference 6-3, APP-351). This enhanced noise mitigation study comprises the possible provision of additional noise barriers and the possible replacement of some existing noise barriers with higher noise barriers.
- 1.2.4 Work has been undertaken to provide a quantitative assessment of this enhanced noise mitigation study, based on a detailed cost/benefit analysis, and the results of this assessment are provided with the submission at Deadline V.
- 1.2.5 Highways England confirms that the Earley / Lower Earley area was subject to the assessment undertaken as part of the enhanced noise mitigation study. The confirmed barrier provision in this area is detailed within Appendix E of the Enhanced Noise Mitigation Study Report (Ref 514451-MUH-00-ZZ-RP-EN-400158), sheets 4 and 5 are relevant to the Early / Lower Earley area.
- 1.2.6 The results of the enhanced noise mitigation study show that an additional 2126 metres of 2.5 metre high noise barrier will be provided adjacent to Lower Early and an increased length of 297m of new barrier will be provided in the Mill Lane

area. The provision of this mitigation will provide further noise decreases to properties in Lower Earley, in addition to those presented in Sheet 4 and 5 of Drawing 12.4 of the ES (which showed minor noise decreases across Lower Earley on Scheme opening, without this enhanced mitigation).