

## **DR NORMAN JORGENSEN**

### **WRITTEN REPRESENTATION**

#### **HIGHWAYS ENGLAND'S RESPONSE**

1. *I wish to make the following submission to deadline VII. This is a written summary of part of the oral submission I made at the Hearing on Environmental issues on 10 February 2016. The remainder of the points I raised at the Hearing I have already submitted in writing to deadline VI and are published on the website so I will not repeat them.*
2. *As a result of the Enhanced Noise Mitigation Study it is now proposed to erect a 2.5m high absorptive acoustic barrier of approximately 2km in length where the M4 passes Lower Earley. I welcome this and it will help the many residents of Earley who endure noise from the M4.*
3. *However, it appears that those areas which currently have protection from 2m or 2.5m high barriers are to have those upgraded to 3.5m high. Why not 3.5m high barriers for Lower Earley?*
4. *As the M4 goes past Lower Earley some properties are very close to the Motorway while others are further away. Please will you further consider the level of protection for those properties closest to the M4 in Lower Earley and specifically those located in Worrall Way, Tickhill Close, Notton Way, Finbeck Way and Maltby Way. These properties sit above the Motorway and as I demonstrated during the accompanied site visit to Notton Way on 9 February many properties currently have direct line of sight to the wheels of vehicles going by on the Motorway.*
5. *I submit that these properties at least should be provided with the same level of protection as those in Winnersh which are to be provided with 3.5m high barriers. This would require approximately 400m of the 2km long Lower Earley barrier to be 3.5m high rather than 2.5m.*

#### Highways England Response

- 5.1 Highways England acknowledges the comments made by Dr Jorgensen, but believes that all matters raised have been addressed in previous responses by Highways England to the Examination. In particular, Highways England's response to Dr Jorgensen's written representation for Deadline VI explained the methodology used for the enhanced noise mitigation study.
- 5.2 The Lower Earley area was considered as part of the enhanced noise mitigation study (reference EM8), issued at Deadline VII, and was treated in exactly the same manner as all other areas in the study. The outcome of the assessment was that a new 2.5 metre high barrier should be provided. The length of the new barrier will be 2,126 metres. The barrier will be of the absorptive type.
- 5.3 The outcome of the assessments for other locations in the study area (such as Sindlesham and Winnersh) may be different to Lower Earley, as each outcome is based on the result of the three part process described within the enhanced noise mitigation study, which takes into account the estimated noise reductions, the number of properties benefitting and the associated health benefits, and the costs of the barrier or barriers. Consequently, because a 3.5m barrier is appropriate in one location, such as Sindlesham, this does not mean that such a barrier would necessarily be appropriate in other locations.

- 5.4 With respect to the specific streets mentioned by Dr Jorgensen (Worrall Way, Tickhill Close, Notton Way, Finbeck Way and Maltby Way), as noted in the response by Highways England to Mr Jorgensen's representation at Deadline VII the computer model, employed to calculate road traffic noise levels for the Scheme, includes a detailed "digital ground model". This ensures that the M4 motorway, all other roads in the study area and all buildings (including residential buildings in these specific streets) are placed at the correct height above sea level. These differences in ground height are taken into account in the calculation of noise levels and the noise reductions provided by barriers.
- 5.5 The changes in noise levels across Lower Earley, with the enhanced noise mitigation in place are shown in Sheet 4 of Drawing 3 in the Enhanced Noise Mitigation Study Report issued at Deadline VII. The specific streets mentioned by Dr Jorgensen are predicted to experience noise reductions of 3 to 5 dB with the Scheme in operation.