

To : Directie Participatie
O.v.v. Ontwerptraacébesluit/MER A4 Haaglanden – N14
Postbus 20901
2500 EX Den Haag

Subject: View on the draft route decision MER A4 Haaglanden - N14

Date: June 14, 2020

Place: The Hague

Dear management,

Hereby we would like to inform you about our opinion regarding the Design Route Decision / EIA A4 Haaglanden - N14. We object to this decision because, to the detriment of our living and living climate in the Bosweide area, this decision has been taken on grounds that deviate from a noise barrier realized along the A4. In accordance with the noise register, uninterrupted noise screening is necessary for the implementation of the decision. The Bosweide residential area is situated at the shortest distance of approx. 60 m, measured horizontally, from the top of the approx. 9 m high sound barrier, a height that roughly corresponds to the ridge of our houses. The most distant lane on the A4 is located about 180 m from it and therefore about 240 m from the nearest houses. Due to the location of this roadway, the sound transmission of the vehicle flow at 0.75 m above this roadway will reach our homes almost unimpeded. As the distance to the dwellings decreases, the sound transmission from the further inward lanes will be somewhat muffled. However, the effect is negligible. After all, the distant lanes continue to dominate acoustically. In addition, the residential area is located on the east side of the A4 and the wind often comes from the west.

The route decision incorrectly assumes an uninterrupted noise barrier with heights of approximately 9 m, further specified in the noise register. There is a sound hole in the approx. 9 m high sound facility for both the distant and the nearby carriageways. As a result, the noise reduction of all lanes decreases considerably, and this has an adverse effect on the already poor living and living climate of Bosweide. In view of the information in the noise register, the decision assumes that there is a continuous noise barrier between the reference points 13936 and 13945 with successively indicated average shield heights of 8.8, 9.2 and 9.5 meters. Within the range of the 8.8 m high sound barrier, between the reference points 13938 and 13939, however, sound shielding is completely missing over a length of at least 6 m. The lack of this part of the sound barrier causes noise nuisance at our homes. This can be described as a sound hole that can be found by ear, blindly walking from the neighbourhood towards highway A4.

Within the 8 m screen range, the noise production ceilings at reference points 13936 to 13939 are set at 71.5, 70.9, 71.6 and 70.5 dB, respectively. These production ceilings impose restrictions on the "operational management" of the A4 on site to prevent the noise level at our homes from increasing as a result of changes on or on the Highway A4. For the purpose of that business operation and to prevent an increase in the noise level in our homes, the sound shielding must, among other things, be an uninterrupted sound shield that meets the shielding heights in the sound register.

Interruptions in the sound shielding result in an unacceptable increase in the sound level. This increase in noise must be compensated for by ensuring a changed management of the A4. On the one hand, by establishing lower noise production ceilings than have been determined on-site and which fully compensate for this noise increase. On the other hand, noise protection must be provided which compensates for the increase in the noise exposure experienced with at least an

equal decrease in the situation if the noise ceilings now established for the operation of the highway A4 must remain unchanged on site.

In the latter case, the sound register map will have to be adjusted to the point of the location and corresponding height of additional sound shielding at the existing sound hole. We would like to hear from you, in an amended route decision to be taken, what safeguards you will take to reduce the noise level of the houses to the noise level in the event that there would have been a continuous screen without interruptions in accordance with the heights as indicated in the current sound register.

There is also some noise shielding between the reference points 13935 and 13936 (viaduct over the Laan van Hoornwijck). Since the A4 and A13 cross the Laan van Hoornwijck (elevated road surface) and there is no noise provision on the viaduct and the slope ends well before the viaduct, there is also a sound hole here. As a result, noise reduction of the roadways is absent, and this reinforces the adverse effect of the aforementioned noise hole on the already poor living and living climate of Bosweide.

Also, due to the changes on and on the A4, a larger flow of vehicles will use the A4. The emission of fine dust and finer fine dust will therefore increase considerably. This will further reduce the air quality in the Bosweide residential area, possibly leading to health problems.

We would like to hear from you, what measures will be taken to ensure good air quality in the residential area. In summary, we request that the route decision be amended with the addition of the installation of a continuous screen along the A4, including the viaduct over the Laan van Hoornwijck, which guarantees both the noise level and the air quality of the residential area.

Yours sincerely,

R.T.W. van Kouwen, chairman Bosweide Residents' Association
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