

BEVERLY HUNT

WRITTEN REPRESENTATION

HIGHWAYS ENGLAND'S RESPONSE

M4 JUNCTIONS 3 TO 12 SMART MOTORWAY - TR010019

1.1 *Noise barrier at the end of the Myrke – we feel this should be extended further than currently planned. (to extend up to bridge) As it currently stands, this is simply insufficient.*

Highways England Comment

- 1.1.1 The proposed mitigation, to mitigate the effects of the M4 Junctions 3 to 12 Smart Motorway scheme (the “Scheme”), comprises low noise surfacing across all lanes, along the complete extent of the Scheme, and a number of new noise barriers. The locations and extents of these new noise barriers are provided in Drawing 12.2 (Application Document Reference 6-2, APP-257, APP-258, APP-259, and APP-260). There is a proposed new noise barrier to The Myrke (height 2.4 metres), as shown on Sheet 12 of Drawing 12.2 (APP-259).
- 1.1.2 As reported in Chapter 12 of the Environmental Statement (“ES”) (Application Document Reference 6-1, APP-152), the magnitude of impact for the Scheme is minor beneficial in the short term and negligible in the long term, with the vast majority of the Scheme corridor experiencing negligible or minor reductions in noise levels with the Scheme in operation. This includes The Myrke.
- 1.1.3 However, it is noted in paragraph 12.4.112 of the ES (Application Document Reference 6-1, APP-152) 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 outlined 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.
- 1.1.4 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.
- 1.1.5 Highways England confirms that the Myrke was subject to the assessment undertaken as part of the enhanced noise mitigation study. The confirmed barrier provision at the Myrke is detailed within Appendix E of the Enhanced Noise Mitigation Study (Ref 514451-MUH-00-ZZ-RP-EN-400158). Sheet 12 covers the Myrke area and maintains the previous commitment to provide a new 2.5m barrier on the westbound carriageway to the west of Datchet Road. The study has shown that this provision is more than adequate to mitigate the impact of the Scheme and (as is the case in most areas along the Scheme) the noise environment will actually be slightly improved (compared to the present day situation) once the Scheme is operational.