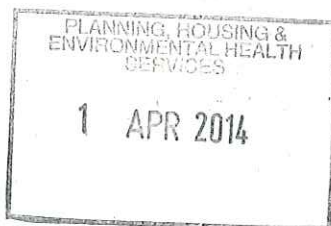


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Our ref:
 Your ref:



Mike Wilson
 Chief Highways Engineer
 2/26K
 Temple Quay House
 2 The Square, Temple Quay
 Bristol BS1 6HA

Ms Rands
 Environmental Protection Team Manager
 Gibson Building, Gibson Drive
 King's Hill
 West Malling
 Kent ME19 4LZ

Direct Line: 0117 372 8001

28 March 2014

Dear Ms Rands

NOISE FROM M20 JUNCTIONS 4 to 5 – IMPORTANT AREA 5977 AND 5988

Further to my letter dated 18th October 2013 I am writing to inform you of the findings of our review of Tonbridge and Malling Borough Council's consultation response undertaken as part of our Noise Action Planning process.

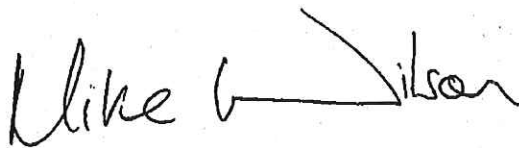
We have now investigated all of the proposed barrier locations you identified in your original letter and accompanying map. We have taken into account the distance from residential areas to the M20, how effective a barrier could be and land ownership when considering the feasibility of installing noise mitigation. This is the same approach that has been applied consistently for all responses to Local Authorities at this stage of the noise action planning process. A summary of our conclusions for each location is provided in Annex A. Location 1, Willow Road, on the enclosed map that you provided, is the only site identified under this review as a suitable location for a barrier. We will therefore change the advice on the Noise Action Plans Outcome Supporting Documentation (OSD) to support this proposal. With regards to your request to increase the height of some of the existing barriers, we are not able to support this action at this time as they currently provide some level of noise mitigation. The rationale here is that there are currently other locations across our network that experience high levels of noise where no noise mitigation measures are in place, and addressing these remains our first priority.

You also raised a query in relation to maintenance regimes that might influence noise on this section of the motorway. I have contacted our area Asset Team who have confirmed that the carriageway along this section of motorway is scheduled for resurfacing in 2016. Because of the condition of the existing carriageway the team is looking into whether this can be brought forward. The team are also aware of the condition of some of the barriers and funding is being sought to repair the barriers in 2016/17.

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Whilst this decision may be disappointing I hope that you understand that the HA's Noise Action Planning Process has been applied in a consistent way to identify and prioritise resources towards the very worst locations on a national basis. I would add however that our regional operational teams do have some discretion in the use of their funding allocations to address locally identified issues, where funds are available. Should you wish to explore this further I suggest you contact the Area 4 Kent Asset Development Manager, Kevin Bown to discuss this further. His contact details are: kevin.bown@highways.gis.gov.uk

Yours sincerely



Mike Wilson

Email: mike.wilson@highways.gsi.gov.uk

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Annex A - Review of proposed barrier sites on M20 J4-5

A review of the locations proposed by Tonbridge and Malling District Council has been undertaken. These have been numbered in accordance with the locations identified on the enclosed map.

IA 5977	
Location	
1	A barrier does appear to be suitable in this location and would be beneficial to local residents in Willow Road. But it should be limited to the residential area and not run behind the allotments. The vegetation is mature and a site survey would have to be undertaken to ascertain the suitability of the location.
2	There is a small playing field adjacent to the carriageway with residential properties behind. A barrier in this location would be ineffective as the residential properties are too distant from the carriageway.
3	A barrier could possibly be installed along the top of the existing bund and would be beneficial to local residents. However, this bund is not within our ownership. There is also an electricity pylon, within a compound, along the line of the bund.
4	The embankment runs alongside a large playing field which forms part of the local leisure centre. It is not an appropriate location for a barrier as there are no adjacent residential properties.
5	There are commercial properties and green open space in the immediate locality. Residential properties are set further back and therefore this is not a suitable location for a barrier due to the distance to the housing.

IA 5986	
Location	
6	The local planning authority should ensure that any development plans should include suitable noise mitigation measures before planning permission is granted. Such measures should be within the boundary of the development, or secured by agreement with adjacent landowners. The HA would not normally expect to be involved in providing such mitigation

M20 Noise barriers

-  2 metre noise barrier
-  4 metre noise barrier
-  Suggested locations of additional barriers

