

APPENDIX 28: FURTHER CONSULTATIONS - RESPONSES RECEIVED

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APPENDIX 28 VOLUME 5.2 FURTHER CONSULTATIONS – RESPONSES RECEIVED

Consultees: Responses to additional consultation

Date Received	Representor No.	Representation	Highways Agency Response	Proposed Change
08/12/2014	Additional consultation 033	I'd like to be able to look at the detailed air pollution assessment reports from the PEI, as listed in the index document on the page for the project here: http://www.highways.gov.uk/publications/m4-junction-3-to-12-smart-motorway-consultation-documents/ When I click on the links in the index it gives me a login screen and so I wanted to either get a login I can use, or be sent the relevant documents.	This information was provided on 5 February 2015, and an extended period for the provision of a response to the consultation was provided of 28 days.	No
12/01/2015	Additional consultation 488	In regards the consultation is there an impact assessment, in particular re CO2? Please could you provide a legible version of http://assets.highways.gov.uk/roads/road-projects/m4-junctions-3-12-managed-motorway/SKMBT_C45214091910540.pdf	<p>The Agency wrote to this respondent on 03/02/2015 asking for an address to be provided so that the requested information could be sent. However, no response was received by the Agency.</p> <p>The effects of the Scheme on air quality are reported in Chapter 6 of the Environmental Statement ("ES"), Air Quality, provided with the Application.</p> <p>Assessment of impacts on CO2 is presented in the Air Quality Chapter. There is approximately an 8% increase in CO2 emissions with the Scheme in place compared to without the Scheme in the year of opening.</p>	No

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05/03/2015	Additional consultation response	<p>Highways Agency's own projections have shown that around Junction 6, pollution from Nitrogen Dioxide created by the proposed M4 widening would increase, and that already around Eton College it exceeds that permitted under EU law by up to 32%. Other surveys indicate that high levels of air pollution can adversely affect cognitive development in children whose schools are so affected.</p> <p>The Chalvey area of Slough contains one secondary and two primary schools as close, or considerably closer to Junction 6 than Eton College which is spread between two thirds and three quarters of a mile away, and some of its extensive grounds further still. The Chalvey schools together cater for over 2,300 children- almost double that served by Eton College.</p> <p>Slough & Eton Business and Enterprise College is half a mile from Junction 6, and it's playing field backs directly onto the M4. Montem Academy (primary) is only one third of a mile away, and Claycots (primary) two thirds.</p> <p>Eton College is protected somewhat from the M4 by the Jubilee River between them, and breezes from the Thames close by. Eton's pupils depart to distant homes during holidays. By contrast, due to the catchment nature of admissions to state schools, Chalvey's school pupils mostly live within walking distance of them, and a great many go nowhere during holidays. Their homes are in a dense area, bounded between the M4, A4, and A355. The junction between the latter two is already notorious for exceeding pollution levels.</p> <p>The Chalvey schools cater for a higher number than the national average of disadvantaged children, those with special needs, and a huge number whose first language is not English. For such children, especially those of primary school age, pollution levels detrimental to their cognitive development will have far greater implications for their adult futures than it will for the high flyers at Eton College.</p> <p>Parts of Chalvey are already officially classified as "deprived". Our local council has recently been working very hard to regenerate the area, and mitigate the effect of other outside authorities over which we have little control but which view Chalvey as a convenient dumping ground for things which helps them but for which they do not want the practical consequences.</p> <p>Chalvey Community Forum is therefore against any M4 widening which will result in increased pollution</p>	<p>The effects of the Scheme on air quality, including on sensitive receptors, are reported in Chapter 6 of the ES, Air Quality, provided with the Application.</p> <p>The 32% above objective quoted reflects the concentration of NO₂ predicted at the property closest to junction 6 in the baseline year of 2013. The locations around junction 6 anticipated to be above air quality objectives with the Scheme are located within 50m of the junction. The maximum concentration predicted here (at approximately 42µg/m³) is to the north east of the junction. Eton college buildings are located at least 750m from the Scheme. At these distances air quality is expected to be below the air quality objective values.</p> <p>The effects of emissions from road traffic on pollutant concentrations reduce with distance from the source, and beyond 200m have largely returned to background concentrations. The closest of the above schools is approximately 375m from the M4, and therefore will not be adversely affected by the Scheme. Locations of relevant public exposure against annual air quality objectives around the junction have been included in the air quality assessment.</p>	No

HIGHWAYS AGENCY – M4 JUNCTIONS 3 TO 12 SMART MOTORWAY

Date Received	Representor No.	Representation	Highways Agency Response	Proposed Change
09/01/2015	Additional consultation response	<p>The caller has a query on the Public Consultation letter about the Major Project for the M4 J3 to 12 Smart Motorway.</p> <p>In the public consultation leaflet which is shown in publications on the HA website, on page 5, there is a map of the project.</p> <p>(Link.....https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/372310/S140566_M4_ Junction3_to_12_consultation_brochure_for_web_-_final_.pdf)</p> <p>...the motorway from J4 to 4b is shown by the legend as going to be a 5 lane smart motorway, and the M4 between J4b and J5 is shown as going to be a 4 lane smart motorway.</p> <p>The caller advises that the motorway between 4b and 5 is already a 4 lane motorway. Caller asks if this is an error and if it will be made into a 5 lane motorway there.</p> <p>Can you contact the call to advise him please.</p>	<p>The westbound carriageway between junction 4b and 5 of the motorway has 4 lanes and will continue to have 4 lanes, but will have smart motorway technology added to it, making it a 4 lane smart motorway, but not All Lane Running ("ALR"). On the Eastbound carriageway the hard shoulder will be converted to a fifth running lane and will be a 5 lane smart motorway operating as ALR.</p>	No

Date Received	Representor No.	Representation	Highways Agency Response	Proposed Change
25/01/2015	Compound consultation 101	<p>RE compound 5. Over several months we have made enquiries to establish (and possibly share) information on related environmental, traffic and highway information in the above area (copy e-mails attached). During the last consultation cycle I understand that the HA has reported to consultees their intention to use our client's land as a location of a temporary works compound and yet I understand this has not been agreed with the land-owners. Whilst my clients' are potentially receptive to offering the site for temporary works (for a period of time) we cannot guarantee our respective timescales are conducive which may be crucial to both parties.</p> <p>We also appreciate that you may have received numerous consultation responses from existing properties but as a potentially Section 42/49 Party (PA'08) we would hope that the HA would be keen to formally engage in more detailed consultation.</p> <p>We have established a number of environmental (baseline) conditions in detail and have begun to forecast these for a future development scenario. As these studies establish some environmental constraints (primarily noise, landscape and flooding) there will be some effects on the developable area of my clients' site. If we can review the HA's proposals in more detail we believe there are opportunities to review and verify the potential detail of these assessment, explore opportunities to accommodate aspirations of our respective interests and potentially deliver a more pragmatic solution (in accordance with the EIA Regulations) both in terms of timescales and environmental (particularly landscape) impacts. To establish the scale of these benefits however we need to advance some dialogue relating to issues and options that might serve our mutual interests and thus would welcome your feedback at your earliest convenience.</p> <p>As we have failed to elicit much of a response to date, I wonder if you could inform us of the timescale of a likely response if you are unable to arrange a meeting in the coming weeks, particularly as the HA has just begun a new consultation? http://www.highways.gov.uk/roads/road-projects/m4-junctions-3-12/</p> <p>I would also like to seize this opportunity to highlight that it is very difficult to read the Appraisal Summary Table and welcome a higher resolution version of this document.</p>	<p>The Agency wrote to this respondent on 12/03/2015 and provided the improved resolution version of the Appraisal Summary Table.</p> <p>The Agency intends to meet with this respondent during April 2015 in order to discuss the Scheme and construction compound 5.</p>	No

Date Received	Representor No.	Representation	Highways Agency Response	Proposed Change
13/01/2015	Compound consultation 233	J12 proposed construction sites in Theale will increase traffic, access, noise and difficulty for the schemes lorries to get onto the A4. Noting that the pedestrian crossing at the M4 J12 roundabout to the business park/Theale roundabout is currently difficult now let alone during construction. Dorking way is my preferred option for the most westerly but think that the A33 would be best for West End to cover both directions.	<p>Following further consideration of the suitability of this area for construction compound 1, and consideration of a number of consultation responses, it is no longer proposed to take this forward as a potential construction compound for the Scheme.</p> <p>Traffic management proposals during the construction period will be set out in the Construction Traffic Management Plan ("CTMP"), which is provided with the Application (Document Reference 6.3/4.2 Annex F), which is to be finalised in consultation with local authorities and other stakeholders prior to the start of construction. Disruption and construction noise will be kept to a minimum wherever possible. However, they cannot be removed completely and the Agency will work with the local authorities to minimise the disruption to local residents and the local community. Construction traffic is likely to access working areas directly from the motorway, and will not generally use local roads.</p>	Yes

Date Received	Representor No.	Representation	Highways Agency Response	Proposed Change
02/02/2015	Compound consultation 498	<p>RE Compound 1.</p> <p>May I say first, that as I only received your "smart motorways" communication/questionnaire on Jan 13th 2015, your request to return it by 21st Dec 2014 was utterly impossible. As a resident of Wigmore Lane for over 50 years, your proposition of a site compound in such a private residential area, fills me with horror.</p> <p>May I draw your attention to my very real concerns:</p> <ol style="list-style-type: none"> 1) Why choose this site above all other much more suitable and more easily accessible sites? 2) We already have to tolerate a massive amount of HGV movements off an already busy roundabout supplying the companies already established near the railway. 3) Access to the site is via a VERY narrow (1 lorry width) lane, already used by the Murco Petrol company. This lane, running along the ends of the gardens of those who live there, was built solely for the use of Murco. 4) I trust that a firm agreement has been made in advance with the council, to repair any damage made to that road, IMMEDIATELY!!! 5) The part of Wigmore Lane bordering the proposed entrance is, and always has been unadopted. As residents, we are jointly responsible for the upkeep and repair of the lane. Has this been taken into consideration? 6) As residents it is essential that we adhere to strict safety precautions regarding the Murco site. Explosion and fire is a VERY REAL DANGER. Your proposition is a serious accident waiting to happen, a VERY frightening prospect for us all, particularly the elderly. Serious emergencies have already happened, making us vacate our properties at a minutes notice!! <p>I trust you will take these very real and worrying concerns of all of us living in this site proximity, very seriously. The onus and responsibility for your decisions rests entirely on the shoulder of you and your panel, as does the outcome and effect on the future lives of all who live here.</p> <p>I hope you will realise that this proposed site compound is totally unsuitable for everyone concerned, and that the only sensible and safe outcome would be a total rejection.</p>	<p>Further consultation was provided for those living in proximity to the construction compounds who were missed off the original consultation letters. The information was sent on 7 January 2015 to these properties enclosing a copy of the consultation brochure and questionnaire, with a request that any comments be returned to the Agency by 6 February 2015. Five responses were received and these are considered in section 9.5 of the Consultation Report.</p> <p>The Agency notes the comments on the proposal for the use of the construction compound in Wigmore Lane (compound 1). Following further consideration of the suitability of this area and consideration of a number of consultation responses it is no longer proposed to take this forward as a potential construction compound for the Scheme.</p>	Yes