

## JA HARRIS

### WRITTEN REPRESENTATION

#### HIGHWAYS ENGLAND'S RESPONSE

1. *Your letter dated 26 January explaining the Planning Inspectorates decision to exclude the Myrke from a further site inspection of the are on 9 February was surprising and very disappointing in view of :-*
  - i. *The scale of the changes proposed, and*
  - ii. *The applicants lack of any proposed enhanced noise control measures for the Myrke area beyond road resurfacing.*
2. *Both Applicant and Inspectorate will have been aware that it was strongly felt by residents that acoustic noise barrier protection needed to be applied throughout the whole of the motorways curvature around the Myrke – so as to provide proper and long awaited noise protection.*
3. *Whilst we welcome the low noise resurfacing treatments proposed, our experience is that this will have limited long term effectiveness as current and eventual additional traffic volume inevitably create wear and tear – therefore it has been reasonably requested by residents that resurfacing of the M4 at its encirclement of The Myrke should be augmented with full noise barrier protection. Such barrier protections would be consistent with that already existing or proposed for other exposed residential locations in the vicinity including the Slough allotment site, and would greatly improve on the present ineffective minimal barrier protection at the northern end of The Myrke only – which the applicant seems to be offering as an ineffectual continuum into the future. This issue most certainly needs re-addressing by the applicant.*

#### Highways England Response

- 3.1 Highways England acknowledges these comments, but believes that all matters raised have been addressed in previous responses by Highways England to the Examination.
- 3.2 As noted in Highway England's Deadline VII response to Mr Harris, The Myrke was included in the enhanced noise mitigation study (reference EM26), and was assessed on the same basis as all other areas in the study. The outcome of the assessment was that the existing timber close boarded fence will be replaced with a new high performance 2.5 metre high noise barrier. The new length of barrier is 245 metres (as shown on Sheet 12 of Drawing 2 in Appendix E of the Enhanced Mitigation Study), which extends the barrier 95m around the curvature of the M4 to the west of The Myrke. This extension to 245 metres is a significant increase to the previously proposed 150 metre noise barrier in the Environmental Statement (Application Document Reference 6-1, APP-152).
- 3.3 With this mitigation in place, there will be minor / moderate noise decreases in the noise level to the most exposed parts of The Myrke as a result of the implementation of the Scheme (details of which are shown on sheet 12 of Drawing 3 of the enhanced noise mitigation report issued at Deadline VII).
- 3.4 Road surface degradation over time has been addressed previously by Highways England, see for example paragraphs 88 to 97 of the written summary of the Issue Specific Hearing related to noise held in February 2016.

4. *Finally, I would like to stress again that it was with great disappointment we learnt that the Planning Inspectorate was unwilling to make a further visit to this community on 9 February – when it had been hoped these issues could have been presented to you and discussed on site.*