

M4 junctions 3 to 12 smart motorway

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5.1 Consultation report

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Planning Act 2008

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EXECUTIVE SUMMARY

Purpose of this document

This Consultation Report has been prepared by the Highways Agency ("Agency") as part of the application for the proposed M4 (Junctions 3 to 12) (smart motorway) Development Consent Order 2015 ("Scheme").

The Consultation Report describes the consultation process that has been undertaken to meet the requirement for a consultation report under section 37(3)(c) of the Planning Act 2008 ("PA 2008") and demonstrate compliance with statutory provisions under Part 5 of the PA 2008 and associated guidance.

Consultation process

The Agency has developed a consultation strategy (see Chapter 3) through which the pre-application consultation has been carried out. The approach taken has been to engage in both an informal information exercise and formal consultation during this period. The process of engagement and consultation has taken a number of forms, including meetings with statutory and non-statutory consultees, letters, advertisements, press releases, public information exhibitions and a dedicated Scheme website.

Consultation has taken place with the following:

- a) statutory consultees, as prescribed under s42 of the PA 2008;
- b) those persons with an interest in land, as prescribed under s44 of the PA 2008;
- c) the local and wider community; and
- d) other technical consultees.

The Consultation Report has been structured chronologically in the order that the consultation has taken place, reflecting the main phases of consultation activity, as follows:

- a) initial stakeholder engagement: March 2013 to March 2014;
- b) information exercise: March 2014 to April 2014;
- c) on-going stakeholder engagement: May 2014 to November 2014;
- d) formal public consultation: November 2014 to December 2014;
- e) extended public consultation: January 2015 to March 2015; and

f) further stakeholder engagement: January 2015 to March 2015.

Chapter 2 of the Consultation Report provides an outline of the legislative framework at both a national and local level in relation to the consultation process. Chapter 4 sets the context for the Scheme by outlining the initial feasibility work that was undertaken, the options development stage and the decision-making process that have led to the Scheme being taken forward.

Information, consultation and stakeholder engagement

Chapter 5 addresses the initial stakeholder engagement and information exercise, and records the proactive engagement undertaken with local authorities, statutory undertakers, emergency services and organisations such as the Berkshire Strategic Transport Forum. The Consultation Report also presents the outcome of the engagement undertaken with a range of interest groups and local residents during this period, and provides feedback from the various information events, including the public information exhibitions.

Whilst there were no objections raised to the principle of the Scheme from consultees, concerns were raised regarding a number of amenity considerations, particularly in relation to noise. The Chapter concludes with a brief assessment of the Scheme's compliance with the consultation requirements of each local authority, through their Statements of Community Involvement and in relation to the consultation strategy, as set out in this Report.

Chapter 6 describes the on-going engagement that took place in parallel with the Scheme's development and the assessments that were being undertaken in order to prepare the PEI Report, which addressed environmental issues. At that stage, much of the stakeholder engagement focussed on discussions with local authorities on the application process and the forthcoming public consultation. Particular attention was paid to engaging with 'hard to reach' groups and a programme of engagement was put in place in conjunction with the local authorities in order to reach such groups.

Landowner consultation also took place at that stage. Chapter 8 describes the process of landowner identification, through a process known as land referencing, in order to identify those with an interest in the land to which the Scheme relates for the purposes of consultation.

Chapter 9 follows a similar structure to Chapter 5, but also reflects the additional consultation requirements of the PA 2008, including the preparation of a Statement of Community Consultation with each affected local authority. The Chapter details the way in which the consultation undertaken complied with the various statutory requirements and describes the consultation that took place. Reference is also made to the extended periods of consultation that followed.

Chapter 10 summarises the responses received from prescribed consultees, local authorities and persons with an interest in land under section 42 of the PA 2008. The Chapter identifies the key issues raised and the account that was taken of the responses received. Feedback was received predominantly from landowners whose land may be affected by the Scheme, although a number of detailed representations were received from local authorities raising issues within their particular areas and from prescribed consultees raising particular issues of interest. The extent to which any views expressed have been incorporated into the Scheme design are also highlighted within the Chapter.

Chapter 11 summarises the responses received as a result of the consultation undertaken with the local community under sections 47 and 48 of the PA 2008. In identifying the key issues raised and the regard paid to the comments made, an analysis is also provided of the questionnaire responses, including the additional comments made. The comments received at this formal stage of consultation raised similar issues to those made at the earlier informal consultation stage, being primarily concerned with air quality and noise. The extent to which the views expressed have been incorporated into the Scheme design are again highlighted.

The Chapter concludes with a brief assessment of the Scheme's compliance with the consultation requirements of each local authority, through their Statements of Community Involvement, as well as those requirements set out in national guidance and in relation to the consultation strategy of this Report.

Chapter 12 provides a brief reference to the separate, but related Statutory Instrument consultation that was undertaken by the Agency in relation to the operation of the variable mandatory speed limits for the Scheme, the outcome of which is reported in a separate Report.

Chapter 13 refers to the further stakeholder engagement that has been underway following the close of the formal consultation period. This has focussed on discussions held with various environmental bodies in addressing and taking forward the issues raised in the Environmental Statement.

Chapter 14 provides concluding comments on the pre-application consultation process. It concludes that the Agency has conducted an appropriate consultation in terms of extent and effect.

1 INTRODUCTION

1.1 Scheme overview

- 1.1.1 The Highways Agency ("the Agency") is making an application for the M4 (Junctions 3 to 12) (Smart Motorway) Development Consent Order ("DCO"). This will enable the Agency to improve the M4 to a smart motorway between Hayes in west London and Theale, which is near Reading, (the "Scheme").
- 1.1.2 This Consultation Report ("Report") is submitted in accordance with section 37 of the Planning Act 2008 (the "PA 2008") and forms part of the Application for development consent.
- 1.1.3 The purpose of the Report is to demonstrate that the approach taken to preapplication consultation on the Scheme complies with the PA 2008 and other relevant secondary legislation and guidance. It also captures the non-statutory information exercise that the Agency has undertaken outside of the requirements of the PA 2008.
- 1.1.4 The Strategic Road Network ("SRN") in England comprises motorways and all-purpose trunk roads. The SRN is operated, maintained and improved in England by the Agency on behalf of the Secretary of State for Transport (the "Secretary of State").
- 1.1.5 The Agency is an executive agency of the Department for Transport, but from 1 April 2015 is to become a government owned company known as 'Highways England', with the Secretary of State as sole shareholder. The new company will be set up as a highway authority for the SRN and will have conferred upon it the necessary powers and duties to operate, manage, maintain and enhance the SRN. Regulatory powers will remain with the Secretary of State. The legislation establishing Highways England will make provision for all legal rights and obligations of the Agency, including those in respect of the Application, to be deemed rights and obligations of Highways England.

1.2 Background

- 1.2.1 The M4 is the main strategic route between London, the West of England and Wales. The Scheme includes the M4/M25 interchange, the junction for Heathrow Airport, and several key regional centres, including Slough, Windsor, Maidenhead, Wokingham and Reading. The M4 from junction 3 (Hayes) to junction 12 (Theale) carries an average of 130,000 vehicles per day. It currently suffers from heavy congestion and unpredictable journey times. Traffic is expected to increase significantly over the next 20 years and without improvements to the route, this will result in further congestion.
- 1.2.2 The Scheme will help relieve congestion and improve safety by using technology to vary speed limits and actively manage traffic. The Scheme will also include the use of All Lane Running ("ALR"), where the hard shoulder is permanently converted to a running lane to ease congestion. Signs and signals will be used to inform drivers of conditions on the network, when variable speed limits will be in place and when lanes are closed. These will be positioned on gantry signs over the road.
- 1.2.3 The location of the Scheme is shown in **Figure 1** and is approximately 51km (32 miles) long.



Figure 1 M4 junctions 3 to 12 Scheme location

- 1.2.4 The improvement of the M4 to a smart motorway along this length of motorway is intended to:
- a) reduce congestion, smooth the flow of traffic to improve journey times, making journeys more reliable;
 - b) support the economy and facilitate economic growth within the region, by providing much needed capacity on the motorway;
 - c) continue to deliver a high level of safety performance on the network using smart motorway techniques; and
 - d) deliver environmental improvements and mitigation where appropriate and required.
- 1.2.5 The Scheme comprises a number of key components to be included within the Application. These are described in greater detail in the Engineering and Design Report and Chapter 4 Scheme Description of the Environmental Statement (“ES”).
- 1.2.6 The Scheme lies wholly within England and includes the alteration and improvement of a highway for which the Secretary of State is the highway authority. The area of development for the Scheme is greater than 15 hectares, and the improvement of the highway is likely to have a significant effect on the environment. As such, the Scheme is classified as a nationally significant infrastructure project ("NSIP") for the purposes of sections 14(1)(h) and 22 of the PA 2008. Under section 37 of the PA 2008, an application for development consent is required to authorise the alteration or improvement of such a highway. Therefore the Agency, in its role as Applicant is required to submit an application to the Secretary of State via the Planning Inspectorate (the "Inspectorate") for a DCO to authorise construction of the Scheme. The role of the Inspectorate is to examine the application and make a recommendation to the Secretary of State as to whether development consent should be granted.
- 1.2.7 If made, the DCO would grant permission for the Scheme, thereby authorising the construction, operation and maintenance of the M4 junctions 3 to 12 smart motorway, along with the compulsory acquisition of all land necessary to enable this.

1.3 Purpose of report

- 1.3.1 The purpose of this Report is to provide an account of the consultation undertaken by the Agency in relation to the Scheme, and how this complies with the requirements of s37 of the PA 2008.
- 1.3.2 The Report addresses the early development of the Scheme. This includes:
- a) the initial stakeholder engagement and an information exercise undertaken between March 2013 and July 2014;
 - b) the on-going stakeholder engagement, leading to the statutory consultation undertaken between November and December 2014;
 - c) the limited extension to the formal consultation period, provided to certain consultees between January and March 2015, including the further stakeholder engagement that took place during this period; and
 - d) the engagement undertaken with persons having an interest in land, prior to the submission of the DCO in March 2015.

1.4 Consultation overview

- 1.4.1 As noted above, this Report records consultation undertaken in relation to the Scheme - both statutory and non-statutory. For the Scheme, this has taken place in a number of phases, including:
- a) consultation in relation to the evolution of the Scheme, the smart motorway concept and the policies that underpin it;
 - b) an information exercise;
 - c) consultation in relation to the potential scope of Environmental Impact Assessment ("EIA");
 - d) consultation with local authorities as to the approach to consultation proposed to be undertaken by the Agency;
 - e) statutory consultation with prescribed parties;
 - f) statutory consultation with the public;
 - g) statutory consultation with local authorities;
 - h) statutory consultation with persons interested in land; and

- i) consultation in relation to proposed Road Traffic Regulation Orders imposing variable speed limits along the length of the Scheme.

1.4.2 A summary of each consultation phase is provided below:

Scheme Evolution

1.4.3 The Scheme has undergone extensive feasibility and optioneering prior to its development stage. The Report refers to the decision-making processes and consultation undertaken by the Agency and Department for Transport ("DfT") leading to the preferred Scheme option.

1.4.4 An integral part of the Scheme's development has been the consultation undertaken prior to the submission of the DCO, in line with legislative requirements. The legal framework for this is set-out, along with the guidance provided by local authorities for community consultation within their areas.

Information Exercise

1.4.5 In line with the Scheme's consultation strategy, outlined in section 3.5 of this Report, a comprehensive information exercise and engagement with identified stakeholders and the public has been undertaken. This followed an initial stakeholder mapping exercise undertaken by the Agency to identify those consultees with an interest in the Scheme (Section 5.3). The engagement undertaken has included consultation with a range of statutory and non-statutory consultees, interest groups and local residents.

1.4.6 The results of the information exercise are recorded in **Appendix 7** to this Report. A summary of the key issues raised and the regard the Agency has had to these is provided in Chapter 5 of this Report.

Environmental impact assessment

1.4.7 The Scheme requires an EIA to be undertaken, as a development that is *'likely to have significant effects on the environment by virtue of factors such as its nature, size or location,'* as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) ("EIA Regulations").

1.4.8 In line with the regulatory requirements, and as part of the process of undertaking an EIA, the Agency prepared and issued a Scoping Report to the Inspectorate on the information to be included in the ES, in which any likely significant environmental effects of the Scheme are assessed and reported.

- 1.4.9 Following receipt of consultation responses from a range of statutory and non-statutory bodies, the Secretary of State responded to the Agency with a Scoping Opinion Report.
- 1.4.10 A copy of the Scoping Report and the Scoping Opinion Report (including copies of the consultation responses) are attached as Appendix 5.1 to the ES and can be found at the following link on the Inspectorate's website:
- <http://infrastructure.planningportal.gov.uk/projects/south-east/m4-junctions-3-to-12-smart-motorway/?ipcsection=docs>
- 1.4.11 A scoping response table is also provided at Appendix 5.1, which sets-out how account has been taken of these responses.

Formal consultation

- 1.4.12 In line with statutory provisions, the Agency has undertaken formal pre-application consultation on the Scheme. The preparation of a Statement of Community Consultation ("SoCC"), setting out the Agency's proposed consultation approach (including in relation to preliminary environmental information), was consulted upon with those local authorities in whose areas the Scheme is situated. This consultation took place before carrying out local and wider community consultation under s47 of the PA 2008.
- 1.4.13 The Agency's consultation under s42 of the PA 2008 has included prescribed statutory consultees, local authorities and those persons with an interest in land. Representations received and the regard given to these by the Agency is set-out in **Appendix 29 and 30** to this Report, with a summary provided within Chapter 10 of the Report.
- 1.4.14 A Preliminary Environmental Information Report ("PEI Report") was prepared, setting out the preliminary findings of the potential environmental effects of the Scheme and of the measures proposed to mitigate these effects. The PEI Report has been produced and consulted upon as part of the formal pre-application consultation process. No responses were received to the PEI Report itself, although representations made on the environmental issues contained within it are presented in **Appendix 27 and 29** of this Report, and summarised further in Chapters 10 and 11 of this Report.

Road Traffic Regulation Order consultation

- 1.4.15 An integral part of the Scheme is the use of variable mandatory speed limits for the purpose of managing traffic within this section of motorway.

- 1.4.16 Regulations will need to be made under section 17(2) and (3) of the Road Traffic Regulation Act 1984 (the "1984 Act") for the implementation of variable mandatory speed limits for the Scheme and to enable amendments to be made to the Motorways Traffic (England and Wales) Regulations 1982 (S.I. 1982/1163) (the "1982 Regulations"), which govern the use of motorways. The proposed Regulations will restrict drivers from driving within the area of the Scheme at a speed exceeding that displayed on the speed limit signs, or the national speed limit where no other speed limit sign is displayed.
- 1.4.17 The relevant legislative power in the 1984 Act permits the making of Regulations that regulate the manner in which, and the conditions subject to which, motorways may be used by traffic authorised to use such motorways.
- 1.4.18 The Statutory Instrument consultation required for the proposed implementation of the variable mandatory speed limits within the Scheme was undertaken as a separate consultation exercise by the Agency, between 12th January 2015 and 22nd February 2015. At the end of the formal 6 week consultation period, the Agency published a Response to Consultation Report, which could be viewed on the GOV.UK website. A copy of the Response to Consultation Report is attached separately in **Appendix 33**.

1.5 Structure of the report

- 1.5.1 This Report is structured as follows:
- a) Chapter 1 provides an introduction to the Scheme and a brief background to its development and consultation undertaken;
 - b) Chapter 2 provides the legislative context in the preparation of the Consultation Report for the Scheme;
 - c) Chapter 3 sets out the Consultation Strategy and defines the boundary of the Consultation Area;
 - d) Chapter 4 considers the historic context of the Scheme proposals and the consideration of the Scheme options, including the influence of consultation on those processes;

- e) Chapter 5 details the non-statutory informal consultation undertaken and presents an analysis of the consultation responses, along with initial conclusions on the outcome of the stakeholder engagement and its compliance with local guidance and the consultation strategy;
- f) Chapter 6 addresses the development of the Scheme, following the initial information exercise and stakeholder engagement;
- g) Chapter 7 sets out details of the on-going stakeholder engagement carried out, prior to the formal consultation period;
- h) Chapter 8 covers the formal, statutory consultation, including that undertaken with prescribed statutory consultees, such as local authorities, and the local community;
- i) Chapter 9 provides details of the statutory consultation with persons with an interest in land;
- j) Chapter 10 provides a summary of the consultation responses received under s42 and an outline of the changes to the Scheme proposals as a consequence. Conclusions are also drawn on the outcome of the process;
- k) Chapter 11 provides a summary of the consultation responses received under s47 and s48 and, in accordance with s49, an outline of the changes to the Scheme proposals as a consequence. Conclusions are also drawn on the outcome of the process and its compliance with national/local guidance and the consultation strategy;
- l) Chapter 12 presents a brief outline of the separate Statutory Instrument consultation undertaken for the Scheme;
- m) Chapter 13 sets out the on-going stakeholder engagement following the close of the formal consultation period; and
- n) Chapter 14 presents overall conclusions on the pre-application consultation and stakeholder engagement and draws conclusions on its effectiveness and compliance with the legislative requirements.

2 LEGISLATIVE CONTEXT

2.1 Introduction

2.1.1 This chapter outlines the legislative framework, policy and guidance in place, at both a national and local level, in relation to the consultation process for NSIPs that is of relevance to the Scheme and the Application.

2.2 National Policy

Planning Act 2008

2.2.1 In accordance with s37 of PA 2008, the Agency, as an applicant for the Scheme, is required to produce a Consultation Report providing details of:

- a) *what has been done in compliance with sections 42, 47 and 48 in relation to a proposed application that has become the application;*
- b) *any relevant responses (defined by section 49(3)); and*
- c) *the account taken of any relevant responses.*

2.2.2 Chapter 2 of Part 5 of the PA 2008 sets out the pre-application procedures in respect of the DCO.

2.2.3 Section 42 of the PA 2008 states that applicants have a duty to consult, as part of the pre-application procedure with the following:

- a) *Such persons as may be prescribed;*
- b) *Each local authority that is within section 43;*
- c) *The Greater London Authority if the land is in Greater London; and*
- d) *Each person who is within one or more of the categories set out in s44.*

2.2.4 For the purposes of s42(a), the prescribed persons are those listed in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 ("APFP 2009") of relevance to the Scheme. For those persons under s42(d), this includes landowners and anyone with an interest in the land which is likely to be affected by the Scheme proposals, in accordance with s44 of the PA 2008, referred to below:

- 2.2.5 Section 44 of the PA 2008 lists three categories of person having and interest in land to be consulted:
- a) category 1 – all persons who are an owner, lessee, tenant or occupier of the land;
 - b) category 2 – all persons who are interested in the land or have the power to sell and convey or release the land; and
 - c) category 3 – all persons who if the order was made and fully implemented might be entitled to make a relevant claim under either s10 of the Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 ("LCA 1973").
- 2.2.6 Section 47 of the PA 2008 sets out the steps that an applicant must undertake in its consultation with the local community. This includes under s47 (1) the preparation of a statement, setting out how the Applicant proposes to engage with people living within the vicinity of the project, and under s47 (2) there is a requirement to consult local authorities in respect of such a statement - i.e. a prospective SoCC.
- 2.2.7 There is a duty to publicise a proposed application under s48, in accordance with the relevant provisions of the APFP 2009, to include a deadline for receipt of responses to publicity.
- 2.2.8 Finally, s49 of the PA 2008 requires an applicant to have regard to the relevant responses to all consultation and publicity under Sections 42, 47 and 48.

2.3 National guidance

- 2.3.1 There is a raft of guidance and advice, both statutory and non-statutory in relation to the consultation process and the preparation of the Consultation Report. The following documents, of particular relevance to the Scheme, have informed the Agency's approach to its consultation activity:

**Department of Communities and Local Government ("DCLG"):
'Planning Act 2008: Guidance on the pre-application process.'
August 2014**

- 2.3.2 This Guidance sets out the requirements and procedures for the pre-application process and consultation where an application is to be made for consent for a major infrastructure project.

2.3.3 The aims of the guidance are set-out at paragraph 7, which includes to:

- a) *advise users of the regime on the processes involved in the pre-application stage;*
- b) *guide applicants as to how the pre-application requirements of the Planning Act should be fulfilled and provide some advice on best practice.*
- c) *inform other users of the regime, including consultees, of their roles in the pre-application process and to let them know what is expected of applicants at this stage;*
- d) *help ensure that the system is transparent and accessible to all.*

2.3.4 Paragraph 14 sets out the applicant's obligations during the pre-application stage, which are to:

- a) *notify the Secretary of State of the proposed application;*
- b) *identify whether the project requires an environmental impact assessment; where it does, confirm that they will be submitting an environmental statement along with the application, or that they will be seeking a screening opinion ahead of submitting the application;*
- c) *produce a Statement of Community Consultation, in consultation with the relevant local authority or authorities, which describes how the applicant proposes to consult the local community about their project and then carry out consultation in accordance with that Statement;*
- d) *make the Statement of Community Consultation available for inspection by the public in a way that is reasonably convenient for people living in the vicinity of the land where the development is proposed, as required by section 47 of the Planning Act and Regulations;*
- e) *identify and consult statutory consultees as required by section 42 of the Planning Act and Regulations;*
- f) *set a deadline of a minimum of 28 days by which responses to consultation must be received;*
- g) *have regard to relevant responses to publicity and consultation;*
- h) *publicise the proposed application in accordance with Regulations;*
- i) *prepare a consultation report and submit it to the Secretary of State.*

2.3.5 Paragraph 54 notes the requirement under the PA 2008 for a minimum 28 day period for consultation. Whilst this may be considered to be sufficient for projects which are of modest scale, or straightforward and uncontroversial in nature, the guidance makes clear that many projects, particularly larger or more controversial ones, may require longer consultation periods and that applicants should therefore set consultation deadlines that are *'realistic and proportionate to the proposed project.'*

2.3.6 Paragraph 61 considers that a consultation report should:

- a) *provide a general description of the consultation process undertaken;*
- b) *set out specifically what the applicant has done in compliance with the requirements of the Planning Act, relevant secondary legislation, this guidance, and any relevant policies, guidance or advice published by Government or the Inspectorate;*
- c) *set out how the applicant has taken account of any response to consultation with local authorities on what should be in the applicant's statement of community consultation;*
- d) *set out a summary of relevant responses to consultation (but not a complete list of responses);*
- e) *provide a description of how the application was influenced by those responses, outlining any changes made as a result and showing how significant relevant responses will be addressed;*
- f) *provide an explanation as to why responses advising on major changes to a project were not followed, including advice from statutory consultee on impacts;*
- g) *where the applicant has not followed the advice of the local authority or not complied with this guidance or any relevant advice note published by the Inspectorate, provide an explanation for the action taken;*
- h) *be expressed in terms sufficient to enable the Secretary of State to fully understand how the consultation process has been undertaken and significant effects addressed. However, it need not include full technical explanations of these matters.*

2.3.7 Paragraph 62 advises further *‘that those who have contributed to the consultation are informed of the results of the consultation exercise; how the information received by applicants has been used to shape and influence the project; and how any outstanding issues will be addressed before an application is submitted to the Inspectorate’*.

2.3.8 In relation to EIA projects, paragraph 73 states that for the pre-application consultation process, applicants are advised to include sufficient preliminary environmental information to enable consultees to develop an informed view of the project.

The Planning Inspectorate Advice Note Three: ‘The Planning Inspectorate and nationally significant infrastructure projects.’ July 2013

2.3.9 The purpose of this Advice Note is to explain the approach taken to identifying consultation bodies to be notified by the Secretary of State under Regulation 9 of the EIA Regulations and where relevant, consulted on the scope of the ES under Regulation 8 of the EIA Regulations.

2.3.10 The advice states that an applicant of a proposed NSIP, when meeting their statutory pre-application consultation obligations under s42 of the PA 2008 must, where relevant make diligent inquiries, carry out their own investigations and take their own legal advice, as appropriate. The advice makes clear that it is the responsibility of the Applicant to ensure that their pre-application consultation fully accords with the requirements of the PA 2008.

The Planning Inspectorate Advice Note Eight: ‘How to get involved in the planning process’. April 2012

2.3.11 Advice Notes 8.1 to 8.5 provide advice to those who may be affected by or interested in a proposal for a NSIP. Advice Note 8.2 advises that developers must have regard to the guidance published by the DCLG regarding pre-application consultation. It also advises that the type of consultation a developer will carry out will vary depending upon the nature of a project and the needs of the local community.

The Planning Inspectorate Advice Note Eleven: ‘Working with public bodies in the infrastructure planning process’. (Version 3). April 2012

2.3.12 This Advice Note explains the framework which governs the involvement of consultees at each stage in the process and sets out the key principles which the Inspectorate hopes will underpin working arrangements.

- 2.3.13 The Advice Note advises on the need for full and meaningful consultation before the submission of an application, highlighting the encouragement given by the Inspectorate at the pre-application stage, for consultees with related areas of responsibility to co-ordinate their responses.

The Planning Inspectorate Advice Note Fourteen: ‘Compiling the consultation report. (Version 2)’. April 2012

- 2.3.14 This Advice Note is aimed primarily at developers and local authorities and provides advice about the format and content of the Consultation Report. It provides a number of useful pointers concerning the preparation of the Report, including:

- a) *the Consultation Report can capture non-statutory or ‘informal’ consultation outside the requirements of the Planning Act 2008;*
- b) *the format and content of the consultation report will largely depend on the consultation methodology deployed, the scale of response received and the geographic extent of the proposal;*
- c) *explanatory text should set the scene and provide an overview of the whole pre-application stage. It would assist if a quick reference guide in bullet point form, summarising all the consultation activity in chronological order, is included near the start of the report;*
- d) *where projects have evolved over an extended period of time, it may be useful to set out this wider historical context. A brief description of any historic consultation activity would also be of interest;*
- e) *the applicant should include a full list of the prescribed consultees as part of the consultation report;*
- f) *a short description of how Section 43 of the Act has been applied in order to identify the relevant local authorities should be included. This could be supported by a map showing the site and identifying the boundaries of the relevant local authorities;*
- g) *it is important that those with an interest in the land consulted under Section 44 of the Act are identified as a distinct element of the wider Section 42 consultation;*
- h) *it would be helpful to provide a summary of the rationale behind the SoCC methodology;*

- i) evidence should be submitted as part of the consultation report showing which local authorities were consulted about the content of the draft SoCC; what the local authorities' comments were; confirmation that they were given 28 days to provide their comments and a description about how the applicant had regard to the local authorities' comments. Copies of the published SoCC as it appeared in the local press should be provided along with confirmation of which local newspapers it was published in and when;*
- j) a copy of the Section 48 notice as it appeared in the local and national newspapers, together with a description of where the notice was published and confirmation of the time period given for responses should be included in the report. Applicants should also provide confirmation that the Section 48 notice was sent to the prescribed consultees at the same time as the notice was published. A description of the consultation material used and how the prescribed consultees were able to access it would also be useful;*
- k) any consultation not carried out under the provisions of the Act should be clearly indicated and identified separately in the report from the statutory consultation;*
- l) applicants may wish to draw attention to consultation responses received under the EIA process, but any reference to this consultation should be kept separate from the statutory consultation carried out under the provisions of the Planning Act 2008;*
- m) if the level of response was significant it may be appropriate to group responses under headline issues;*
- n) a list of the individual responses received should be provided and categorised in an appropriate way;*
- o) a summary of responses by appropriate category together with a clear explanation of the reason why responses have led to no change should also be included, including where responses have been received after deadlines set by the applicant.*

The Planning Inspectorate Advice Note Sixteen: ‘The developer’s pre-application consultation, publicity and notification duties.’ (Version 1). April 2012

- 2.3.15 The purpose of this Advice Note is to explain the developer’s main pre-application consultation, publicity and notification duties, advising on s42 and s47 consultations, publication of the SoCC, s48 publicity and the duty to take account of responses under s49.

Department for Communities and Local Government ("DCLG"): National Planning Policy Framework ("NPPF"). March 2012

- 2.3.16 Paragraph 188 of NPPF refers to pre-application engagement and considers, *‘that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.’*

2.4 Local guidance

Statements of community involvement

- 2.4.1 The requirement for local authorities to prepare Statements of Community Involvement ("SCI") was established under the Planning and Compulsory Purchase Act 2004. This sets out amongst other matters, the standards to be met by local authorities in terms of community involvement in the decision-making process on development proposals affecting their area.
- 2.4.2 Statements of Community Involvement have been prepared for 10 of the 11 affected local authorities, with the exception of the Greater London Authority ("GLA"). The latter authority does not produce a SCI, but relies on those prepared by the constituent district councils within the GLA. Policy guidance regarding the local authorities expectations for developer engagement with local communities as part of pre-application consultation is outlined below for each of the 10 local authorities that have SCIs in place.

West Berkshire Borough Council: Draft Revised Statement of Community Involvement May 2014

- 2.4.3 The West Berkshire Borough Council ("West Berkshire") will seek, through the SCI to encourage pre-application discussions between the developer, the Council and the community on significant applications.

- 2.4.4 The SCI also states that in appropriate cases, developers will be required to provide details of how they have involved the community in preparing and finalising their proposals, and to summarise the results of that consultation and describe the impacts that community input has had on the final proposal.

Reading Borough Council: Statement of Community Involvement-Adopted March 2014

- 2.4.5 The SCI notes that Reading Borough Council ("RBC") agrees with the emphasis placed within the NPPF on engaging the community from the outset. It acknowledges that this can result in an improved scheme which takes the needs of the existing community into account, and a better relationship between the developer and the community. This is regarded as particularly relevant in the case of proposals that are sensitive or of a significant scale.
- 2.4.6 The SCI lists the categories of development that are considered to be sensitive or of a significant scale, including inter-alia: Schedule 1 and 2 developments as defined by the EIA Regulations. For the most significant or sensitive proposals, where very wide community interest is anticipated, the SCI considers that it, *'would be advisable to discuss community involvement arrangements with the community at the initial stage'*. RBC officers can help to identify, *'where this is likely to be required. Such initial approaches to the community and stakeholders should offer a range of involvement approaches and express willingness to meet groups or hold exhibitions/meetings to explore proposals. They should invite suggestions from the community and stakeholders on how involvement should take place to best meet the needs of the community. Prospective applicants should discuss with the community matters such as possible venues for exhibitions, meetings and other events, and the timing of those events to meet the needs of all in the community. This will be particularly important in involving hard to reach and specific groups within the community.'*

Wokingham Borough Council: Statement of Community Involvement-Adopted July 2014

- 2.4.7 Wokingham Borough Council's ("Wokingham BC") SCI identifies the pre-application stage as a key public engagement stage in which developers are required to consult local communities and to seek advice from the Council well before submitting an application. The SCI advises that public consultation should be undertaken before plans reach an advanced stage and while there is still a genuine opportunity to influence the planning application.

Bracknell Forest Council: Statement of Community Involvement-Adopted February 2014

- 2.4.8 Bracknell Forest Council ("BFC") considers it vital that the community and stakeholders are involved in making decisions on planning applications. The SCI recognises that community involvement in considering planning applications can be an important means of identifying reasons why applications may be determined that are contrary to the provisions of the development plan, whilst also allowing the community to help shape proposals so that they are more acceptable and appropriate.

Royal Borough of Windsor and Maidenhead: Statement of Community Involvement-Adopted June 2006

- 2.4.9 The Royal Borough of Windsor and Maidenhead's ("RBWM") SCI advises that for developers, early consultation with the local community affected by a development proposal will ensure that local issues are identified and addressed prior to the submission of a planning application.
- 2.4.10 For major applications defined in the SCI as, '*having significant environmental impacts, by reason of their nature, scale or location,*' developers are encouraged to undertake pre-application discussions and early community consultation. Methods of early community consultation could include undertaking public meetings, public exhibitions or leaflets being sent to local residents. The Council will help facilitate such consultation by providing details of local bodies from the consultation register.

Buckinghamshire County Council: Statement of Community Involvement-Adopted July 2013

- 2.4.11 Buckinghamshire County Council ("BCC") recognises that the pre-application stage provides an ideal opportunity for applicants to involve the community, especially for large scale or potentially controversial developments.
- 2.4.12 Through the SCI, BCC encourages consultation with the community on major applications. This may include public exhibitions, workshops, meetings with local representative groups and circulation of information and questionnaires to local people. The SCI also encourages the submission of a Public Consultation Statement, explaining what pre-application consultation has taken place and how the comments received have been taken into account.

South Bucks District Council: Statement of Community Involvement-Adopted September 2007

- 2.4.13 South Bucks District Council ("SBDC") encourages, through the SCI applicants to have pre-application discussions with its own officers, with key consultation bodies and with local representatives, i.e. Parish/Town Councils/Meetings and the Local Members of the Council.
- 2.4.14 SBDC also encourages applicants to consult local residents who may be affected by the proposed development and, if necessary, hold public meetings or exhibitions. Local liaison groups are also identified as providing a good forum for applicants to present their proposals and answer any questions raised.

Slough Borough Council: Statement of Community Involvement-Adopted December 2006

- 2.4.15 The advice provided within Slough Borough Council's ("SBC") SCI is that applicants should, at the pre-application stage, contact the local planning authority to discuss the level of community involvement and the preferred method(s) of consultation. The SCI considers that the normal means of consultation should be either an exhibition or public meeting at a suitable public venue, or by letter with accompanying plans where more appropriate.

- 2.4.16 The SCI advises that a report of the consultation exercise should be submitted as part of the planning application process and that in all cases where pre-application consultation has taken place, the report on the consultation exercise should include details where the proposed development and application drawings differ in any manner from the pre-application proposals.

London Borough of Hillingdon: Statement of Community Involvement- Adopted November 2016

- 2.4.17 The London Borough of Hillingdon ("LB Hillingdon") states that the key to any community consultation on significant development proposals is to ensure that it is carried out at an early stage. Rather than engaging in consultation on proposals which have already been developed to a point where it is difficult to take other views on board, the Statement advises that communities must be able to put forward and debate options and shape proposals before they are finalised. Applicants should therefore 'follow-up' consultation by feeding back to the community on the consultation they have undertaken, including notes or minutes from any public meetings.
- 2.4.18 The Statement acknowledges that as each planning application is individual, the consultation arrangements for each may vary. Developers are accordingly advised to discuss the level of consultation required at the pre-application stage with Planning Officers.
- London Borough of Hounslow: Statement of Community Involvement-Adopted June 2013***
- 2.4.19 The SCI advises that the London Borough of Hounslow ("LB Hounslow") offers a pre-application advice service for all planning applications and considers that pre-application discussions can be useful in identifying issues and requirements at an early stage. The SCI goes on to say that at this stage, developers will be advised of local residents and amenity groups and suggestions on engaging with them prior to submitting an application.

3 CONSULTATION STRATEGY

3.1 Introduction

- 3.1.1 This Chapter sets out the Agency's overall approach to its consultation activity ("Consultation Strategy"). This extends from the initial programme of stakeholder engagement between March and July 2014, to the further stakeholder engagement undertaken between July and November 2014, and to the formal public consultation stage held during November and December 2014. The consultation activity concludes with the further focussed public consultation and final stage of stakeholder engagement undertaken between January and March 2015.
- 3.1.2 A brief review is also provided of the early stages of the Scheme's development from the initial feasibility and option stages during the Scheme's early development. This provides the historic context in helping understand the Scheme and in demonstrating how the early consultation and dialogue has helped shape the Scheme proposals.
- 3.1.3 The Agency's approach to consultation, set-out within this section of the Consultation Report is considered to be in line with the framework established at a national and local level, described in the preceding Chapter in compliance with the requirements of the PA 2008.

3.2 Methodology

- 3.2.1 The Agency recognises the importance of consultation as a key aspect of its role in promoting major infrastructure proposals and in particular highway schemes that are to be taken forward as NSIPs.
- 3.2.2 In line with this, the Consultation Strategy describes the Agency's methodology for engagement with statutory and non-statutory stakeholders, prescribed consultees, land interests, local communities, elected members and other individuals with a potential interest in the Scheme in accordance with the consenting process.
- 3.2.3 The overall aim has been to ensure that a programme of engagement and consultation is in place from the earliest stages in maximising the opportunity to disseminate information about the Scheme and to gather stakeholder opinions about the proposals, in line with the effective progression of development consent for the Scheme.

- 3.2.4 The Consultation Strategy has been tailored to suit the particular linear nature of the Scheme within the context of the local area. A flexible approach has been adopted in order to allow for any issues identified through the consultation process to be taken into account and any necessary changes to be considered prior to the Scheme being finalised. An example of this is the revisions for a new bridge at Lake End Road, which have changed from construction of the bridge at the same location, to an off-line solution to the west of the existing structure, as a result of public consultation.
- 3.2.5 The early engagement with local communities, local authorities, as well as statutory and non-statutory consultees likely to be affected by the Scheme proposals is recognised by the Agency as a key part of the consultation process. This is also important in helping members of the public and interested parties to better understand the Scheme. The process also assists in providing a better opportunity for interested parties to influence the Scheme, whilst allowing the Agency, as applicant to obtain important information about the impacts of the proposal on the communities affected.
- 3.2.6 In this respect, consultation in relation to the Scheme has been underway since March 2014 or earlier, a period of over a year.
- 3.2.7 The Strategy set out within this Chapter therefore builds upon and consolidates the existing approaches, expertise and experience within the Agency in facilitating effective consultation and community engagement on major highway schemes.

3.3 Consultation process

- 3.3.1 The approach adopted follows the earlier preparation by the Agency of a Consultation Plan in setting-out the options for consultation on the Scheme. A copy of the Consultation Plan is in **Appendix 1**. The proposal within the Consultation Plan was that a two-stage approach should be followed, which has been taken forward during the course of the Agency's consultation activity in respect of the Scheme.
- 3.3.2 The Consultation Strategy is therefore based on two separate phases of consultation activity, as follows:

Stakeholder Engagement/Information Events: An Information exercise with identified key stakeholders, including relevant local authorities and the local community. Its purpose was to provide initial information on the smart motorway concept and on the Scheme itself.

Formal Consultation: Formal consultation with the local community and relevant prescribed statutory consultees, including technical and regulatory organisations, relevant statutory undertakers, landowners and local authorities.

- 3.3.3 During the period from the 11th November 2014 to the 21st December 2014 the Agency also consulted landowners and those persons with an interest in the land required for the Scheme. This has been given particular importance, in view of the need to acquire powers of land acquisition for sections of the Scheme.

3.4 Consultation timetable

- 3.4.1 A summary of the key pre-application consultation activities undertaken and the dates for these are listed, in chronological order in **Table 1** below. Reference is also made the relevant sections of the Report where the activities referred to can be found.

Table 1 Key consultation activity

Date	Consultation Activity	Report Reference
Information Exercise		
10 March 2014	Letter invitations sent to consultees to attend public information exhibitions	5.3
10 March 2014	Letter invitations sent to local councillors, MPs, MEPs, local authorities and parish councils to attend public information exhibitions, including preview meetings	5.3
13 March 2014	Press release publicising forthcoming public information exhibitions	5.3
18 March 2014	Preview meeting with local councillors, MPs, MEPs, local authorities and parish councils	5.3
18 March	Commencement of 6 week informal information exercise period	5.3
18 March to 29 March	7 public information exhibitions held at various locations (Table 14)	5.4
7 May 2014	Deadline for responses to information exercise	5.4

Date	Consultation Activity	Report Reference
3 July 2014	Public information exhibition held for The Myrke	5.8
Formal Consultation		
3 October 2014	Commencement of consultation with local authorities on draft SoCC	9.3
3 November 2014	Deadline for responses to local authority consultation on SoCC	9.3
10, 13, 14, 17, 20, 21 November 2014	Notice of publication of SoCC in local newspapers (s47 (6) (a))	9.3
10, 13, 14, 17, 20, 21 November 2014	s48 Notice placed in newspaper publications and the London Gazette	9.4
10 November 2014	Commencement of 6 week formal consultation period	9.3
7 November 2014	s2 consultation documents issued to local authorities, prescribed consultees and those with an interest in land	9.3
18 November to 6 December 2014	11 public information exhibitions held at various locations (Table 54)	9.3
21 December 2014	Consultation deadline for responses to s42, s47 and s48 consultations	9.3
Extended Consultation		
7 January to 6 February 2015	28 day deadline given to consultees living within the Agency's 100m Consultation Area of the proposed construction compound. See Paragraph 3.8)	9.5
5 February to 6 March 2015	28 day deadline given to 11 respondents not sent further details or information requested during the consultation period	9.5
18 February to 19 March 2015	28 day deadline to a further respondent not sent copies of scheme drawings requested during the consultation period.	9.5

3.4.2 The period shown as 'Extended Consultation' between January and March 2015 relates to further, limited consultation undertaken by the Agency with certain consultees in addressing issues that arose during the formal consultation stage.

3.5 Consultation principles

3.5.1 In line with published guidance and established best practice, the approach of the Agency to its consultation on the Scheme has been based on early engagement with the local community (in advance of the formal statutory consultation requirements). This has enabled local views to be taken into account and responded to, helping to improve the effectiveness and efficiency of the process.

3.5.2 Within this context, the Consultation Strategy sets out the key principles that have guided the Agency's approach to the information exercise and consultation, up to the submission of the DCO. The nine guiding principles of the Consultation Strategy are as follows:

- a) **Accessibility** – To ensure that information events, consultation and engagement activities are as accessible as possible in terms of location, timing and support available;
- b) **Appropriate** – To undertake the most appropriate methods of consultation and engagement to ensure their relevance to the target audience;
- c) **Feedback** – To communicate decisions to consultees on how their views have been taken into account;
- d) **Information** – To provide clear information in advance of and during the information and consultation events to enable informed public participation;
- e) **Participation** – To actively encourage involvement from all sections of the community, including those from traditionally 'hard to reach' groups;
- f) **Quality** – To undertake information, consultation and engagement activities to the highest possible standards including the use of new technology wherever possible;
- g) **Timely** – Information, consultation and engagement activities to be planned whenever possible to avoid 'consultation fatigue';
- h) **Transparency** – To state clearly the reasons for information, consultation and engagement and how the results are to be used in the development of the Scheme; and
- i) **Compliant** - To ensure that consultation is undertaken in accordance with statutory requirements and relevant guidance.

3.6 Consultation methods

3.6.1 The Agency has employed a variety of communication techniques to ensure that the public, as well as relevant stakeholders, have been engaged throughout the consultation process. At the same time, this has helped raise awareness of the Scheme and kept the public informed throughout the consultation process. The methods used have included the following:

- a) **Public information exhibitions** – Staffed exhibition events held at 7 different venues during the informal initial information exercise and 11 different venues during formal consultation period;
- b) **Unmanned exhibitions** – Information boards and electronically displayed information during the information exercise and formal consultation period;
- c) **Deposit information points** – Various unstaffed venues used during the formal consultation period to deposit consultation material and to serve as a depository for questionnaire responses;
- d) **Stakeholder presentations** – Presentations made by the Agency throughout the pre-application stage to various interest groups and organisations;
- e) **Consultation documents** - A range of consultation material made available during the formal consultation period to statutory and non-statutory bodies and the general public;
- f) **Consultation feedback** – Responses to the information exercise and formal consultation period, through a variety of feedback mechanisms;
- g) **Dedicated scheme website** – Agency project website set-up to provide up-to-date information on the Scheme, associated publications, consultation material and feedback on the Scheme proposals;
- h) **Twitter account** – Agency’s Twitter account providing alerts on publications and announcements on the Scheme;
- i) **Online web chat** – Agency hosted a ‘live’ web chat at a set time inviting comments/questions on the Scheme;

- j) **Media briefings** - Briefing sessions held throughout the pre-application stage to publicise the project and to respond to media queries;
- k) **Public Notices** – Formal public notices in national and local newspapers as required by legislative provisions; and
- l) **Engagement with technical consultees** – On-going liaison with various interested parties throughout the pre-application stage to identify and discuss issues affecting the Scheme, including stakeholder forums.

3.7 Stakeholder mapping

3.7.1 In common with other highway schemes, the Agency undertook a stakeholder mapping exercise to identify those consultees with an interest in the Scheme and to ensure that the process of public consultation would be as inclusive as possible throughout. Although not forming part of the statutory consultation process at this stage, the list of consultees included those contained within Schedule 1 of the APFP 2009, that are of relevance to the Scheme.

3.7.2 In addition, non-statutory bodies and interest groups might be affected, or have an interest in the Scheme were also consulted, along with local residents living within the vicinity of the Scheme proposals, as falling within the Agency’s Consultation Area (Section 3.7 below). **Table 13** lists the main consultee groups consulted. A full list of those consulted is provided separately in **Appendix 2**.

Table 13: List of consultee groups

Consultee	Description	Letter sent
Airports	Airports serviced by the M4 – namely Heathrow Airport	Appendix 3
Attractions	Sites likely to attract visitors, serviced by the M4	Appendix 3
Emergency services	Any emergency service or Cat 1 responder (i.e. emergency services, local authorities, NHS bodies) impacted by construction or operation of the Scheme	Appendix 3
Environmental bodies	Statutory and non-statutory environmental bodies	Appendix 3

Consultee	Description	Letter sent
Identified landowners	Land owners identified within the vicinity of potential compulsory acquisition	Appendix 3
Local authorities	Local authorities within whose area the Scheme falls	Appendix 4
Local businesses	Local business identified within the vicinity of the Scheme	Appendix 3
Local community facilities	Local community facilities serviced by the M4, potentially impacted by the scheme, such as adult education centres, schools, hospitals and colleges	Appendix 3
Local Councillors	Local Councillors from the relevant local authorities	Appendix 4
Local Highway Authorities	Highway authorities potentially affected by the Scheme (including Transport for London)	Appendix 4
Local Community	Residents/addresses within the boundary of the Consultation Area	Appendix 3
Local Resident Associations	Resident Associations within the boundary of the Consultation Area, such as Ash Tree Residents Association Limited, Danes Court Residents Association Maidenhead Limited	Appendix 3
Parish Councils	Parish Councils within whose area the scheme falls	Appendix 4
Prescribed Consultees	As per Schedule 1 of APFP 2009, as listed in Appendix 11)	Appendix 4
Media	Local press/broadcasters	Appendix 3
MPs and MEPs	MPs and MEPs whose constituencies are covered by the Scheme	Appendix 4
Rail Operators	Network Rail	Appendix 3
Statutory Utility Companies	Public utility companies affected by the works	Appendix 3
Vehicle recovery companies	Local or national vehicle recovery operators potentially impacted by the works, such as the RAC, AA, Britannia Recovery	Appendix 3

3.8 Consultation area

3.8.1 Guidance produced by DCLG¹ requires project promoters to determine, as an initial task the area within which it should consult.

¹ PA 2008 2008 – Guidance on pre-application consultation, Department for Communities and Local Government September 2009

- 3.8.2 In relation to the consultation area of the Scheme, this has extended across each of the 11 ‘host’ local authorities within whose areas the Scheme is located. The geography of this area contains a number of key consultation strands, described as follows:
- a) formal consultation with ‘host’ local authorities (chapter 9);
 - b) exhibition areas (chapter 9);
 - c) press notices across a wider area (chapter 9); and
 - d) the Agency’s Consultation Area (chapter 3, immediately below).
- 3.8.3 Section 47 of the PA 2008 states that promoters are to consult people living *‘in the vicinity of the land,’* which refers to the land on which the proposed works will take place. In defining a consultation boundary, the PA 2008 recognises that the term ‘vicinity’ will vary depending on the size and impact of the project on local people and that consultation for long, linear schemes for example, will necessarily be different from that for a new power station.
- 3.8.4 Whilst a key focus of the consultation activity has been on those living within the Agency’s Consultation Area (through letter invitations to attend public information exhibitions), this has nonetheless been set within a wider programme of public and stakeholder engagement, which has had broader national coverage, as described in Chapters 5, 7, 8, 9, 12 & 13 of this Report.
- 3.8.5 Therefore, the boundary of the Agency’s Consultation Area for the public has been based on Agency standard practice, requiring that where people living within approximately 100m of the highway boundary and any associated works areas, they are consulted on the Scheme proposals.

3.9 Scheme compliance

- 3.9.1 The way in which the consultation principles set-out in this Chapter have been employed in the pre-application consultation process and its compliance with the legislative guidance, at both a national and local level are described later in this Report.

4 HISTORIC CONTEXT

4.1 Introduction

- 4.1.1 The smart motorways design concept has developed from previous, more conventional approach to improving network capacity by creating additional road space either in the form of widening, bypassing or extending, with technology applied primarily for junction control, traffic information and enforcement purposes. Smart motorways seek instead to design technology and infrastructure modifications that will support a managed environment with mandatory variable speed limits and lane controls in order to optimise the capacity of the existing motorway infrastructure within a defined area of land.
- 4.1.2 Building on the successful application of this concept on the M42 Active Traffic Management Pilot scheme in 2005, where the results of user consultation demonstrated that a managed motorway had proven to be a success for drivers, the Agency has developed the design criteria for the second generation managed motorways.
- 4.1.3 The following section outlines the chronology of events that has led to the development of the M4 J3 to J12 and a design solution that reflects these emerging design concepts, as well as the way in which consultation has played a role in that evolution.

4.2 Scheme development

- 4.2.1 A long term strategy for the transport network was set out in the July 2004 White Paper, 'the Future of Transport: a Network for 2030'. The strategy charts a course over the next 30 years for improving the transport system by sustained investment, improvements in the management of the transport network and planning ahead to address projected pressures on the transport system over the long term. In section 12 of the Executive Summary to the White Paper the following policy measures were identified, as the basis for delivering enhancements to the road network:
- a) new capacity where it is needed, assuming that economic benefits are provided and any environmental and social costs are justified;
 - b) locking-in benefits of the new capacity through various measures including some tolling and car pool lanes where appropriate;

- c) government leading the debate on road pricing and its capacity to lead to better choices for motorists;
- d) better management exploiting the potential of new technology to avoid problems and deal with them rapidly if they occur; and
- e) using new technology to keep people informed both before and during their journey.

4.2.2 Following the successful trial of Active Traffic Management “ATM” on the M42 Motorway between junctions 3A and 7 and consistent with the objectives from the 2004 White Paper, the Government commissioned a feasibility study into the application of technology solutions including Hard Shoulder Running (“HSR”) on other parts of the network as a means of providing additional capacity and improving journey time reliability. This approach, referred to as 'Managed Motorways' ("MM"), was seen as a potentially lower cost solution for sections of the network, which had been proposed for dual four lane widening.

4.2.3 A high level analysis in the ‘Advanced Motorway Signalling and Traffic Management Feasibility Study’ (“ATM Feasibility Study”) published in March 2008, identified a number of sections of the motorway network that would potentially benefit from controlled use of the hard shoulder at congested times, including the M3 and M4 approaches to London. In the light of these results more detailed assessments were commissioned of the case for hard shoulder running on each of the identified sections.

4.2.4 In July 2008, the White Paper – ‘Roads Delivering Choice and Reliability’ set out the challenges faced in sustaining the key role of the national road network in supporting economic growth and productivity, the face of current congestion at peak times and traffic growth. It announced at paragraph 4.31 that up to £6 billion had been made available to fund improvements to national strategic roads in England.

4.2.5 At paragraph 5.17 it stated 'notably, the analysis suggests a case for early action on the M4 and M3 approaches to London', and set out at Figure 13, the national schemes which were being considered for this funding.

4.2.6 The White Paper explained that while some road building would be needed to provide extra capacity, other more innovative ways to add capacity to existing roads should be considered.

- 4.2.7 In November 2008, 'Delivering a Sustainable Transport', was published, which set out the challenges for longer term transport planning beyond 2014. This explained how proposals for improving capacity and reliability on the motorway network would provide an important element of the longer term strategy, alongside options being developed for improving rail services, together with additional measures being investigated on the national road network to address the five transport goals and deliver value for money. The five transport goals are:
- a) know what the best end-to-end journey-times and levels of reliability are like for the best performing modes and how resilience will be achieved;
 - b) know what the total carbon footprint is;
 - c) know what the aggregate impact on regional competitiveness is;
 - d) assess the overall impact on accident and health risk; and
 - e) know what the package as a whole will do to quality of life and natural environment.
- 4.2.8 In January 2009, 'Britain's Transport Infrastructure – Motorways and Major Trunk Roads' reported the results of the assessment of hard shoulder running on specific sections of the network and listed at section 37, the schemes to begin construction by 2015, which were additional to the £6 billion investment programme. This included HSR on the M4 junctions 3 to 12 west of London.
- 4.2.9 In May 2012, the then Roads Minister, announced that development work would start on 6 major road schemes to ensure that a 'pipeline' of future Highways Agency major infrastructure improvements will be maintained, contributing to future economic growth, and supporting the Government's National Infrastructure Plan. By developing these now, proposals were considered to be in a good position for delivery in the early years of the next spending review period (post 2015). The 6 schemes announced included the Scheme.
- 4.2.10 In June 2013 the funding commitment for the Scheme was contained in 'Investing in Britain's Future'. Paragraph 1.8 identifies a commitment to funding for all available Highways Agency road projects to tackle the most congested parts of the network, subject to value for money and deliverability, including the A14 from Cambridge to Huntingdon and the M4 from London to Reading. Appendix A, Table A.4 of 'Pipeline of Highways

Agency Road Schemes refers to M4 J3 - J12 and increasing the capacity of the M4.

- 4.2.11 In December 2013, the National Infrastructure Plan listed the smart motorway programme as one of the Government's Top 40 Priority Investments. The M4 junctions 3 to 12 was listed as one of 15 new Smart Motorway projects that was announced in the September 2013 Spending Review.
- 4.2.12 In the National Infrastructure Plan 2014, at Appendix C, the Scheme was listed as a 'Top 40' priority infrastructure investment.
- 4.2.13 In December 2014, the Roads Investment Strategy, at Appendix D, states that 'work is now underway to improve the links that radiate out from the M25. Smart Motorways can provide more reliable journeys and more peak-time capacity, both of which will be valuable on the M3, M4, M20 and M23'.
- 4.2.14 It further identified the Scheme as a previously announced and committed project within the London and South east England region. At Appendix E it confirmed that the Scheme was a previously announced and committed project and described it as:

The M4 junctions 3-12 – upgrading the M4 to a Smart Motorway between junction 3 (Uxbridge) and junction 12 (west of Reading) linking Reading and Heathrow.

4.3 Scheme options

- 4.3.1 Following publication of the 'Advanced Motorway Signalling and Traffic Management Feasibility Study' in March 2008, the Agency, in conjunction with the DfT, had recommended that an evaluation of a range of scheme options be considered.
- 4.3.2 During 2010 the following four operational regime options and design concepts were identified, developed and reviewed, by the Agency based on the knowledge gained from delivering MM schemes and incorporating the latest emerging concepts (**Table 2**):

Table 2 – Operational Scheme Options

Option	Description
Option 1: IAN 111/09 solution	Dynamic Hard Shoulder ("DHS") Operating Regime utilising the hard shoulder as a running lane during peak periods or for event management.
Option 2: Cantilever message signs Message Sign 4s (MS4s) with 'bookend gantries'	DHS Operating Regime with gantries at the start and end of the managed motorway section ('bookend gantries'). Inter-visibility i.e. distances between gantries achieved through MS4s at a nominal distance of 800m.
Option 3: All Lane Running (ALR)	ALR incorporating the controlled use of the hard shoulder as a permanent running lane. Gantry mounted lane signals displaying warning and information provided at nominal 800m intervals along the main scheme section.
Option 4: Light Message Sign 4s (MS4s) more widely spaced with no bookend gantries	DHS Operating Regime utilising absolute minimal infrastructure implemented in order to operate DHS, whilst meeting the overall objectives of the scheme, including highway safety. Option relies on the intuitive behaviour of the motorist, with MS4s more widely spaced (at intervals of up to 3km).

- 4.3.3 Design and cost assessments were undertaken in 2010 for each of the above design solutions, although work on developing engineering options was halted pending the completion of a traffic model and the development of a second generation MM solution.
- 4.3.4 Following verification of the traffic model for forecasting in July 2011, the Agency held a design strategy workshop in August 2011 to review the emerging second generation MM designs.
- 4.3.5 In order to optimise opportunities for identifying efficiency savings, while maintaining safety, the design options were further examined and a single scheme design, MM, was established based on providing dynamic hard shoulder running and a complementary Controlled All Lane Running ("CALR") design solution.
- 4.3.6 A detailed operational review of the design concept applied to the M4 MM scheme was undertaken which recommended that the MMY CALR design was the optimum solution for the M4 MM scheme.

- 4.3.7 Therefore, the design solution proposed for the Scheme is a CALR scheme, in line with the emerging second generation of MM design criteria that minimises the technology and infrastructure required to support the proposed operational regimes, whilst maintaining safety. The Scheme contains the following key features:
- a) operates verge mounted electronic signage advising of the start and end of the Scheme;
 - b) portal gantries positioned near the start of each link, capable of providing lane specific signalling Advanced Motorway Indicator ("AMI") and supporting information ("MS4");
 - c) verge-mounted cantilever variable message signs at a maximum spacing of 1500m capable of providing the same types of information but using pictograms, wickets etc.;
 - d) additional intermediate gantries may be provided on links in excess of 5km;
 - e) Emergency Refuge Areas ("ERAs") at up to 2500m intervals with potentially less monitoring equipment than the existing design of ERAs;
 - f) no hard shoulder as the existing hard shoulder becomes a full time running lane; and
 - g) the operational regime runs at variable speeds to the national speed limit.

5 STAKEHOLDER ENGAGEMENT AND INFORMATION EXERCISE

5.1 Introduction

- 5.1.1 The initial, information exercise covers the period from March 2013 until July 2014. This period commenced, following the decision of the Agency's Roads Programme Steering Group ("RPSG") in February 2013 that the improvements to junctions 3 to 12 of the M4 should be developed, based on the operational principles of managed motorways all-lane running. This period ended following the conclusion of the information exercise on the Scheme proposals in July 2014.
- 5.1.2 This stage of stakeholder engagement and the information exercise encompasses the early communication and discussion that took place with the various technical and statutory consultees during this period. This sought to ensure that identified stakeholders had the opportunity to discuss and inform the development of the Scheme at the earliest opportunity following the February 2013 RPSG decision.
- 5.1.3 Towards the end of this period, and following the Scheme's initial design development, a programme of public exhibitions was held over a six week period between 18th March and 30th April 2014. The purpose of the exercise was to engage with local communities and to seek their views on issues focussed around the use of smart motorways, the need for the Scheme and on the preliminary scheme designs. It also sought to ensure that communities were fully briefed on the smart motorway concept in order that they could engage in the statutory consultation process to follow.
- 5.1.4 The feedback received from this period of engagement enabled key issues raised by the community to be properly considered and to allow the opportunity for these to be built into the Scheme's development as it moves through the detailed design stages.

5.2 Stakeholder engagement

- 5.2.1 A range of stakeholder consultation and engagement was undertaken with specialist bodies and organisations during this period (refer to **Tables 3 to 12 below**). This included various technical consultees with a clear knowledge and understanding of the issues involved in the Scheme, who were therefore able to advise, as well as inform on the necessary assessment work, design and development of the Scheme proposals from the earliest stages.
- 5.2.2 This also included those affected local authorities that have been recognised by the Agency as potentially having an active role in the Scheme, not only in understanding the opportunities and constraints affecting the Scheme proposals, but ensuring that local knowledge and perspectives are taken into account in the Scheme's development.
- 5.2.3 A summary of the meetings held with organisations during this period is provided in **Tables 3 to 12** below, highlighting the key issues discussed, the consultee feedback and the Agency's response to these. It will be noted that, given the relatively early consultation stage, a number of authorities responded or gave feedback in more general terms. However, they did raise more particular issues, which are recorded as appropriate.

Table 3 Buckinghamshire County Council, Slough Borough Council, Royal Borough of Windsor and Maidenhead Meetings

Meeting	Buckinghamshire County Council, Slough Borough Council and Royal Borough of Windsor and Maidenhead
Date	March 2013 to May 2014
Purpose of Meeting	<p>Engagement commenced on 1st March 2013 where the M4 Smart motorway scheme between junctions 3 and 12 requires existing overbridges to be replaced. The engagement was dealt with primarily through email exchanges and telephone discussions on a range of matters including, potential for road closures, temporary diversion routes, traffic levels, Non-Motorised Users ("NMU"), Public Rights of Way ("PRoW") issues, design standards, traffic management during construction, speed limits and land ownership.</p> <p>Throughout Stage 2, preliminary option drawings were forwarded to the authorities for comment and review and to gain benefit from each Council's local knowledge to assist in the development of preferred solutions</p>

Consultee Feedback	Each local authority has appreciated being contacted at an early stage of the motorway proposals. The authorities have indicated during Stage 2 which of the respective proposed overbridge replacements could warrant the use of road closures linked to suitable diversion routes.
Account taken by Agency to Response	Welcomed the opportunity to engage with the affected local authorities from an early stage in relation to the Scheme. The Agency has taken into account the feedback from these authorities in relation to the proposed overbridge replacements during Stage 2, which has proved useful in developing preferred options taken through for more detailed examination in Stage 3. Proactive dialogue has been maintained with the local authorities and in addition to the regular provision of Scheme progress, issue specific information has been provided to inform and resolve areas of concern, as noted in the following tables.

Table 4 Slough Borough Council Meeting

Meetings	Slough Borough Council
Dates	15 th May 2013 and 30 th May 2014
Purpose of Meeting	<p>15th May meeting was held to discuss the options being developed during Stage 2 for the side road improvements associated with the overbridge replacements.</p> <p>The 30th May meeting was held to update the Council on the proposals aimed at facilitating feedback from on the proposals put forward. The Meeting also presented the Stage 3 schemes for comment.</p>
Consultee Feedback	The Council welcomed the opportunity to meet the Agency and to discuss proposals on the bridge options and diversion routes for PRoW and traffic during bridge construction with the SBC area.
Account taken by Agency to Response	<p>Continued development of Scheme design options was progressed with on-going liaison with SBC officers on a range of technical matters. This included discussions regarding the possible replacement of Sutton Lane Bridge, the use of diversion routes for the on-line replacement of Huntercombe Spur overbridge and SBC's advice on side roads design standards and speed limits. Advice was also sought by the Agency on SBC's land interests in areas of bridges/side road changes and on footpaths from SBC's PRoW Officer.</p> <p>Subsequent meeting held with SBC on 19 September</p>

	2014 to discuss side road proposals and bridge solutions in which SBC confirmed that they were broadly content with the proposals.
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Table 5 Buckinghamshire County Council Meeting

Meeting/ Engagement	Buckinghamshire County Council
Date	21 st March 2013
Purpose of Engagement	Purpose of the meeting was to discuss the current stage of the project (including the DCO elements) and the preliminary options previously developed for the overbridge replacements and changes to the associated side roads within the Council's area.
Consultee Feedback	BCC welcomed the opportunity to engage on the scheme proposals and provided feedback on options previously presented.
Account taken by Agency to Response	<p>Welcomed the opportunity of engaging with BCC and to receive feedback on the options presented.</p> <p>On-going engagement and Scheme updates undertaken with BCC officers. This included views on side roads design standards and speed limits and advice sought on BCC's land interests within the area of bridges/side road changes. Discussions also took place on Marsh Lane and Huntercombe Spur overbridges, with officers supportive of on-line replacement with the use of diversion routes.</p>

Table 6 London Borough of Hillingdon Meeting

Meeting	London Borough of Hillingdon
Date	19 th May 2014
Purpose of Meeting	To provide an update on the progress of the scheme, the consultation activity undertaken and the on-going assessment work as part of the scheme's development. A particular focus of the meeting was on the DCO process and the forthcoming formal consultation stage. Consideration was also given to the Authority's procedures for responding to future consultation, including the draft SoCC setting out the Agency's approach to its formal consultation activity. The Authority was asked to consider and advise on potential stakeholders and consultees, exhibition venues and their timings to be considered within the SoCC.

<p>Consultee Feedback</p>	<p>Advised to ensure that the Agency’s traffic modelling is consistent with that being undertaken by LB Hillingdon. Requested that the Scheme programme be forwarded to advise of the key work stages and for copies of the exhibition material to assist in understanding the nature of the Scheme. Comment was made regarding the significance of noise and air quality as issues to be addressed and the current constraints of accessing Cranford Park off junction 3. Details of suggested key contacts were to be forwarded for future consultation, with the suggestion of arranging a Member Briefing Session and presentation to WestTrans.</p>
<p>Account taken by Agency to Response</p>	<p>Welcomed the opportunity of attending a briefing session/presentation as part of the stakeholder engagement programme. Information to be provided to LB Hillingdon on the Scheme proposals and proposed programme, along with contact details for the traffic modelling work was provided and a meeting with LB Hillingdon took place on 23 July 2014.</p> <p>Follow-up meeting with LB Hillingdon on 23 July 2014. This was aimed at providing an overview on the traffic modelling behind the forecasts for the Scheme. A summary presentation on the Scheme modelling and appraisal was made by the Agency. Discussions ensued on highway safety, environmental assessments, low noise surfacing and construction impacts. At the request of LB Hillingdon, a copy of the presentation was forwarded to it.</p>

Table 7 Buckinghamshire County Council Meeting

<p>Meeting</p>	<p>Buckinghamshire County Council</p>
<p>Date</p>	<p>19th May 2014</p>
<p>Purpose of Meeting</p>	<p>To provide an outline of the scheme, the consultation activity undertaken and the on-going assessment work as part of the scheme’s development. A particular focus of the meeting was on the DCO process and the forthcoming formal consultation stage. Consideration was also given to the Authority’s procedures for responding to future consultation, including a draft SoCC setting out the Agency’s approach to its consultation activity. The Authority was asked to consider and advise on potential stakeholders, exhibition venues, timings and other issues to be considered by the Agency in the preparation of the SoCC.</p>

<p>Consultee Feedback</p>	<p>BCC offered to prepare a Position Statement stating the Authority's position on the Scheme and setting-out the procedures for engaging with the Agency through the DCO process. Timing issues were raised in relation to other major infrastructure schemes and the impacts of construction traffic on local communities. Advised on the need to ensure that the respective data sets being used by the Agency and BCC for traffic modelling are compatible. Reference was made the BCC's Local Area Forums for consultation and offered to provide a consultation list and potential venues for holding future exhibition events. As part of future consultation activity, highlighted the importance of engaging with 'hard to reach' groups.</p>
<p>Account taken by Agency to Response</p>	<p>Contact to be provided for the Agency's traffic modelling work. The role of the Local Area Forums was acknowledged and noted for future liaison, once the list of possible consultees had been received.</p> <p>The Agency will review the approach to a Position Statement following the submission to of the Application.</p> <p>The in-combination assessments in the ES accompanying the Application consider timing issues in terms of the interactions between developments.</p> <p>As part of its programme of engagement with 'hard to reach' groups, through the work of local authorities' Equalities and Diversity Officers, the Agency contacted BCC to seek its support and advice on a programme of engagement activity. (Please see Table 38).</p>

Table 8 London Borough of Hounslow Meeting

<p>Meeting</p>	<p>London Borough of Hounslow</p>
<p>Date</p>	<p>12th June 2014</p>
<p>Purpose of Meeting</p>	<p>To provide an outline the Scheme scope, design and operational features, timelines for the DCO and the planned commencement of construction, including the issuing of the draft SoCC and the public consultation exhibitions prior to submitting the DCO in January 2015.</p>
<p>Consultee Feedback</p>	<p>LB Hounslow see the Scheme as having a peripheral impact on Hounslow. There may be some development constraints in this area and need to consider local plans. Also need to check development proposals and reflect these in the traffic model. Air quality concerns were raised and LB</p>

	Hounslow requested protection of the cycle lanes around junction 3 and advised that Cranford Lane Bridge is an important connection route for the local community.
Account taken by Agency to Response	<p>Agreed for the M4 traffic modellers to meet with LB Hounslow and to provide materials from the last public exhibition. The Agency is currently making arrangements for this meeting to occur.</p> <p>Development constraints and local plan policies have been considered in the design and assessment of the Scheme. The assessment reported in the ES identifies relevant local plan policies, whilst the Planning Statement expressly considers relevant local planning policy.</p> <p>Air quality has been the subject of assessment in accordance with the Agency's Design Manual for Roads and Bridges and the National Network's National Policy Statement. Cranford Lane Bridge remains permanently unaffected by Scheme proposals, although other cycleways may be subject to temporary closures.</p>

Table 9 Transport for London Meeting

Meeting	Transport for London ("TfL")
Date	19 th May 2014
Purpose of Meeting	To provide an outline of the Scheme, the consultation activity undertaken and the on-going assessment work as part of the Scheme's development. A particular focus of the meeting was on the DCO process and the forthcoming formal consultation stage. TfL was asked to advise on any highway issues that may affect the scheme and to forward details of key stakeholders and any known major events that may need to be the subject of consultation.
Consultee Feedback	Considered that the scheme would have minimal effects on TfL, although advised of major events in the area that may need to be included as part of future consultation. Contact with TfL's Forward Planning Team to be provided for future liaison.
Account taken by Agency to Response	Agreed to forward plans and programme for the Scheme and to liaise with TfL's Forward Planning Team regarding future consultation. Further meeting held with TfL on 9 December 2014, which included a discussion on the forthcoming formal consultation period. (Please see Table 28).

Table 10 Berkshire Strategic Transport Forum Meetings

Meeting	Berkshire Strategic Transport Forum
Date	20 th February 2014
Purpose of Meeting	Initial presentation on Scheme proposals and the DCO process. Information provided on the forthcoming public consultation events to be held in March.
Consultee Feedback	Initial contacts established and contact names provided.
Account taken by Agency to Response	To arrange and attend a further meeting with the Forum.

Meeting	Berkshire Strategic Transport Forum
Date	15 th May 2014
Purpose of Meeting	To provide an update on the progress of the Scheme, the consultation activity undertaken and the on-going assessment work as part of the Scheme's development. A particular focus of the meeting was on the DCO process and the forthcoming formal consultation stage. The Forum was advised of the requirement of the Agency to prepare a SoCC setting out the framework for its consultation activity and for this to be consulted upon with each relevant local authority before undertaking consultation. The Forum was asked to consider and advise, through the respective local authority representatives, potential stakeholders, exhibition venues, timings and other issues.
Consultee Feedback	Advised to consider the diversity of communities within the area, in planning future consultation, particularly in relation to language and the timings of exhibition events. Agreed to forward key local authority contacts to assist with providing information in the preparation of the SoCC.
Account taken by Agency to Response	Agreed to forward a list of stakeholders and to liaise with individual local authority officers in preparing the draft SoCC. At a meeting held with Berkshire Planning Officers on 18 September, the Agency offered to facilitate a SoCC workshop to assist local authorities in preparing their responses to the draft SoCC. (See Table 23).

Table 11 Statutory Undertakers Meetings

Meeting/ Engagement	Identified statutory undertakers: Abovenet Affinity Water Anglian Water (geodesys) Applied Traffic BPA BT Cable and Wireless (c/- Atkins telecom) Civil Aviation Authority Colt, Tata, Abovenet, KPN (c/- McNicholas) Crossrail Easynet Telecommunications LTD (sky) EDF Energy Energetics Electricity Envoy ES Pipelines Fibernet Fibrespan LTD Fisher German Chartered Surveyors (government pipeline) Fujitsu Telecommunications Europe Ltd Fulcrum Gamma Telecom LTD Gas Transportation Co Geo Networks Limited HA Traffic Jacobs Hartlepool Water Instalcom (global crossing) Interoute National Grid - (Electricity Transmission Networks) National Grid - (National Gas) National Plant Enquiries Team Telewest Broadband Network Rail NTL Plant Enquiries Orange UK network Portsmouth Water Redstone Network Services LTD Rontec Scottish and Southern Energy Scotia Shell (CBRE) South East Water Southern Gas Networks Teliasonera Thames Water Three Valleys Water (Veolia) Thus Total FinaELF UK Trafficmaster Verizon Business Virgin Media VSNL Vtesse Networks West Berkshire Council
Date	March 2013

Purpose of Meeting	Buried services requests were made and apparatus information was received. The location of this apparatus has been considered through the preliminary design of the Scheme.
Consultee Feedback	Responses received with either details of apparatus in the vicinity of the motorway, or confirmation that no apparatus was present.
Account taken by Agency to Response	In February 2014, at the start of preliminary design stage, the C3 budget estimate process was commenced. Statutory Undertakers response to C3 enquiries confirmed the impact of the Scheme on known apparatus, identified the necessary utility diversions and provided an estimate of the diversion cost. Protective provisions for the benefit of statutory undertakers have been included in the DCO.

Table 12 Emergency Services Meetings

Meeting	Emergency Services
Date	10 th March 2014
Purpose of Meeting	A presentation and forum was held with members of the emergency services, including Royal Berkshire Fire and Rescue, Thames Valley Police. The purpose of this meeting was to explain the smart motorway concept and provide an overview of the Scheme design from the perspective of network and incident management.
Consultee Feedback	Consultee feedback has been positive with general agreement of the first draft of the Regional Operating Agreement ("ROA"). A number of Scheme design and incident management questions were raised.
Account taken by Agency to Response	Responses to the queries were provided in writing to all consultees along with links to the Agency website. In addition, leaflets were sent to the emergency services providing a scheme summary and project team contact details.

5.3 Information exercise

- 5.3.1 A key tenet of undertaking public consultation early in scheme development is the benefit this brings to a scheme through understanding and incorporating the concerns of the public into the initial development phase. This assists in addressing any issues that might otherwise affect the scheme through its subsequent development and pre-application stages.

- 5.3.2 The starting point for the pre-application activity 1 was the publicity given for the informal information exercise , through the notification given by letter to consultees and local residents advising of the forthcoming public information exhibitions.
- 5.3.3 A total of 20,855 letters were sent by post to members of the local community on 10th March 2014, with an invitation to attend a series of public information exhibitions listed in **Table 14**. (A copy of the letter is provided in **Appendix 3**). Letters were also sent to local councillors, MPs, MEPs, local authorities and parish councils on 10th March 2014, including an invitation to attend preview meetings. (A copy of the letter is provided in **Appendix 4**). A preview meeting was held at St Giles Hotel in Feltham on 18th March 2014, along with a second preview meeting at the Copthorne Hotel in Slough.
- 5.3.4 At the same time, a press release was issued by the Agency on 13th March 2014 publicising the forthcoming public information exhibitions (provided in **Appendix 5**).

5.4 Public information exhibitions

- 5.4.1 Seven public information exhibitions were held on the dates and at the locations shown in **Table 14**. The use of exhibitions was considered the most effective way of engaging with residents and stakeholders within an extensive geographic area.
- 5.4.2 The location of the exhibition events sought to ensure a presence in each major town along the extent of the Scheme and at locations most convenient to members of the community likely to be affected by the Scheme proposals.
- 5.4.3 The exhibitions themselves used buildings in publicly accessible locations within each of the towns. The timing of the exhibitions included Friday evenings and Saturdays with the aim of encouraging the highest possible public attendance.

Table 14: Locations of public information exhibitions

Date	Location	Number Attending
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Date	Location	Number Attending
18 March 2014: 2pm to 8pm Councillors/MPs preview: 10am to 12pm. Press preview: 12pm to 2pm	St Giles Hotel, Hounslow Road, Feltham, TW14 9AD	7
19 March 2014: 2pm to 8pm	Hillingdon Baptist Church, 25 Hercies Road, Uxbridge, UB10 9LS	14
21 March 2014: 2pm to 8pm	Theale Village Hall, Englefield Road, Reading, RG7 5AS	71
22 March 2014: 10am to 4pm	Holyport War Memorial Hall, Moneyrow Green, Holyport, Maidenhead, SL6 2NA	141
27 March 2014: 2pm to 8pm Councillors preview: 10am to 12pm	Copthorne Hotel Slough, Cippenham Lane, Slough, SL1 2YE	46
28 March 2014: 3pm to 8pm	Winnersh Community Centre, New Road, New Road, Wokingham, RG41 5DU	75
29 March 2014: 10am to 4pm	St Martin's Church Hall, Church Road, West Drayton, UB7 7PT	23

5.4.4 The information presented at the public information exhibitions covered a number of themes considered likely to be of interest to the community. The material was displayed on a total of eleven information boards (shown separately in **Appendix 6**) and covered the following topics:

- a) *the aims of smart motorways;*
- b) *description of the Scheme extent;*
- c) *how smart motorways vary from traditional motorways;*
- d) *details regarding break down procedures;*
- e) *incident management;*
- f) *detailed Scheme proposals;*
- g) *environmental assessment;*
- h) *the next steps in the Scheme;*
- i) *details on how feedback can be returned;*

j) *timeframe setting out high level steps to Scheme completion.*

- 5.4.5 In addition, plans were made available showing the preliminary proposals for the Scheme. These set out the proposed design of the smart motorway, initial sitings for new gantries ERAs, and the options for the replacement of overbridges and underbridges. For each bridge proposal, the plans showed a proposed design for the widening of the bridge and where feasible, possible alternatives.
- 5.4.6 The exhibitions provided the opportunity for feedback on the Scheme. Consultation questionnaires were made available at the exhibitions and all attendees were invited to complete these either by leaving comments at the exhibition events or by submitting comments by post or email. The exhibitions were staffed by representatives of the Agency.
- 5.4.7 Following the final exhibition event held on 29th March, an information board was displayed over four weeks between 29th March 2014 and 30th April 2014 at Reading Motorway Service Area, both eastbound and westbound. This provided an opportunity to inform motorists using the M4 of the preliminary proposals for the Scheme.
- 5.4.8 Copies of the exhibition boards were also posted on the Agency's dedicated project website:

<http://www.highways.gov.uk/roads/road-projects/m4-junctions-3-12/>,
immediately following the public exhibition events

5.5 Media coverage

- 5.5.1 From the outset of the pre-application information exercise, the Agency has engaged with various media outlets to help publicise the Scheme and to promote the public information exhibitions, through press releases and advertisements. An overview of the media coverage achieved during the initial information exercise stage is provided in this section.

Press Releases

- 5.5.2 In support of the public information exhibitions, the Agency issued a press release to all regional media (both print and broadcast) on the dates shown in **Table 15**. This was supported by tweets and media engagement. Most media outlets sign up to receiving the Agency press releases on the RSS feed and are automatically notified of any press releases as they are issued.

Table 15 List of publications/media companies

Date Published / Reported	Media Name
13/03/2014	Maidenhead Advertiser
13/03/2014	Newbury Weekly News
13/03/2014	Reading Chronicle http://www.readingchronicle.co.uk/news/roundup/articles/2014/03/11/98405-next-step-taken-in-plans-to-ease-m4-congestion/
14/03/2014	Reading Post
14/03/2014	Slough & South Bucks Express http://www.sloughexpress.co.uk/News/All-Areas/Slough/Public-exhibition-to-showcase-M4-motorway-improvements-13032014.htm
15/03/2014	ITV 1 Meridian South, Meridian News
18/03/2014	ITV 1 Meridian South, Meridian News
18/03/2014	BBC 1, BBC London News
18/03/2014	BBC 1 South (Oxford), South Today
18/03/2014	BBC Radio Solent, Breakfast 18/03/2014, 08:04:07
18/03/2014	ITV 1 Meridian South, Meridian Tonight
18/03/2014	ITV 1 Meridian South, Meridian South News
27/03/2014	Bracknell Times
4/04/2014	Lowestoft Journal

Media event

- 5.5.3 A Media event was arranged for 18th March 2014, prior to the first public information exhibition, to provide an opportunity for the media to interview the Agency's Project Manager for the Scheme and understand more about the project. The invitations were issued shortly after the press notice on 13th March 2014. The event was attended by BBC London and ITV Meridian, who shared with their counterparts in BBC South and ITV London respectively, along with a reporter from the Maidenhead Advertiser.

Media engagement

5.5.4 Both proactive and reactive media engagement was used before and after the public information exhibitions were put in place to ensure the widespread and educated coverage of the Scheme. Four interviews were arranged with local radio stations for news bulletins as well as an in-depth interview about the project and the Agency generally, with Tony Blackburn on BBC Radio Berkshire during the late-morning show. A further interview was arranged with a local newspaper at the third exhibition in Theale.

5.5.5 **Tables 16 and 17** below include both print and online articles, in addition to broadcast, TV or radio interviews that were captured by the Agency's media monitoring services. This highlights the extent of media coverage and public awareness of, and interest in the M4 smart motorway Scheme during the initial information exercise.

Table 16 Media Coverage: Print (including online)

Date Published	Media Name	Coverage
13/03/2014	Maidenhead Advertiser	Public exhibition to showcase M4 improvements The Highways Agency is proposing to increase capacity, improve journey reliability and maintain safety with major changes between junction 3, ... Public exhibition to showcase M4 motorway improvements.
13/03/2014	Newbury Weekly News	M4 'smart motorway' a step closer Newbury Weekly News, 13 Mar 2014, p2, UK, Keyword: Highways Agency, Journalist: Dan Cooper
13/03/2014	Reading Chronicle	Smart way of easing M4 issues Reading Chronicle, 13 Mar 2014, p5, UK, Keyword: Highways Agency.
14/03/2014	Reading Post	Business group welcome plan to use M4 hard-shoulder during rush hour The Highways Agency has now classed the scheme as a National Infrastructure Project which means it will be seeking a development consent order.
14/03/2014	Slough & South Bucks Express	Have a say on M4 plan Slough & South Bucks Express, 14 Mar 2014, p3, UK,

Date Published	Media Name	Coverage
14/03/2014	Get Reading	Hard shoulder plan for rush hour traffic Get Reading, 14 Mar 2014, p11, UK, Keyword: Highways Agency, Journalist: David Millward
18/03/2014	ITV News Online	Plans to remove M4 hard shoulder to be outlined The Highways Agency is to spend up to £900 million pounds removing the hard shoulder from the M4 in Berkshire in a desperate attempt to ease.
18/03/2014	BBC News Online	M4 Heathrow to Theale motorway expansion plans revealed The changes, which the Highways Agency estimates will cost between £614m and £862m, aim to reduce congestion, improve journey times and cut.
19/03/2014	4ni.co.uk	M4 Expansion Plans Announced The Highways Agency has said that the planned expansion, which aims to reduce congestion, improve journey times and cut air pollution, will cost.
20/03/2014	Maidenhead Advertiser	'Reducing accidents by half' Maidenhead Advertiser, 20 Mar 2014, p9, UK, Keyword: Highways Agency
20/03/2014	Maidenhead Advertiser	M4 en route to being a 'smart' motorway Maidenhead Advertiser, 20 Mar 2014, p9, UK, Keyword: Highways Agency, Journalist: James Preston
20/03/2014	Newbury & Thatcham Chronicle	Plans are in place to ease M4 congestion Newbury & Thatcham Chronicle, 20 Mar 2014, p2, UK, Keyword: Highways Agency, Journalist: Andrew Belt
21/03/2014	Slough & South Bucks Express	M4 en route to becoming 'smart' Slough & South Bucks Express, 21 Mar 2014, p21, UK, Keyword: Highways Agency
21/03/2014	Slough & South Bucks Express	It's time to end gridlock misery Slough & South Bucks Express, 21 Mar 2014, p20, UK, Keyword: MOTORWAYS
21/03/2014	Slough & South Bucks Observer	Chance to have say on M4 Slough & South Bucks Observer, 21 Mar 2014, p20, UK, Keyword: Highways Agency

Date Published	Media Name	Coverage
26/03/2014	Uxbridge & West Drayton Gazette	Shouldering the burden to cope with rush hour Uxbridge & West Drayton Gazette, 26 Mar 2014, p23, UK, Keyword: Highways Agency, Journalist: Jack Griffith.
27/03/2014	Bracknell News, Business Review	M4 plans are 'a priority for local economy' Bracknell News, Business Review, 27 Mar 2014, p7, UK, Keyword: Hard shoulder running, Journalist: Sharon Matambanadzo
27/03/2014	Reading Chronicle, Business Review	M4 plans are 'a priority for local economy' Reading Chronicle, Business Review, 27 Mar 2014, p7, UK, Keyword: Hard shoulder running, Journalist: Sharon Matambanadzo
27/03/2014	Wokingham Times	Plans to ease M4 congestion Wokingham Times, 27 Mar 2014, p24, UK, Keyword: Highways Agency, Journalist: David Millward
27/03/2014	Bracknell Times	Plans to ease M4 congestion Bracknell Times, 27 Mar 2014, p24, UK, Keyword: Highways Agency, Journalist: David Millward.
28/03/2014	Slough & South Bucks Observer	M4 plans are 'a priority for local economy' Slough & South Bucks Observer, 28 Mar 2014, p67, UK, Keyword: MOTORWAYS, Journalist: Sharon Matambanadzo
03/04/2014	Newbury Weekly News	Highways Agency puts "money before safety" Newbury Weekly News, 3 April 2014

Table 17 Media Coverage: Broadcast (TV or radio)

Date Published	Media Name	Coverage
15/03/2014	ITV 1 Meridian South	MOTORWAY PLANS The M4 through Berkshire will become the longest section of motorway in the country to have its hard shoulder removed. REPORT. The M3 and M25. The Highways Agency. ITV 1 Meridian South, Meridian South News 15/03/2014, 17:30:26

Date Published	Media Name	Coverage
17/03/2014	BBC Radio Berkshire	<p>Plans for the M4 on show Residents in Berkshire can find out about plans for the M4 this week and next Spokesperson: Andrew Hitch</p>
18/03/2014	ITV 1 Meridian South	<p>M4 PLANS The first exhibition on plans to remove the hard shoulder from the M4 will be held later. Highways Agency. ITV 1 Meridian South, Meridian News 18/03/2014, 06:12:39</p>
18/03/2014	BBC 1 (London)	<p>M3 SPEED LIMIT PLANS CRITICISED There's been fierce criticism of plans to lower the speed limit on part of the M3 from this summer. The Highways Agency is also consulting on plans to introduce similar limits on a section of the M4. REPORT. INTERVIEW: PAUL WATTERS, AA - so it seems a bit ironic to invest all this money in the motorway. INTERVIEW: SUE HOUSLEY, HIGHWAYS AGENCY - there will be emergency refuge areas about every 2.5 kilometres. BBC 1, BBC London News 18/03/2014, 13:34:30</p>
18/03/2014	BBC 1 South	<p>SPEED LIMIT PLANS Plans to reduce speed limits to 60mph on part of the M4 are being criticised by the AA. The Highways Agency. INTERVIEW: SUE HOUSLEY, HIGHWAYS AGENCY. BBC 1 South (Oxford), South Today 18/03/2014, 18:38:28</p>
18/03/2014	BBC Radio Solent	<p>PLANS TO INCREASE CAPACITY ON THE M4 The Highways Agency will today announce plans to increase capacity on the M4 in Berkshire. INTERVIEW: SUE HOUSLEY, HIGHWAYS AGENCY. BBC Radio Solent, Breakfast 18/03/2014, 08:04:07</p>

Date Published	Media Name	Coverage
18/03/2014	ITV 1 Meridian South	ROAD CONGESTION SCHEME Costing £900 million, it's one of the biggest road congestion schemes the country has ever seen, but it's highly controversial. hard shoulder on the M4. REPORT. INTERVIEW: MAJOR SINGH, BROKEN DOWN DRIVER. INTERVIEW: ANDY SMITH, AA PATROL. INTERVIEW: LYNNE STINSON, HIGHWAYS AGENCY. INTERVIEW: PAUL WATTERS, AA. ITV 1 Meridian South, Meridian Tonight 18/03/2014, 18:06:06
18/03/2014	ITV 1 Meridian South	HARD SHOULDER The first exhibition on plans to remove the hard shoulder from the M4 have been unveiled. Highways Agency. INTERVIEW: LYNNE STINSON, HIGHWAYS AGENCY. ITV 1 Meridian South, Meridian South News 18/03/2014, 13:57:56
18/03/2014	Heart (Thames Valley)	M4 exhibitions Being held in London and Berkshire over the next fortnight Spokesperson: Andrew Hitch
20/03/2014	BBC Radio Berkshire	Highways Agency in Berkshire BBC Radio Berkshire, 20 Mar 2014, 11:05, Spokesperson: Andrew Hitch

Note: the interview with BBC London was used in a wider report of smart motorway plans for the region which includes the M3.

Social Media

- 5.5.6 In addition to the more traditional means of communication, social media methods were also used to publicise the exhibition events. The use of Twitter has been used to support the announcement of the exhibitions and localised tweets to raise awareness of the specific event in each location. Shortened links were used to maximise tweet length and monitor the use of links.
- 5.5.7 The Agency's Twitter account '@Highways_Agency' (normally used to send out general updates on the Agency and the road network to those that have signed-up as 'followers') was used on this occasion to send out

tweets regarding the M4 smart motorways junctions 3 to 12 Scheme, advertising the public information exhibition events.

- 5.5.8 The maximum audience that these tweets reached in the week preceding the exhibition events was approximately 41,900 via Agency account 'followers' including those who retweeted (i.e. re-issuing the messages to their own 'followers' from the Agency tweets). The most popular tweet was the announcement of the exhibitions for the project on 13th March 2014 which had 13 retweets, including the TVB LEP, and three favourites. The 'bit.ly short link' (a hyperlink to the M4 smart motorway junctions 3 to 12 Agency website) which was clicked 109 times.

5.6 Responses received

- 5.6.1 A total of 144 responses were received from consultees and the public during the period up until the 15th May 2014. Consultee responses on the Scheme proposals were provided via email and telephone, as well as the Agency's Information Line.
- 5.6.2 A detailed schedule of all representations and the Agency's consideration of these is set out separately in **Appendix 7. Table 18** below presents the list of consultee groups consulted, the number of letters issued to each and the number of responses received.
- 5.6.3 Where the responses received raised particular comments, issues or concerns, these were addressed and responded to individually by letter.

Table 18 Consultee Groups

Consultee	Consultee Letters	Consultee Responses
Airports	1	0
Attractions	28	0
Emergency services	12	1
Environmental bodies	16	0
Identified landowners	300	45
Local authorities	9	4
Local businesses	235	2
Local community facilities	48	0
Local Councillors	53	0
Local Highway Authorities	1	0
Local residents	20,024	91
Local Resident Associations	18	0
Parish Councils	39	1
Prescribed Consultees (as per Schedule 1 of the Regulations)	41	0
Media	21	0
MPs and MEPs	34	0
Rail Operators	1	0

Consultee	Consultee Letters	Consultee Responses
Statutory Undertakers	24	0
Vehicle recovery companies	17	0

5.6.4 All responses received during this information exercise were logged by the Agency in a database and categorised according to the issues raised into the main category headings shown in **Table 19** below, based on the nature and scale of representation made. Where a number of detailed issues were raised within the same category, these were in-turn divided into the sub-categories shown. The Table also shows the number of representations made at a sub category level, for comparison purposes.

Table 19 Categories of Responses

Main Category	Sub-Category	Number of Responses
Environment	Noise	89
	Air Quality	9
	Views and Landscape	2
	Visual Intrusion	2
	Environmental Assessment	1
	Conservation Areas	1
	Flooding	4
	Footpaths	3
	Amenity	30
	Property	15
Construction Issues	Construction Programme	2
	Traffic Management Mainline	3
	Traffic Management sideroads	1
	Working Times	1
	Site Compounds	1
	Noise/Dust	1
Highways and Diversions	J12	1
	J8/9	1
	Non-specific location	2
	J4	1
	Mainline J5-6	28
	J8/9	1
	Mainline J7- 8/9	2
	Mainline J11-12	1
Traffic Movement	2	
Operations and Safety	All Lane Running	11
	ERAs	8
	Variable Speed Limits	2
	Maintenance	1
	Incident Management	4
Gantry Locations	1	
Traffic and	Traffic Model/Forecast	1

Main Category	Sub-Category	Number of Responses
Economics	Non-specific Location	2
	Side Roads	3
	Economic Assessment	2
	Mainline	1
Structures	OB Ascot Road	4
	UB A308 Windsor Road	1
	OB Monkey Island Lane	3
	Overbridge – General	2
	OB Datchet Road	38
	OB Oldway Lane	1
	OB Marsh Lane	1
	OB Riding Court Road	1
ITS and Lighting	Lighting	6
	Technology	2
DCO Process	Consultation	52
	Programme	2
	Funding/Cost	3
Property		15
General Enquiries		6

5.6.5 The principal issues raised by consultees and the public, along with the account taken by the Agency to these are summarised under the main category headings, as follows:

Environment

Key issues raised

5.6.6 By far the most frequent issue raised was in relation to noise, with 24% of all consultation responses received referring to this issue. Respondents were largely concerned with the potential increases in noise pollution particularly heard by residents living in proximity to the M4 corridor. At the same time a number of areas were highlighted along the route as being of particular concern. Requests were made to include low noise surfacing and acoustic fencing as part of the Scheme.

5.6.7 A number of representations referred to air quality, with concerns raised regarding the health issues associated with increased traffic levels and the proximity of traffic to property. Questions regarding the current and future monitoring of air quality levels were also raised.

5.6.8 More general amenity considerations were also raised, focussed on quality of life issues and the detrimental impacts of the Scheme on standards of living.

Account taken of issues raised

- 5.6.9 On the question of noise, respondents were advised that a noise assessment would be undertaken as part of the environmental assessment process and that mitigation options would be considered, where significant increases in noise levels were shown as a result of the Scheme. Mitigation measures referred to included acoustic barriers and the use of low noise road surfacing. Respondents were also advised that further information would be made available during the next phase of consultation, once the noise assessment work had been completed.
- 5.6.10 Similarly, respondents were advised of air quality assessments being undertaken as part of the environmental assessment process and that mitigation options would be considered where significant increases in air pollution were shown as a result of the Scheme.
- 5.6.11 In the case of more general amenity issues, respondents were informed of the Scheme's minimal land-take requirements and of the environmental assessment work underway to determine the Scheme impacts on both the environment and local residents. Respondents were advised on the consultation process, with offers to meet to discuss the impacts of the Scheme.

Construction issues

Key issues raised

- 5.6.12 Construction issues raised were primarily concerned with traffic disruption along the M4 and the surrounding road network during the construction period, including that of construction traffic. Reference was made to problems associated with traffic driving through Holyport and Maidenhead, junction 8/9, Ascot Road Bridge and Old Mill Lane, Bray.

Account taken of issues raised

- 5.6.13 Respondents were advised that details of traffic management measures had yet to be designed and that these would be confirmed once a contractor for the construction works had been appointed but with the aim that disruption to traffic would be kept to a minimum during this period. Confirmation was provided that there were no plans to close Ascot Road for any extended period as part of the reconstruction of Ascot Road Bridge.

Highways and diversions

Key issues raised

- 5.6.14 Respondents raised various issues in relation to specific sections of the Motorway regarding junction improvements, carriageway widening and potential land-take. A significant number of respondents raised concerns regarding the widening of the Motorway carriageway between junctions 5 and 6 and the detrimental impact this would have on The Myrke.

Account taken of issues raised

- 5.6.15 The individual responses made were responded to, with advice provided on the Scheme proposals affecting the areas referred to. In terms of the concerns raised in relation to junctions 5 and 6, respondents were advised that the majority of works would not require widening of the Motorway boundary. However, respondents were informed that some local widening of Datchet Road bridge, (in the vicinity of The Myrke) was proposed.

Operations and safety

Key issues raised

- 5.6.16 The principal issues raised related to the safety aspects of the hard shoulder being used as a running lane, and issues surrounding both the number and separation distances of ERAs. Concerns were raised by the emergency services on a number of operational and safety issues, including incident management, lane breakdowns, signage inter-visibility and the size of ERAs.

Account taken of issues raised

- 5.6.17 Respondents were advised of the key features of smart motorways and the use of modern technology to manage traffic flow. References were made to the M42 pilot scheme and the evidence from this scheme demonstrating that the hard shoulder was shown not to compromise road safety. However, whilst concerns were raised, the Agency's designs are driven by standards which mean that safety of ERAs must be borne in mind in design. As such, the Agency will bring forward detailed proposals in relation to these elements as the Scheme design evolves.

Traffic and economics

Key issues raised

- 5.6.18 Respondent's comments focussed on traffic congestion at Motorway junctions, as well as on the main roads leading to the M4 and from new development.
- 5.6.19 This covered a range of issues, many of which were focussed on the Reading area. This included traffic problems associated with extra traffic

using the A329(M) and A3040 as a result of the Scheme, with suggestions for resolving issues on the A303 rather than improving the M4. Increasing traffic between junctions 8 to 12 was also mentioned. It was also suggested that the Scheme should end at Theale not Reading, although separately, it was suggested that the Scheme should extend before junction 3 and after junction 12. Problems associated with new homes in the Maidenhead area and associated congestion on the A404(M) and A308(M) were also mentioned. A specific concern raised related to the subject of 'induced traffic'.

Account taken of issues raised

- 5.6.20 Respondents were advised of the on-going traffic modelling work being undertaken and that more detailed information would be available at the next round of consultation. Confirmation was provided that modelling work for the Scheme has incorporated 'induced' traffic' as part of its assessment and has taken account of future local development. Respondents were also advised, that whilst the local road network is the responsibility of local authorities, the Agency would continue working with them, to ensure an 'appropriate' Scheme. Reference was made to the Thames Valley Multi-modal Study (2003) demand management measures as the basis for tackling congestion along this section of the M4.

Structures

Key issues raised

- 5.6.21 Issues were raised by respondents on the proposals for individual bridge structures. This related particularly to the proposals at Datchet Road Bridge, which a number of respondents felt would result in the demolition of properties at The Myrke.
- 5.6.22 Concerns were also raised regarding the inconvenience caused by the demolition of Monkey Island Bridge, with a further issue raised regarding its replacement to the west of the existing structure. Clarification was sought regarding the footbridge at junction 7 and how this would be affected by the Monkey Island Bridge works. The closure of Ascot Road Bridge and Oldway Lane were also raised as particular concerns. Attention was drawn to the condition of the bridge carrying the M4 over Windsor Road south of Maidenhead, which had not been included in the Scheme.

Account taken of issues raised

- 5.6.23 Details were provided to respondents on the Scheme proposals for the individual bridge structures referred to. Confirmation was provided that

there would be no demolition of properties or encroachment onto residential land as a result of works at Datchet Road Bridge. Respondents were advised that there were no plans to close Ascot Road, with the preferred option for the replacement structure to be built offline.

- 5.6.24 However, respondents were advised that Marsh Lane overbridge and Oldway Lane Bridges were proposed to be demolished with a replacement bridge in the same location (i.e. and 'on line' engineering solution'). The original proposal to construct Monkey Island Lane overbridge to the east of the existing structure was now proposed to be built to the west. Construction of the footbridge at junction 7 would remain open for the duration of the bridge closures. In terms of maintenance of bridge structures, it was advised that the matter had been referred to the relevant department of the Agency.

Intelligent Transport Systems (“ITS”) and lighting

Key issues raised

- 5.6.25 Respondents were concerned with potential light pollution on neighbouring properties. The emergency services raised concerns regarding the impacts of unlit sections of Motorway, including ERAs on incident management and the level of information that would be displayed on Motorway signs.

Account taken of issues raised

- 5.6.26 Respondents were advised of the stringent appraisal process that the Agency follows for lighting installation and that each junction and link were being assessed to establish where lighting is required. Respondents were advised that where required, lighting technologies would be used to reduce light intrusion.

DCO process

Key issues raised

- 5.6.27 Respondents were primarily concerned with the consultation process and in particular, concerns regarding the Agency's publicity in advance of the consultation period. A number of respondents were concerned at the lack of publicity for the public information exhibitions and that the venues should have been closer to the M4. Other concerns related to the receipt of letters requesting land ownership information rather than informing of the public information exhibitions.

Account taken of issues raised

- 5.6.28 Confirmation was provided to respondents that there would be no demolition of residential property or encroachment onto residential land as a result of the Scheme proposals. The Agency advised that the feedback provided regarding the location of exhibition venues would be considered during the second phase of consultation. For those in receipt of land ownership letters, an explanation provided that it was necessary to contact people with an interest in property within a wide area of the Scheme and to keep adjacent landowners informed of any developments.
- 5.6.29 The Agency identified that as part of the 21,000 letters sent to residential properties adjacent to the M4, The Myrke had been omitted. Respondents were advised that the comments received from local residents would be considered, and an offer was made to meet to discuss the Scheme proposals particularly with local residents. (Please refer to Paragraph 5.7)

Property

Key issues raised

- 5.6.30 Property issues featured prominently in the responses made, with many concerned with the detrimental effects of the Scheme on property values, with others concerned with the compulsory purchase of land and property.

Account taken of issues raised

- 5.6.31 Under the national compensation code compensation can be claimed by people who own and also occupy property that has been reduced in value caused by the altered road in certain particular circumstances, provided that their claim is substantial. At present, there is no reason to anticipate any diminution in property values as a result of the Scheme.
- 5.6.32 The following figures summarise the range of responses received, according to the main issues raised:

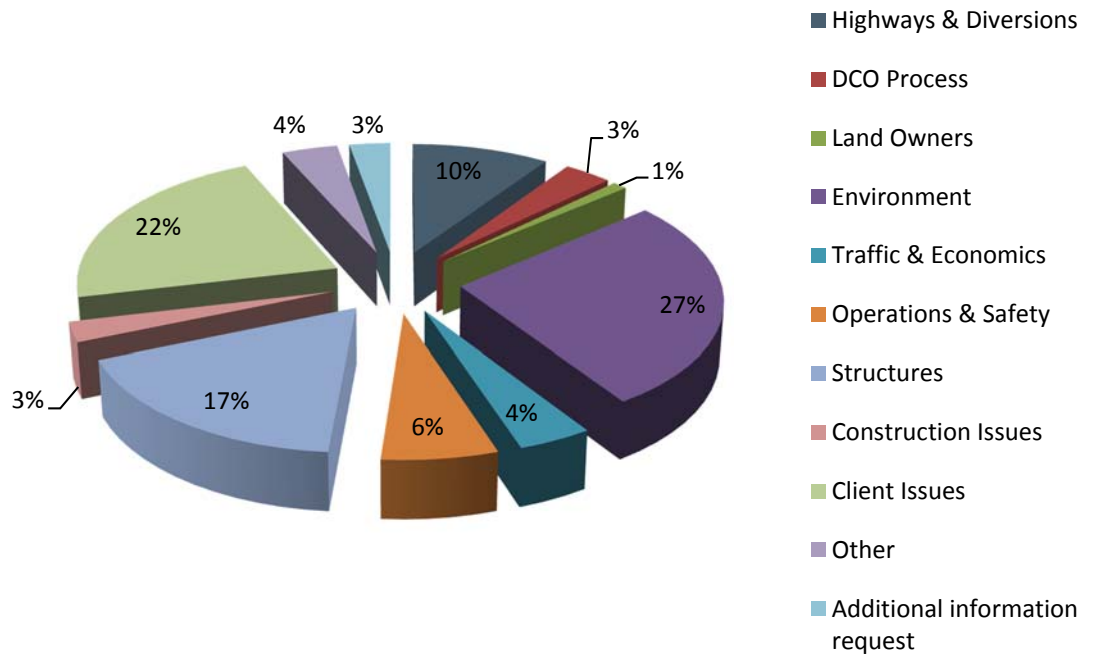


Figure 2 Nature of issues raised

5.6.33 **Figure 2** shows that the greatest proportion of issues raised from the responses received were in relation to the environment (27%), landowners (22%) and structures (17%), and to a lesser degree highways and diversions (10%) were also areas of concern. A range of other issues were raised, although in statistical terms these were not significant. The issues have been addressed in **Appendix 7**.

5.6.34 Of the main areas of concern raised by the public, a breakdown of the issues raised in relation to environment and those associated with operations and safety, are presented below.

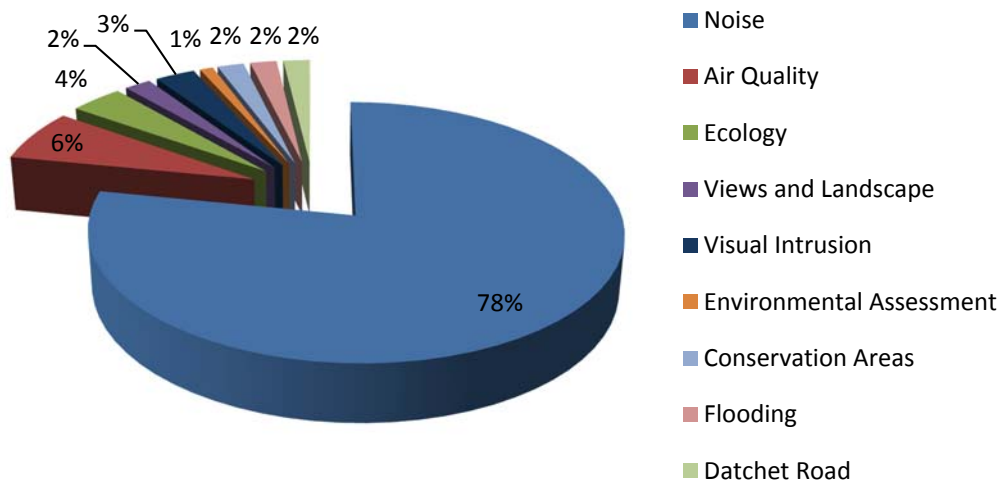


Figure 3 Environment issues

5.6.35 **Figure 3** shows that by far the greatest number of environmental issues raised related to noise impacts (78%), with a further 6% concerned with air quality. A number of other issues were raised, although in statistical terms these were not significant.

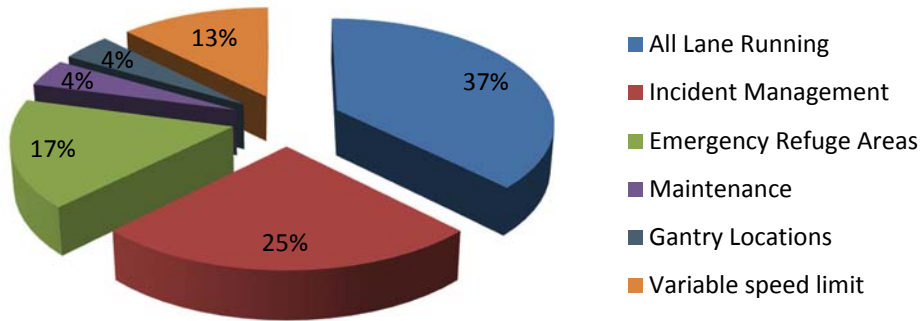


Figure 4 Operations and Safety Issues

5.6.36 **Figure 4** shows that of those responses received, over a third (37%) considered ALR to represent the main operational and safety issue, with a further 25% referring to incident management and 17% referring to ERAs as concerns. A smaller number (13%) considered variable speed limits to be an issue of concern in relation to Operations and Safety.

5.7 Questionnaire responses

5.7.1 A total of 143 questionnaires were returned to the Agency by the end of the 6 week consultation period on 30th April 2014. The Information received from the questionnaires has been analysed and the findings are presented below:

Question 1: Please tick the description which best indicates your feelings towards the M4 junctions 3 to 12 smart motorway scheme

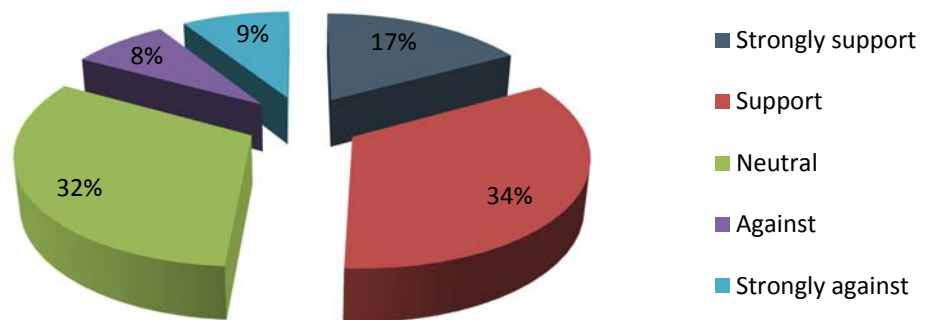


Figure 5 Feelings towards M4 J3 to J12 smart motorway

5.7.2 **Figure 5** shows that 32% of respondents were ‘neutral’ in their response, with only 17% either ‘against’ or ‘strongly against’ the Scheme. The clear majority of respondents were therefore supportive of the Scheme, an important consideration in taking the Scheme forward.

Question 2: How often do you use the M4 between junctions 3 and 12?

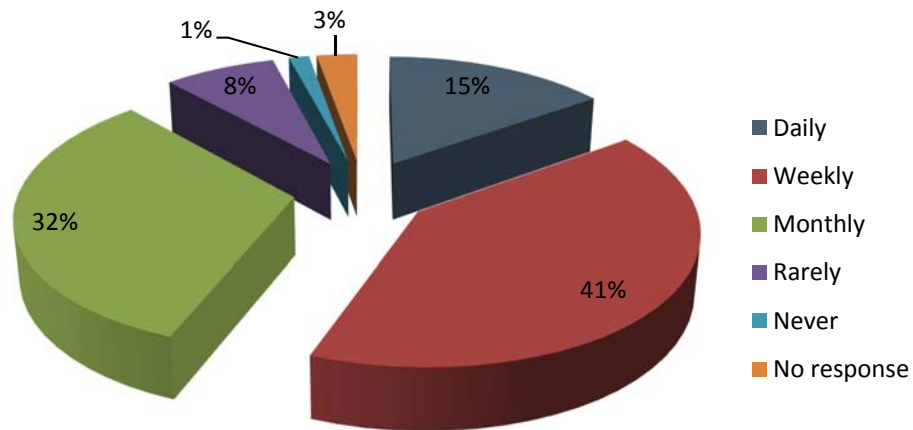


Figure 6 Use of M4 between J3 and J12

5.7.3 **Figure 6** shows that of those who responded, (15%) used the M4 Motorway between J3 and J12 on a daily basis, with the majority (41%) using it on a weekly basis and a further 32% using it on a monthly basis.

Question 3: If you do use the M4 between junctions 3 and 12, please indicate your reason for doing so (for the majority of journeys)

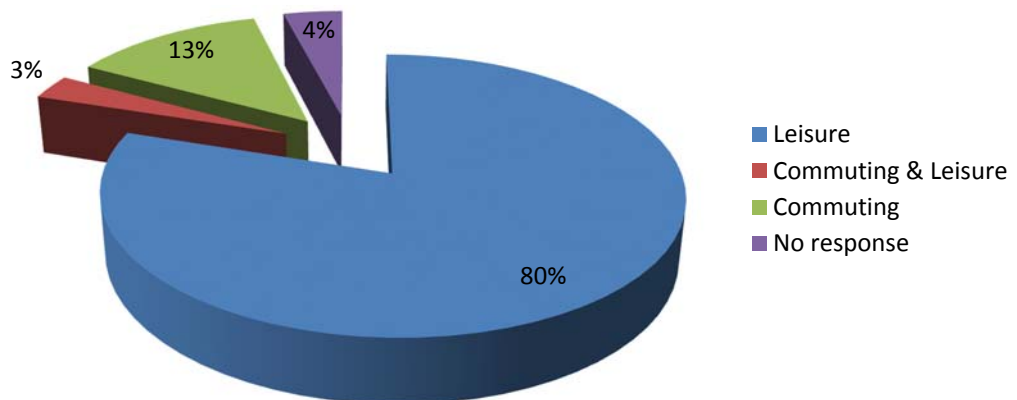


Figure 7 Reason for using M4 J3 to J4

5.7.4 **Figure 7** shows that by far the greater number who responded (80%) use the M4 Motorway (for the majority of journeys) between J 3 and J12 for leisure purposes, with the second highest number (13%) using it for commuting. This suggests that a significant majority of users are not regular travellers along this section of the Motorway and based on its predominant use for leisure purposes is likely to be car-borne traffic. The frequency of use highlighted in **Figure 6** tends to support this analysis.

Question 4: Following today's exhibition do you understand how the smart motorway will operate?

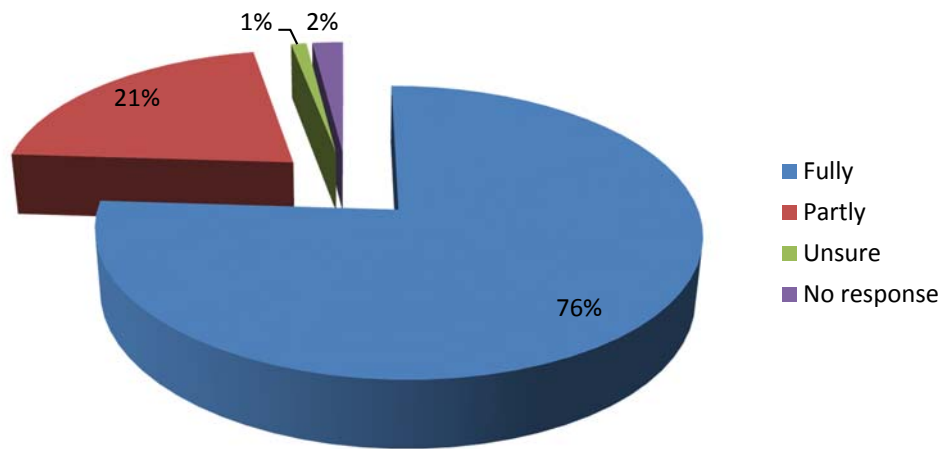


Figure 8 Understanding of smart motorway

5.7.5 **Figure 8** shows that 76% of respondents stated that they knew how the smart motorway will operate, with a further 21% having a partial understanding. Only 3% were unsure or failed to respond. This level of understanding suggests that those who responded were well-informed regarding the operation of the smart motorway, which adds weight to views being expressed in the responses received.

Question 5: Do you feel that you are likely to be affected by the Scheme?

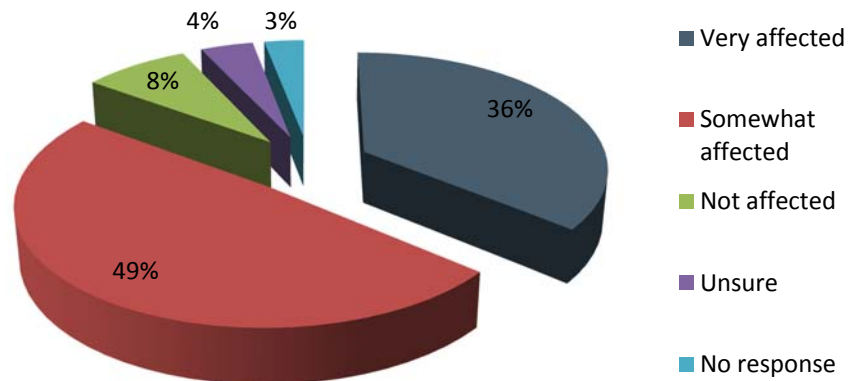


Figure 9 Affected by the Scheme

5.7.6 **Figure 9** shows that of those who responded, almost half (49%) considered that they would be somewhat affected by the Scheme, with a further 36% very affected. 8% felt they would be unaffected and 4% were unsure.

Question 6: Which 3 of the following do you consider to be the most important in relation to the scheme?

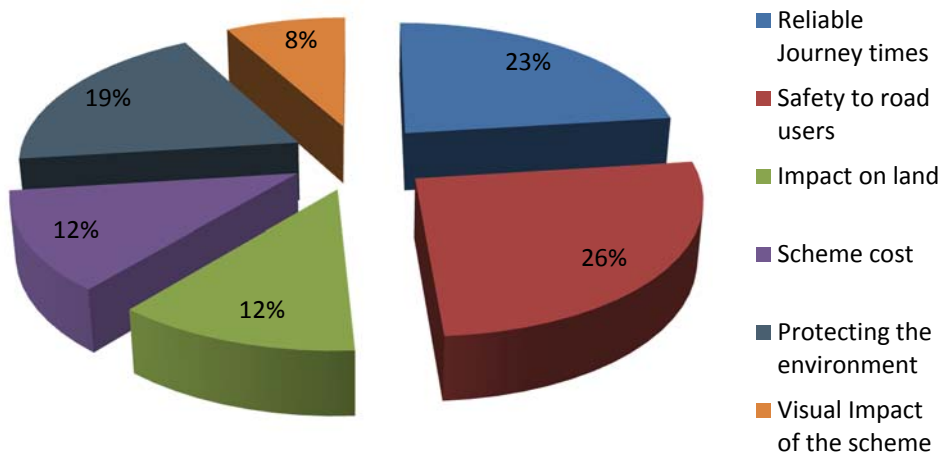


Figure 10 Important Issues in relation to the scheme

5.7.7 **Figure 10** shows that of the responses received, there was a fairly even split between those who felt that safety to road users (26%) was the most important issue in relation to the Scheme and those who considered it to be reliable journey times (23%) and protecting the environment (19%). Fewer respondents (12%) felt that the Scheme cost or impact on land was

important. Of the most frequent issues raised, it is relevant to note these are closely aligned with the Scheme objectives.

5.8 Residents of The Myrke, near Datchet Road overbridge

- 5.8.1 As part of the Agency’s approach of engaging with local residents living within the vicinity of the Scheme proposals (as falling within the Agency’s 100m Consultation Area), one area was identified as not having received letters with an invitation to attend the public information exhibitions. Of those who responded to the Agency's information exercise, 73% referred to the omission of The Myrke from this exercise.
- 5.8.2 In response, the Agency undertook a further, targeted information exercise with the local residents of The Myrke to ensure that they were not excluded from the process and to provide an equal opportunity to input into the information exercise at this stage.
- 5.8.3 Accordingly, an exhibition, similar to those previously undertaken, was held at the nearby Datchet Cricket Club on 3rd July 2014. This provided the opportunity for the residents of The Myrke to participate fully in the information exercise and provide feedback on the Scheme proposals, to be considered alongside those responses already received.
- 5.8.4 The exhibition was well attended, with over 40 local residents from The Myrke attending the event. A number of issues were raised, although the main areas of discussion related to the following matters:

Table 20 The Myrke Exhibition - Main Issues Raised

Road Bridge Construction
<p>a. Whether the Datchet Road bridge embankments will remain following construction of the new bridge: Residents were advised that the existing embankment between the Myrke and the existing Datchet Road would remain.</p> <p>b. The treatment of the land following demolition of the existing bridge: It was explained that no decision made regarding the treatment of the land although suggested that the road surface would be removed and the area landscaped.</p> <p>c. The duration of the bridge demolition works: This was explained to be approximately 18 months for the bridge replacement works.</p> <p>d. Proposed access arrangements:</p>

The Agency identified that the main works and heavy plant were to have access from the motorway and the worksite access for site staff and vehicles from the Datchet Road end of the access to Recreation Ground overbridge.

- e. Connection of the road bridge with Datchet Road:

A plan showing an indicative realignment of Datchet Road was on display. This indicated the new Datchet Road alignment had returned to and merged with the existing alignment by the Datchet Road/Myrke junction.

- f. Whether the new bridge will create a one-way system

It was explained that the bridge would not create a one-way system:

Operation of the Smart motorway

- a. Whether the ERAs will be of sufficient size:

ERAs have been operating on the motorway network since 2006 and have proved to be of adequate size.

- b. Proximity of the highway to the motorway edge:

The Agency advised that it was unlikely the existing boundary at the head of the cul-de-sac would change.

- c. Emergency vehicles use of the motorway in the absence of a hard shoulder:

Motorways are already among the safest roads in the world. Assessments show that the smart motorway all lane running schemes will not adversely affect safety. The Agency will be working very closely with emergency services to agree operational protocols for the Scheme.

As is currently the case on smart motorways, it will be possible to create an emergency lane/s (any lane on the motorway) by managing traffic with signs and signals to provide access for the emergency services or traffic officers.

- d. Safety of Smart motorways:

Based on proven benefits on schemes elsewhere, the Agency is confident that the smart motorways will provide the additional capacity required, without compromising overall safety on motorways, which are amongst the safest roads in the world.

Evidence from the M42 pilot and the Birmingham Box phase 1 and 2 schemes has demonstrated that the use of the hard shoulder, as an additional lane, does not compromise overall safety.

- e. What to do in a break down:

During peak periods the traffic on the M4 would be managed by variable speed limits and as such there is little difference to existing managed motorway schemes (which have a good safety record).

As the frequency of breakdowns is generally proportional to the volume of traffic, this means that most breakdowns are expected to occur during 'controlled' conditions.

Amenity

- a. The use of acoustic fencing:

Noise assessment was on-going and therefore the Agency advised that the design of any acoustic fencing would take place once that assessment had been completed.

- b. The importance of the existing embankment and woodland copse for screening and as a noise barrier:

Residents were advised that as the new bridge would be constructed further away from the Myrke and that the level of the motorway was not being altered, the embankments and woodlands would generally remain except where the works made vegetation clearance necessary.

Construction

- a. Concerns around construction noise, particularly at night-time:

The Agency advised that the bulk of the work on these schemes is undertaken during daylight hours with the motorway corridor providing the major construction access route. Works would be subject to a construction environmental plan which the local environmental authority would be consulted on.

- b. Duration of construction within the area:

Five years.

Consultation

- a. The need for local residents to be part of the decision-making process:

The consultation is the public's chance to influence the design and layout of the Scheme. The Agency has a duty to take into account all consultation responses at the pre-application stage and to summarise these in a consultation report to be submitted with the DCO.

- b. The involvement of the local authority in the process:

Consultation is an important requirement of the DCO process and is intended to provide the community and other stakeholders with the opportunity to comment on a more detailed scheme proposal. The Agency is talking to the local authorities about this scheme. The consultation will continue throughout the Scheme's development and construction.

5.8.5 The Agency considered that the event had provided an opportunity for local residents to view the Scheme proposals and to raise questions with representatives of the Agency on the potential impacts of the Scheme on the local community who were able to provide responses to the issues raised.

5.9 Scheme compliance

5.9.1 At the conclusion of the initial stakeholder engagement and initial information exercise, an assessment of the extent to which the process undertaken for the Scheme has been in compliance with statutory provisions framework for public consultation (Chapter 2) and the Consultation Strategy (Chapter 3), is set-out in **Tables 21 to 22** below.

5.9.2 At this initial stage, the assessment relates to the Scheme's compliance with the Statements of Community Involvement prepared by the local authorities and that set-out in this Strategy's guiding principles.

Table 21 Consultation Strategy – Scheme Compliance

Consultation Strategy - Guiding Principles		
Guiding Principle	Agency Assessment	Report Reference
Accessibility	<p>Public information exhibitions were held in main towns along the route of the Scheme, as the main centres of population in proximity to the M4. The events were held in publicly accessible buildings close to public transport routes. The timing of the events included weekdays (including Friday evening) and Saturdays to encourage the highest possible attendance. Each event was attended by representatives of the Agency, supported by consultancy staff to assist members of the public in responding to technical queries on the Scheme.</p> <p>To encourage greater involvement in the information exercise, the internet and social media were used in order that information about the information activity was made more accessible and widely available. This was used in both publicising the exhibition events and in inviting comments on the Scheme proposals.</p>	Section 5.4 and Section 5.5

Consultation Strategy - Guiding Principles		
	The availability of information in various formats was a key element of this stage of information exchange, making the process both accessible and open to the public throughout this period.	
Appropriate	For such an extensive geographic area, it was necessary to focus the information events on key areas, whilst at the same time making use of various media outlets to encourage greater participation in the exercise. A combination of traditional participative techniques and more innovative methods, particularly through the use of social media was considered to provide an appropriate and proportionate approach to this stage of the information exercise.	Section 5.4 and Section 5.5
Feedback	<p>The seven public information exhibition events provided the opportunity for feedback to be made on the Scheme, either through submitting comments or completing questionnaires and returning these to the Agency. The 6 week period was considered to allow sufficient time for the public to express their views on the Scheme.</p> <p>Following the close of this period, a Feedback Report was prepared and posted on the Agency's website. This provided feedback on the outcome of representations made, explaining accurately and clearly the reasons for those decisions and how these were being fed into the further development of the Scheme.</p>	Section 5.4
Information	<p>Publicity in the form of a press release to all regional media (both print and broadcast), media engagement and the distribution of over 20,000 letters to the local community in advance of the information exercise was undertaken. This provided relevant and timely information in advance of the forthcoming events.</p> <p>The use of social media, through the Agency's Twitter account provided a further source of information and publicity</p>	Section 5.3 and Section 5.5

Consultation Strategy - Guiding Principles		
	regarding the information exercise, ensuring that a well-planned and co-ordinated programme of activity achieved widespread publicity.	
Participation	<p>Early engagement and communication with a range of stakeholders, including statutory consultees (as contained within Schedule 1 of the APFP 2009), non-statutory bodies, interest groups and the general public allowed the participation of a wide target audience in the process.</p> <p>This sought to encourage greater involvement in the information exercise ensuring an inclusive approach to engaging with the community.</p>	Section 5.3
Quality	<p>The information for the public information exhibitions provided details on various aspects of the Scheme, including its operation and plans showing the preliminary stage proposals. Copies of the exhibition boards were also posted on the Agency's website.</p> <p>The presentation of material, including the questionnaires has been clear and concise. The information available has been considered both sufficient and relevant in encouraging participation and enabling informed opinions to be made on the Scheme.</p> <p>With 76% of those who responded positively to the question that they '<i>understand how the smart motorway will operate from attending the exhibition</i>' is testament of the relevance and clarity of the information presented.</p>	Section 5.4
Timely	<p>The scheduling of events and the use of the Agency's website has avoided unnecessary duplication of effort and helped make the most effective use of resources.</p> <p>An important consideration has been the need to avoid public fatigue in the process. This has been assisted by early engagement with key stakeholders,</p>	Section 5.4 and Section 5.5

Consultation Strategy - Guiding Principles		
	recognising that many groups and individuals have limited capacity for involvement. Finding easy ways to participate in the process, for example through the use of the internet has helped in this respect and by ensuring that the information presented is sufficiently relevant.	

Table 22 Statements of Community Involvement – Scheme Compliance

Statements of Community Involvement		
Requirement	Agency Actions	Report Reference
Reading BC		
<ul style="list-style-type: none"> Engaging the community at the outset 	An informal public informal exercise undertaken with the community prior to development of the Scheme proposals.	Section 5.4
West Berkshire BC		
<ul style="list-style-type: none"> Encourage pre-application discussions Provide details of community involvement in preparing and finalising proposals Summarise results of consultation and impacts of community input on final proposal 	<p>Initial meeting held with Berkshire Transport Forum (involving West Berkshire BC) advising on the forthcoming events and on-going engagement in the preparation of the SoCC.</p> <p>Feedback Report prepared and made publicly available on the Agency's dedicated project website, at the end of the information exercise, providing the outcome of this initial stage.</p>	Section 5.2
LB Hillingdon		
<ul style="list-style-type: none"> Community consultation for significant development proposals to be carried out at an early stage Communities must 	<p>Informal information exercise undertaken with the community prior to development of Scheme proposals.</p> <p>The initial information exercise stage has provided the opportunity to consider design options for the Scheme, to ask objective questions with the Agency, to have the opportunity to express views and for</p>	Section 5.4

Statements of Community Involvement		
Requirement	Agency Actions	Report Reference
<p>be able to debate options and shape proposals before being finalised</p> <ul style="list-style-type: none"> • Feed back to community on consultation undertaken 	<p>these to be considered.</p> <p>Feedback Report prepared and made publicly available on the Agency's dedicated website, at the end of the informal information exercise, , providing the outcome of this initial stage.</p>	
Slough BC		
<ul style="list-style-type: none"> • Contact LPA at pre-application stage to discuss level of community involvement and method of consultation • Normal means of consultation should be an exhibition or public meeting at suitable venue • Consultation report should include details of where development differs from pre-application proposals 	<p>Two initial meetings held with Slough BC to discuss Scheme proposals. In addition an initial meeting was held with Berkshire Transport Forum (involving Slough BC) advising on the forthcoming information exercise, , and on-going engagement in the preparation of the SoCC.</p> <p>Public information exhibition event held in Slough during the information exercise period.</p> <p>Feedback Report prepared and made publicly available on the Agency's dedicated website, at the end of the information exercise, providing the outcome of this initial stage.</p>	<p>Section 5.2 and Section 5.4</p>
South Bucks DC		
<ul style="list-style-type: none"> • Encourages consultation with the community on major applications • Encourages submission of Public Consultation Statement 	<p>Informal information exercise undertaken with the community prior to development of Scheme proposals.</p> <p>Feedback Report prepared and made publicly available on the Agency's dedicated website at the end of the period, providing the outcome of this initial information exercise.</p>	<p>Section 5.4</p>

Statements of Community Involvement		
Requirement	Agency Actions	Report Reference
LB Hounslow		
<ul style="list-style-type: none"> Consider pre-application discussions to be useful Developers to be advised on suggestions for engagement with local residents and amenity groups 	Initial pre-application meeting held with LB Hounslow on Scheme proposals and information on the forthcoming information exercise.	Section 5.4
RB Windsor and Maidenhead		
<ul style="list-style-type: none"> Early consultation with the local community Methods of early community consultation could include public meetings, public exhibitions and leaflets The Council will help facilitate consultation by providing details of local bodies 	<p>Informal information exercise undertaken with the community prior to development of Scheme proposals.</p> <p>Public information exhibition event held in Maidenhead during the informal information exercise. Letters were sent to local residents living within the Agency's 100m Consultation Area of the M4 informing of the forthcoming programme of events.</p>	Section 5.4
Wokingham BC		
<ul style="list-style-type: none"> Consult local communities at pre-application stage Seek advice from the Council well before submitting an application Consultation to be undertaken before plans reach an advanced stage 	<p>Informal information exercise undertaken with the community prior to development of Scheme proposals.</p> <p>Initial meeting held with Berkshire Transport Forum (involving Wokingham BC) providing information on the forthcoming information exercise.</p>	Section 5.2 and Section 5.4

Statements of Community Involvement		
Requirement	Agency Actions	Report Reference
Buckinghamshire CC		
<ul style="list-style-type: none"> Encourage pre-application discussions with officers, key consultation bodies and local representatives Encourage consultation with local residents and if necessary hold public meetings or exhibitions 	<p>Initial meeting held with Buckinghamshire CC on the Scheme proposals and information provided on the forthcoming information exercise. Engagement with other key consultation bodies and local representatives through discussions on the Scheme proposals and invitations to attend the public exhibition events.</p> <p>Informal information exercise undertaken prior to development of Scheme proposals. Letters were sent to local residents living within the Agency's 100m Consultation Area of the M4 informing of the forthcoming programme of events.</p> <p>Public Information Exhibition held as part the informal information exercise.</p>	Section 5.2 and Section 5.4

5.9.3 As highlighted in the tables above, the assessment undertaken of the information activities through this initial period of stakeholder engagement and the information exercise in July 2014, has demonstrated the Scheme's compliance with community guidance at a local level and the Agency's Guiding Principles within its own Consultation Strategy.

5.10 Conclusions

5.10.1 This stage of stakeholder engagement and informal information exercise has involved early engagement and liaison with key statutory and non-statutory consultees, as well as members of the public. This Chapter of the Consultation Report has recorded the initial discussions undertaken with statutory and technical consultees regarding particular aspects of the Scheme. The receipt of technical advice and comment has helped inform the on-going design and assessment work.

- 5.10.2 The local community was given the opportunity at this stage to engage in the information exercise through the publicity given to the exhibitions and through the programme of exhibition events. Of those attending exhibitions, the majority were supportive of the concept of smart motorways and at the same time showed an understanding of the operation of the Scheme. The majority who responded also considered themselves to be affected in some way by the Scheme.
- 5.10.3 Concerns were nonetheless raised from the responses received on a number of environmental issues associated with the Scheme, relating in particular to noise and air quality.
- 5.10.4 A similar picture has emerged from the representations received from both statutory consultees and members of the public, in which noise issues are identified as a particular area of concern, along with other amenity considerations. Nonetheless, no objections were received to the principle of the Scheme, albeit a number of questions were raised regarding property issues, individual bridge proposals and consultation issues surrounding The Myrke and the proposals affecting Datchet Road overbridge.
- 5.10.5 Respondents were informed of the on-going assessment work at this early stage, particularly in relation to noise and air quality and the opportunity that would be provided as part of the formal consultation stage to participate and respond to the assessments undertaken in support of the Scheme proposals.

6 SCHEME DEVELOPMENT

6.1 Introduction

- 6.1.1 Following the conclusion of the initial stakeholder engagement and information exercise, work on the Scheme's preliminary design development was progressed, in conjunction with the on-going environmental assessment work, prior to the formal public consultation stage. This covers the period from July to November 2014 and included the areas addressed below.
- 6.1.2 The Scheme's preliminary designs were taken forward during this period through an iterative design process involving:
- a) a review of the design and proposed mitigation as part of the on-going environmental assessment work;
 - b) consultation with relevant statutory consultees and other interested parties; and
 - c) addressing any environmental effects, taking into consideration the earlier consultation responses, as part of the on-going environmental assessment process.

6.2 PEI Report consultation

- 6.2.1 As outlined earlier in Section 1.4, EIA preparation of the PEI Report was taken forward during this period providing information on the Scheme's EIA carried out to date.
- 6.2.2 This commenced with the preparation of an EIA Scoping Report (Agency, July 2014), which was submitted to the Inspectorate in August 2014 setting out the proposed scope of assessment in relation to the Scheme. The Inspectorate reviewed and consulted on the Scoping Report and issued a Scoping Opinion on 19th September 2014.
- 6.2.3 In addition to the Inspectorate's formal consultation, statutory environmental consultees (local planning authorities, Natural England ("NE"), English Heritage ("EH") and the Environment Agency ("EA")) were invited to two environmental information sessions (20th August and 12th September 2014), where the Agency and representatives presented the proposed scope of the EIA. A table setting out the Inspectorate's Scoping Opinion, and the views expressed by parties consulted on the Scoping

Report, along with a response as to how they have been addressed by the Scheme, is set out at Appendix 5.1 in Volume 3 of the ES.

- 6.2.4 Following receipt of the Scoping Opinion, the PEI Report was published by the Agency in November 2014 as part of its statutory consultation exercise. The PEI Report provided information on the EIA for the Scheme that had been carried out up to that point, providing preliminary information on the environmental effects of the Scheme and the proposed mitigation measures to address significant adverse effects.
- 6.2.5 The PEI Report was then consulted upon as an integral part of the formal consultation process enabling consultees, including the local community, to understand the environmental effects and implications of the Scheme. In line with other consultation material, copies of the PEI Report were made available at all public information exhibitions and deposit information points, as well as on the Agency's dedicated project website.

6.3 PEI Report – Key consultation issues

- 6.3.1 Preparation of the PEI Report included information on the key environmental issues highlighted during the initial stage of public consultation relating to noise and air quality, in particular.
- 6.3.2 In relation to air quality, the PEI Report identified that the route of the Scheme crosses or lies close to ten Air Quality Management Areas ("AQMAs") and within 200m of four Sites of Special Scientific Interest ("SSSI").
- 6.3.3 However, the PEI Report concluded that the air quality objectives for NO₂ and PM₁₀ were not anticipated to be breached from the implementation of the Scheme and that the overall impact of the Scheme proposals on air quality during construction and operation were assessed as not being significant.
- 6.3.4 In terms noise and vibration, the PEI Report recorded that along the route of the Scheme, 39 areas were identified where action plans have been published setting out proposals to manage noise.

- 6.3.5 As a result of the Scheme, the PEI Report has concluded that no properties will experience a noise increase greater than negligible and that, overall the significance of the effects of the Scheme have been assessed as being slight adverse in the short-term and neutral in the long-term. The cumulative effect of future traffic growth, including committed development has been considered to be neutral.
- 6.3.6 The detailed assessments undertaken within the PEI Report, in accordance with the individual environmental topic areas referred to within the Scoping Report, has covered both the construction and operational /maintenance phases of the Scheme. This level of environmental information provided within the PIE Report has enabled the Scheme to move forward to its formal consultation stage.

7 ON-GOING STAKEHOLDER ENGAGEMENT

7.1 Introduction

- 7.1.1 Following the conclusion of the initial stakeholder engagement and information exercise, further engagement continued with a number of key stakeholders between May and November 2014, prior to the formal 6 week consultation period on the Scheme, which was undertaken between November and December 2014. An additional consultation period subsequently ran between January and March 2015 to deal with a limited number of issues that arose during the 6 week consultation period.
- 7.1.2 The aim at this stage was to focus engagement with each of the 11 "host"² local planning authorities through which the Scheme extends and with identified 'hard to reach groups' in ensuring an inclusive consultation process as possible.
- 7.1.3 Other stakeholders, including the Emergency Services, Network Rail, environmental bodies and local developers were also engaged with through meetings during this period.

7.2 Local planning authorities

- 7.2.1 The Agency recognises the importance of engaging with each of the local authorities directly affected by the Scheme proposals. This view has been reinforced by the status afforded to the 11 host authorities, under the provisions of the PA 2008, particularly in relation to the pre-application consultation.
- 7.2.2 Having previously engaged with each of the host authorities at a corporate level and through the on-going technical discussions, it was considered timely, prior to the Phase 2 consultation stage, to meet with each of the local planning authorities ("LPA"). This was in recognition of the significant role they play in the PA 2008 process, in guiding the Authorities' responses to consultation and in any further discussions about the Scheme proposals.

² In accordance with the PA 2008 (as amended by the Localism Act 2011) the 'host' local authority is the local authority or local authorities whose area(s) the Application Site lies within.

- 7.2.3 As part of this process, the Agency has recognised the encouragement given through guidance, for those affected local authorities to take on a wider role than the minimum prescribed in legislation. This can cover matters such as shaping the prospective terms of the DCO and any associated planning requirements, providing evidence on the likely impacts of the Scheme and in negotiating any local community benefits.
- 7.2.4 Accordingly, letters were sent by the Agency to the Heads of Planning (or their equivalent) for each of the 11 host local planning authorities on 3rd July 2014 offering to meet to discuss the Scheme proposals and the LPAs involvement in the DCO process. (A copy of the letter sent to each local planning authority is provided in **Appendix 8**). Follow-up calls were made where necessary, to confirm the meeting arrangements. With the exception of BCC, which did not respond to the meeting requests made, meetings were held with the 10 other 'host' local planning authorities between the 18th September and 11th November 2014, prior to the start of the formal consultation period.
- 7.2.5 An Agenda was forwarded in advance of each meeting. The meetings included a short power-point presentation of the Scheme proposals, the proposed DCO programme and the key work stages leading to the submission of the DCO. (A copy of the presentation is attached separately in **Appendix 9**).
- 7.2.6 A summary of the meetings held with each local planning authority is provided in **Tables 23 to 28** below, highlighting the main issues discussed.

Table 23 Berkshire Planning Officers Meeting

Meeting	Berkshire Planning Officers, comprising: Slough Borough Council West Berkshire Borough Council Reading Borough Council Bracknell Borough Council Royal Borough of Windsor and Maidenhead (Apologies received from Wokingham Borough Council)
Date	18 th September 2014

Meeting Agenda	<ol style="list-style-type: none"> 1. Introductions 2. Purpose of Meeting 3. DCO Process 4. Collaborative Working 5. LPA Joint Working 6. Public Consultation 7. Planning Support
Main Issues Discussed	<ol style="list-style-type: none"> (i) Query raised on whether there would be signposting on the feeder network to the M4. (ii) Concerns raised that feeder roads would become more congested as a result of expected increase in traffic. (iii) Concerns at the distances between ERAs of 2.5km. (iv) Question raised regarding emergency vehicles passing through stationary traffic. (v) Reliable and accurate traffic information was raised as a major issue. (vi) Query regarding re-surfacing of motorway raised. (vii) Query raised regarding the use of concrete barriers. (viii) Concerns raised at the period for public exhibitions was limited to 2 weeks. (ix) To assist the LAs consideration of the draft SoCC, the Agency offered to facilitate a workshop event. (x) The Agency referred to the advice offered on collaborative working between local authorities which it was felt might be of interest. (xi) Concerns raised regarding the outcome of the Davies Report into the third runway at Heathrow Airport and its impact on the Scheme. (xii) The meeting considered that the construction period would generate particular public interest as part of the public consultation.
Account taken by Agency to Issues Discussed	<ol style="list-style-type: none"> i) Confirmation that signposting on the feeder network to the M4 does not form part of the Scheme proposals. ii) Advised that the expected increase in traffic flows would be around 7% to 2037. iii) Highlighted concerns at the abuse of hard-shoulders and that breakdowns with modern vehicles are not that common. iv) Advised that experience had shown there was sufficient room for traffic to move over and that CCTV coverage would enable swifter response times for emergency vehicles.

	<ul style="list-style-type: none"> v) Advised that the use of more technology, particularly radar detection systems would assist in providing more accurate information. vi) Confirmed (their) intention to resurface lanes 1 and 4 with a quieter surface treatment. vii) Advised that these were in place primarily from a safety perspective. viii) Advised that the LAs would have the opportunity to comment on this through their consultation on the draft SoCC. ix) No action required. x) No action required. xi) Advised that this was currently unknown and may have to be built into the scheme, depending on its timing. xii) In terms of the construction period, this would be approximately 5 years.
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Table 24 London Borough of Hillingdon Meeting

Meeting	London Borough of Hillingdon
Date	1 st October 2014
Meeting Agenda	<ol style="list-style-type: none"> 1. Introductions 2. Purpose of Meeting 3. Scheme Presentation 4. Public Consultation 5. Planning Support
Main Issues Discussed	<ul style="list-style-type: none"> (i) Concerns raised regarding lack of signage on the wider road network in advising of conditions on the M4. (ii) The Agency was informed of the likely interest of Stockley Park Business Park in the scheme in view of its location. (iii) Request made for low noise road surfacing. (iv) The Agency advised that much of the existing planting would remain unchanged which would assist in reducing the impacts of the Scheme. (v) LBH suggested the use of Hayes Leisure Centre for an unmanned exhibition and the use of an existing construction compound close to Hammersmith Bridge Flyover.
Account taken by Agency to Issues Discussed	<ul style="list-style-type: none"> (i) The Agency considers that wider signage issues are beyond the scope of the Scheme. (ii) The interest was noted and a public information exhibition was held at Stockley Pines Golf Club during the formal public consultation period.

	<ul style="list-style-type: none"> (iii) Low Noise road surfacing to be installed throughout the Scheme. Advised that the Scheme proposals would not make the existing situation any worse. (iv) No action required. (v) A decision was taken to hold a main exhibition at the Stockley Pins golf course in Hayes, rather than having an unmanned exhibition in this area.
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Table 25 London Borough of Hounslow Meeting

Meeting	London Borough of Hounslow
Date	29 th October 2014
Meeting Agenda	<ol style="list-style-type: none"> 1. Introductions 2. Purpose of Meeting 3. Scheme 4. Public Consultation 5. Planning Support
Main Issues Discussed	<ul style="list-style-type: none"> i) LBH enquired whether the scheme was being developed to accommodate increases in traffic generation as a result of new development, the Agency ii) LBH raised concerns regarding the traffic congestion along local 'A' roads, particularly along Hope Road. iii) LBH queried whether Air Quality had been scoped out. iv) LBH requested that the re-surfacing works should be extended to the east of the Scheme boundary. v) LBH suggested potential local interest groups to consult as part of the public consultation and a potential construction compound to the north of junction 3 on the M4 which might be of interest.
Account taken by Agency to Issues Discussed	<ul style="list-style-type: none"> (i) Confirmation that the forecasts of future traffic generation had been based on the Saturn Model which had taken new development into account. (ii) The Agency's traffic modelling extends to these roads. (iii) Confirmed that air quality had not been included within the EIA for this area. (iv) Response that the boundaries of the Scheme had been set by the Secretary of State. (v) The site as a construction compound was

	considered, but was discounted on environmental and highway grounds.
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Table 26 Greater London Authority Meeting

Meeting	Greater London Authority
Date	11 th November 2014
Meeting Agenda	<ol style="list-style-type: none"> 1. Introductions 2. Purpose of Meeting 3. Scheme Presentation 4. Public Consultation 5. Planning Support
Main Issues Discussed	<ol style="list-style-type: none"> i) GLA raised concerns regarding vehicle breakdowns. ii) GLA did not consider the Scheme as having any direct benefits. However, the timing of the Scheme might raise a view particularly in relation to Heathrow Airport, which is seen as an issue, for which the smart motorway may be seen as supporting its development.
Account taken by Agency to Issues Discussed	<ol style="list-style-type: none"> (i) Response that there are few severe failures on the motorway today and that there was to be complete CCTV coverage as part of the scheme proposals. (ii) The Agency considers that the Scheme addresses issues relating to Thames Valley and M4 transport that go beyond the effects of the Scheme upon access to Heathrow Airport.

Table 27 South Bucks Discussion

Discussion	South Bucks District Council
Date	12 September 2014
Discussion Agenda	Discussion followed Strategic Environmental Bodies ("SEB") Presentation
Main Issues Discussed	<ol style="list-style-type: none"> i) SBDC raised question of the Scoping Report consultation and the Council's response to PINS during the consultation period. ii) Discussion around possible venues for future public consultation, potential consultees and a request for a meeting to discuss Scheme proposals.
Account taken by Agency to Issues	(i) The Agency reviewed SBDC's response to the Scoping Report.

Discussed	<p>(ii) The Agency looked at venues in SBDC for consultation exhibitions and one was held at Iver Village Hall. A deposit point was provided at Denham Parish Council.</p> <p>(iii) The Agency contacted SBDC on 11 December 2014 and 9 January 2015 to arrange a meeting. A meeting was arranged for 3 February 2015, which was cancelled by SBDC on 30 January 2015. The meeting was rescheduled for, and was held on, 9 March 2015.</p>
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Table 28 Transport for London (TfL) Meeting

Meeting	Transport for London (TfL)
Date	9th December 2014
Meeting Agenda	<ol style="list-style-type: none"> 1. Introductions 2. M4 Scheme Proposal 3. Consultation 4. AOB
Main Issues Discussed	<ol style="list-style-type: none"> i) TfL enquired how long the construction period would be. ii) TfL asked whether there were other 'smart' motorway schemes in operation. iii) TfL queried whether increasing the network capacity through the smart motorway scheme might conflict with TfL's objectives. Considered the starting point was the strategic modelling work and the assessment to demonstrate whether there was any impact on the wider network. iv) TfL asked what the eastern extent of the traffic model is. v) TfL enquired whether there is any impact on the A4. vi) TfL asked how journey time reliability was assessed. vii) TfL Mentioned that it has a bespoke ICT system for managing congestion. viii) TfL confirmed that neither the A40 or A4 have been subject to detailed modelling, though some modelling has been done at J2. ix) The Agency agreed to forward Model Report, Validation Report and Uncertainty Log to TfL. x) The Agency/TfL to arrange a further meeting in the New Year to discuss particular aspects in more detail.
Account taken by Agency to Issues Discussed	<ol style="list-style-type: none"> (i) The Agency advised this would be some 6 years. (ii) The Agency mentioned that parts of the M25 have been widened as a 'smart' motorway and that other schemes have recently been announced in

	<p>the Autumn Statement.</p> <p>(iii) The Agency circulated copies of a presentation and provided an overview of the traffic modelling work that has been undertaken.</p> <p>(iv) The Agency advised that it is reasonably validated as far J2 i.e. Hammersmith flyover; beyond that the level of validation is lower.</p> <p>(v) The Agency stated that there is no substantive impact on the A4.</p> <p>(vi) The Agency advised that this was undertaken using journey time data sets and that mean journey time is the key indicator.</p> <p>(vii) The Agency offered to look at how it could fit into this system.</p> <p>(viii) The Agency advised that neither route was showing as needing detailed assessments.</p> <p>(ix) The Agency forwarded to TfL copies of the model validation and forecasting reports. No further meetings took place, as it was understood TfL had done their own assessment and satisfied themselves that the impact was not substantial. This was reported that to the West London Transport Forum on 22 January 2015.</p>
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7.3 Equalities and diversity

- 7.3.1 In line with the Consultation Strategy it was considered important that the programme of public consultation fully embraced all sectors of the community. In compliance with Agency procedures, this began with ensuring that accessible standards were met for holding public information events and has since widened to engage with all sections of the community, reflecting the diversity of communities within the vicinity of the Scheme. This was following comments received at the information exercise stage, in which it was determined that the engagement undertaken should include identified 'hard to reach groups' within each 'host' local authority area, as a key objective of the Consultation Strategy.
- 7.3.2 To assist in taking this forward, the Agency has sought to liaise initially with Equalities and Diversity Officers from each 'host' local authority. This was seen as useful to the Agency in helping identify those hard to reach groups and in agreeing an effective programme of engagement on the project. The Cabinet Office Code of Practice on Consultation states that "policy makers should take the necessary actions to engage with hard to reach and vulnerable groups." The starting point for engaging with hard to reach groups was an email to each identified Equalities and Diversity Officer requesting details of the local authority's work with hard to reach

groups, as the basis for developing a targeted plan of engagement. (Copy email attached separately in **Appendix 10**).

7.3.3 The responses received from each local authority officer, either via email or through telephone conversation are summarised in **Tables 28 to 38** below. Following consideration of the information received, the Agency put forward an engagement plan for engaging with the ‘hard to reach’ groups within each local authority area. This was set-out in a further email to the relevant officer, which has formed the basis of the Agency’s engagement with these identified groups during the formal consultation period.

7.3.4 The Agency’s proposed approach to its consultation with ‘hard to reach’ groups and the actions undertaken following the local authority’s further responses, are also presented in the Tables below:

Table 28 Bracknell Forest Council

Response Received: BFC
<p>Email 15th September 2014:</p> <ul style="list-style-type: none"> <i>a) 'Communities that we know to be hard to reach are older people, the disabled community and gypsy and traveller populations. All could be affected by this scheme.</i> <i>b) We use face to face meetings and online consultative forums for the majority of our engagement work.</i> <i>c) We have an active disability group which meets quarterly, but is also contactable outside of meeting times.</i> <i>d) We run an online consultation forum that is open to anyone in the district to respond to. Anyone who has expressed an interest in Council consultations will be alerted to new consultations as they arise.</i> <i>e) Other, time limited, consultation groups are formed to address specific issues.</i> <i>f) The ability of the Highways Agency to use these channels as part of its DCO engagement. - There is no problem with the Highways Agency sending us consultative material which we can distribute through our existing, on-going channels'.</i>
Proposed Approach
<p>Based on the response above, the following was emailed to BFC on 6th November 2014 as the Agency’s proposed approach to its consultation activity:</p>

- *'An offer to speak with identified groups on the Scheme. If you could advise on any groups/forums that might be interested in hosting such an event, the Highways Agency will seek to make staff available, if possible for that purpose.*
- *To provide a link to the Highways Agency's project website which will provide details on the Scheme, as well as the opportunity to make comments on the scheme proposals during the consultation period'.*

Actions Undertaken

The Agency has taken into account the issues raised by BFC in terms of its approach to engaging with hard to reach groups in this local authority's area. In addition, a request received from BFC on 6th November 2014 to forward web link and to advise on any requests to meet with identified groups. The following Web link to the Agency's project web address emailed to BDC on 6th November 2014: www.highways.gov.uk/roads/road-projects/M4-junctions-3-12

Table 29 London Borough of Hillingdon

Response Received: LB Hillingdon

Email 23rd September 2014:

- a) *We don't consider groups to be 'hard to reach', however there are a number of diverse communities in the borough.*
- b) *I'd be grateful if you would please clarify the geographic area that will be affected by the proposals, so we can identify the groups that may be affected?*
- c) *We use a variety of methods to communicate and engage with diverse communities in the borough including:*
 - *Face-to-face contact*
 - *Direct communication with a variety of community and voluntary organisations and representatives*
 - *Forums*
 - *Residents Groups*
 - *Local newsletters*
 - *Council magazine (which is sent to every resident in the borough)*
 - *Local radio*
 - *Local newspapers*
- d) *We measure success by the number of responses to formal consultations and participation in informal activities.*
- e) *We may be able to assist with promoting the consultation through our corporate communication channels, however this would be subject to the appropriate approval process. We are able to assist*

<i>with the dissemination of information to targeted groups through our engagement channels’.</i>
Proposed Approach
<p>Based on the response above, the following was emailed to the LB Hillingdon on 20th October 2014 as the Agency’s proposed approach to its consultation activity:</p> <p><i>‘You enquired on the geographic area affected by the proposals in order to identify those groups that may be affected. In line with Highways Agency good practice, residents living within approximately 100m of the highway boundary are to be consulted on scheme proposals through letter invitations to attend consultation events.</i></p> <p><i>Based on the information provided in response to the questions set out in my email, we therefore propose the following as part of our consultation activity:- An offer to speak with identified groups on the Scheme. If you could advise on any groups/forums that might be interested in hosting such an event, the Highways Agency will seek to make staff available, if possible for that purpose.</i></p> <p><i>To provide a link to the Highways Agency’s project website which will provide details on the Scheme, as well as the opportunity to make comments on the scheme proposals during the consultation period.’</i></p>
Actions Undertaken
<p>The Agency has taken into account the issues raised by LB Hillingdon in terms of its approach to engaging with hard to reach groups in this local authority's area and undertook the following actions:</p> <p>LB Hillingdon advised by email on 6th November 2014 that the Council’s Planning Team were liaising with the Agency regarding stakeholder consultation and would be in contact. Email acknowledgment on 20th November 2014 offering further assistance and a reminder of the closing date for public consultation.</p>

Table 30 Greater London Authority

Response Received: GLA
<p>Email 19th September 2014:</p> <p><i>‘The GLA’s mechanisms for engaging with equalities groups are pan-London, and do not deal with individual planning applications. As I understood it, your proposal only affects the London Boroughs of Hillingdon and Harrow. I would advise you, therefore, to engage with people from equality groups within those Boroughs, rather than pan-London’.</i></p>
Proposed Approach
<p>The Agency took forward these matters in consultation with the two boroughs instead of the GLA in this respect.</p>

Table 31 Slough Borough Council

Response Received: SBC
<p>Email 19th September 2014:</p> <ul style="list-style-type: none"> • <i>'The two main target audiences are motorway users and residents who will be directly affected through land acquisition by the HA.</i> • <i>Residents who may be directly affected by land acquisition etc. have already been directly contacted by letter – this should be continued</i> • <i>Aside from residents being directly affected by land use, there is a wider target audience made up of all those in who may use the motorway</i> • <i>It is therefore crucial to communicate a general campaign about what the scheme is, as well as important safety information, to all motorway users in and around the affected area – for example what to do if your car breaks down and there is no hard shoulder</i> • <i>Regarding potential language barriers in order to do this, initial mentions were of Polish, Urdu, Punjabi, Somali and Romanian.</i> <ul style="list-style-type: none"> • <i>As above, regarding possible language barriers, initial mentions were of Polish, Urdu, Punjabi, Somali and Romanian speakers who may require translated materials</i> • <i>If HA require a full list of languages spoken in the area then we can provide this</i> • <i>For this particular scheme, contact with residents by letters and house visits is recommended (particularly when their houses or land will be directly affected), as well as contacting the DVLA to ask whether leaflets could be sent out to those in the catchment area who are registered with them</i> • <i>Leaflets in community centres, libraries, and the town centre</i> • <i>Information on the road safety section of SBC's website</i> • <i>Local newspapers</i> • <i>No specific data mentioned, but it was noted that online information elicits a good response</i> • <i>In conjunction with paper-based communication e.g. letters and leaflets (paper-based communication will help to reach those who do not have access to a computer, and can be translated to reach those whose first language is not English) these platforms will reach a greater number of people</i> • <i>Yes</i> • <i>We are able to put leaflets (included translated leaflets) in community centres, libraries, and the town centre, and we are also able to provide information on the road safety section of SBC's website. SBC/HA could also contact local newspapers for this purpose'.</i>

Proposed Approach

Based on the response above, the following was emailed to SBC on 17th October 2014 as the Agency's proposed approach to its consultation activity:

- *'An offer to speak with identified groups in the languages referred to, as an alternative to providing translated material. If you could advise on any such groups/forums that might be interested in hosting such an event, the Highways Agency will seek to make staff available for that purpose.*
- *To provide a link to the Highways Agency's project website which will provide details on the Scheme, as well as the opportunity to make comments on the scheme proposals during the consultation period.*
- *To make available information on the Scheme for distribution at various locations within the community. If you could advise on the likely numbers involved, the Highways Agency can give further consideration to this request and I can advise accordingly.'*

Actions Undertaken

The Agency has taken into account the issues raised by SBC in terms of its approach to engaging with hard to reach groups in this local authority's area.

SBC emailed on 7th November 2014 requesting web site link be provided and advised on the work of the Council's Community Services in engaging with hard to reach groups. Also requested copies of consultation materials to be made available.

Email sent to the Council on 7th November 2014 providing the following Web link to the Agency's project web address on 6th November 2014:

www.highways.gov.uk/roads/road-projects/M4-junctions-3-12

Also enquired on taking forward liaison with hard to reach groups and advised that liaison would be undertaken with the Agency regarding the distribution of leaflets.

SBC emailed on 7th November 2014 providing contact details at Chalvey Community Centre for engaging with hard to reach groups.

Email sent to Chalvey Community Centre on 17th November 2014 offering to speak to identified hard to reach groups.

The Agency delivered to SBC, but SBC was unable to take receipt of documents.

Table 32 West Berkshire Borough Council

Response Received: West Berkshire
<p>Email 5th November 2014:</p> <p><i>'I have spoken to our Consultation Officer who tells me that if you would like to use our website for your consultation you would just need to send her a summary of what the consultation is about, and a link to your external website where the consultation is running. She would also need to know the dates between which the consultation is running, and contact details for you in case anyone has a query.</i></p> <p><i>If you do not have an external website hosting your consultation, then she would also need a more detailed run down of what the consultation seeks to do (as well as the summary), and a form that includes the questions that you are asking people to consider.</i></p> <p><i>In either case, once the consultation closes, we would also need to publish a link to your results in order to inform our residents of the outcome, so at the appropriate time, we would need to have this sent through'.</i></p>
Proposed Approach
<p>Based on the response above, the following was emailed to West Berkshire on 5th November 2014 as the Agency's proposed approach to its consultation activity:</p> <ul style="list-style-type: none"> <i>' - To provide a link to the Highways Agency's project website which will provide details on the Scheme, as well as the opportunity to make comments on the scheme proposals during the consultation period.</i> <i>- To host web-chats at specific times during the consultation period.</i> <p><i>You mentioned the distribution of consultative materials through the auspices of the Council, if needed. I would be grateful if you could provide further detail of this in order for the Highways Agency to give further consideration to this offer.'</i></p>
Actions Undertaken
<p>The Agency has taken into account the issues raised by West Berkshire in terms of its approach to engaging with hard to reach groups in this local authority's area. West Berkshire advised by email on 10th November 2014 on their requirements and contact details for using the Council's website for consultation.</p> <p>Email sent to the Council providing summary text of the Scheme and the following link to the Agency website:</p> <p>http://www.highways.gov.uk/roads/road-projects/M4-junctions-3-12</p>

Table 33 South Bucks District Council

Response Received: South Buckinghamshire
<p>Email 5th November 2014:</p> <p><i>'If you can provide us with a link to the consultation on your website and PDFs of the consultation documentation we will put this on our website.</i></p> <p><i>With regard to printed documents and getting them the hard to reach groups please could you send them to... South Bucks District Council'.</i></p>
Proposed Approach
<p>Based on the response above, the following was emailed to SBDC on 24th October 2014 as the Agency's proposed approach to its consultation activity:</p> <p><i>'To provide a link to the Highways Agency's project website which will provide details on the Scheme, as well as the opportunity to make comments on the scheme proposals during the consultation period.</i></p> <p><i>You mentioned the distribution of consultative materials through the auspices of the Council, if required. I would be grateful if you could provide further details in order for the Highways Agency to give further consideration to this'.</i></p>
Actions Undertaken
<p>The Agency has taken into account the issues raised by SBDC in terms of its approach to engaging with hard to reach groups in this local authority's area and has undertaken the following actions:</p> <p>SBDC emailed on 5th November 2014 requesting a link to the consultation on the Agency's website and PDFs of the consultation documentation.</p> <p>Email sent to the Council on 6th November 2014 attaching the following web link to the Agency's project web address:</p> <p>www.highways.gov.uk/roads/road-projects/M4-junctions-3-12</p>

Table 34 London Borough Hounslow

Response Received: LB Hounslow
<p>Email 10th November 2014</p> <p><i>'Our community engagement work is undertaken by Luke Kirton in the Community Engagement team. His email is luke.kirton@hounslow.gov.uk Can you liaise with him. I am happy to advice on disability groups'.</i></p>
Proposed Approach
<p>Email sent to Luke Kirton on 13th November requesting assistance in engaging with hard to reach groups within the community.</p> <p>No further communication received from London Borough of Hounslow.</p>

Actions Undertaken
The Agency determined that communication exchanges with the Council's Equalities and Diversity Officer had raised awareness of the Scheme and that wider consultation had been undertaken with the Council through the draft SoCC and in the publicity planned for the forthcoming public consultation events.

Table 35 Reading Borough Council

Response Received: RBC
Email 12 th November 2014: <i>'Suggest you contact Acre direct'.</i>
Proposed Approach
Telephone conversation 13 th November 2014 with Acre. Agreed to forward 1,000 copies of consultation flyer for distribution by Acre amongst registered community organisations.
Actions Undertaken
The Agency has taken into account the issues raised by RBC in terms of its approach to engaging with hard to reach groups in this local authority's area and has undertaken the following actions: 400 copies of the consultation brochure delivered to the offices of Acre in Reading on 20th November 2014.

Table 36 Royal Borough of Windsor and Maidenhead

Response Received: RBWM
Email 21 st November 2014: <i>'I did ask if you could send me a brief/information sheet/questionnaire that I could send out to the hard to reach groups and to date I haven't got anything from you. When dealing with these groups the brief should be short/factual and easy to understand. If you could get something to me in this format that would be good and it will then go out immediately to the relevant groups.'</i>
Proposed Approach
Based on the above response, the following action was undertaken.
Actions Undertaken
The Agency has taken into account the issues raised by RBWM in terms of its approach to engaging with hard to reach groups in this local authority's area and has undertaken the following actions: Email sent to the RBWM on 21st November 2014 providing a summary of the Scheme and a link to the following Agency's website: http://www.highways.gov.uk/roads/road-projects/M4-junctions-3-12 , along with the following contact point for any further queries:

M4J3to12SmartMotorways@highways.gsi.gov.uk

Also requested the Council to retweet messages to raise awareness about the consultation, at the following twitter feed for the South East:

https://twitter.com/HANews_seast

Table 37 Wokingham Borough Council

Response Received: Wokingham Borough Council
Email 13 th October 2014 Advised that the Council has no central equalities person or Team, but that a response is planned to be made on the draft SoCC.
Email 31 st October 2014 Confirmation that the Council is unable to offer any specific further assistance in relation to 'hard to reach groups' within the area.
Proposed Approach
Based on the above response, the following action was undertaken.
Actions Undertaken
The Agency determined that communication exchanges with the Council's Equalities and Diversity Officer had raised awareness of the Scheme and that a consultation response was anticipated through the draft SoCC and in the publicity planned for the forthcoming public consultation events.

Table 38 Buckinghamshire County Council

Response Received: Buckinghamshire County Council
Phone-call 14 October 2014: Advised that the County Council are unable to assist as they leave equalities and diversity matters to the district councils.
Proposed Approach
Based on the above response, the following action was undertaken.
Actions Undertaken
The Agency took forward these matters in consultation with SBDC instead of BCC in this respect.

- 7.3.5 Further engagement was also undertaken with other key stakeholders during the period May to November 2014. **Tables 39 to 41** below summarises the main issues raised and the outcome of meetings held between the Agency and these organisations, prior to the commencement of the formal consultation stage.

Table 39 Emergency Services

Engagement Undertaken
<p>Meeting held 09 May 2014 – Thames Valley Police Meeting –held 04 June 2014 – The Metropolitan Police Meeting held 12 June 2014 – Traffic Officer Service Meeting held 15 July 2014 – Royal Berkshire Fire Service Meeting held 02 September - Met Police, Thames Valley Police, Hertfordshire Police and Traffic Officer Service Meeting held 04 November 2014 – Met Police and Thames Valley Police Meeting held 07 November 2014 – Traffic Officer Service</p>
Purpose of Meetings
<p>Meetings were held to provide an introduction to the Scheme, as well as discussions on enforcement and Police Observation Platforms.</p>
Main Issues Discussed
<p>The Metropolitan Police raised concerns regarding the signal visibility/obscuration, volume of information presented and provision of driver information on driver behaviour; accident investigation in unlit sections; signage of the start and end of all lane running; welfare provision for drivers during incidents; size and lighting of ERAs and their misuse; live lane breakdowns in lane 1.</p> <p>Traffic Officer Service raised concerns regarding the use of turnaround points; red X offences and driver education; timescales of the use of HADECS cameras, lighting.</p> <p>Royal Berkshire Fire Service raised queries and concerns regarding the concrete central reserve; on-road markings, signals and lighting; speed cameras and enforcement; future proofing the Scheme with more lanes; access to power for emergency services lighting; signalling for road works; turnaround points; barrier at the road side; potential for tolling.</p> <p>General issues related to the possible locations of police observation platforms, and engagement with groups over their misuse.</p>
Actions Undertaken
<p>The Agency has taken into account the issues raised by the Emergency Services in terms of its approach to designing the Scheme. This has included the consideration of placement of signage, ERAs and police observation platforms.</p> <p>Following the requests made, letters and leaflets were sent to the Metropolitan Police, Thames Valley Police and Royal Berkshire Fire Service on 18 June 2014 and correspondence relating to tools regarding smart motorway campaign on 8 July 2014.</p>

Table 40 Environmental Bodies

Engagement Undertaken
Meetings held on 20 August 2014 and 12 September 2014 – All environmental bodies and 'host' local authorities.
Purpose of Meeting
The initial meeting was held to provide an update on the Scheme once the Scoping Report had been issued, The second involved a Workshop to discuss the Scheme and the Agency's approach to the EIA.
Main Issues Discussed
Despite a large number of environmental bodies being invited to the Workshop relating to the Scoping Report and Scheme, very few attended. South Bucks District Council raised concerns relating to heritage sites at Burnham Abbey and Burnham Beeches.
Actions Undertaken
The Agency has taken into account the issues raised by the environmental bodies that attended these meeting in terms of the approach to designing the Scheme. This has included the provision of noise and air quality assessment with mitigation where appropriate and the provision of a protective framework within the Outline CEMP.

Table 41 Heathrow Holdings

Engagement Undertaken
Meeting held 22 September 2014
Purpose of Meeting
To update Heathrow Holdings on the M4J3-12 smart motorway proposals and timescales in advance of the forthcoming DCO Consultation.
Main Issues Discussed
Heathrow Holdings highlighted that the Airport is waiting on the Airport Commission for a decision on the future development of Heathrow, which is expected in Summer 2015. Raised questions about air quality. Also questioned whether the Agency was aware of Network Rail's Western Rail Access to Heathrow ("WRAtH") project.
Actions Undertaken
The Agency has taken into account the issues raised by the environmental bodies that attended these meeting in terms of its approach to designing the scheme. Also maintained regular dialogue to support an integrated approach with Heathrow Holdings to the delivery of the Scheme and the on-going operation and potential development of the Airport in collaboration with the environmental authorities. The Agency confirmed that a meeting had been held with Network Rail regarding the WRAtH project.

Table 42 Network Rail

Engagement Undertaken
Meeting held 10 June 2014
Purpose of Meeting
Introduction to the Scheme and discussion of its effect on Network Rail assets and development.
Main Issues Discussed
The Agency and Network Rail each provided an update on their projects introducing their schemes and so that each can consider the others as they develop their project. This related to locations of gantries.
Actions Undertaken
The Agency has taken into account the issues raised by Network Rail in this meeting in terms of its approach to designing the Scheme and has maintained regular dialogue to support an integrated approach with Network Rail for the delivery of their respective schemes and their on-going operation.

Table 43 Cemex

Engagement Undertaken
Meetings held July and September 2014
Purpose of Meeting
Introduction to the Scheme and discussion of its effect on Cemex planning application/development.
Main Issues Discussed
Discussion about Cemex's planning application and an introduction to the Agency's smart motorway DCO. Cemex was advised that the Agency had reviewed the strategy for Riding Court overbridge and decided on an off-line replacement bridge option, which was in line with Cemex's preference.
Actions Undertaken
The Agency has taken into account the issues raised by Cemex in its approach to the Scheme design. This has resulted in a decision to replace Riding Court overbridge with an off-line bridge solution.

Table 44 Transport for London (TfL)

Engagement Undertaken
Meeting held May 2014
Purpose of Meeting
Introduction to the Scheme and discussion of its effects on TfL assets.
Main Issues Discussed
<p>To provide an outline of the Scheme, the consultation activity undertaken and the on-going assessment work as part of the Scheme's development. A particular focus of the Meeting was on the DCO process and the forthcoming formal consultation stage. TfL was asked to advise on any highway issues that may affect the Scheme and to forward details of key stakeholders and any known major events that may need to be the subject of consultation. TfL requested details of diversion routes and road closures, which we are unable to give them at present. DCO process explained and assistance requested from TfL on timescales for any works they will be completing and contacts.</p> <p>TfL considered that the Scheme would have minimal effects, though advised of major events in the area that may need to be included as part of future consultation. Contract to be undertaken with TfLs Forward Planning Team for future liaison. Agreed to forward plans and programme for the Scheme and to liaise with TfLs Forward Planning Team regarding future consultation.</p>
Actions Undertaken
<p>Following the formal consultation period the Agency met with TfL on 9th December 2014 to address a request for further traffic modelling to address a TfL concern regarding additional traffic impacting on the operation of key interchanges such as Hammersmith Gyratory or closer to central London. There is an additional concern that extra traffic may have a negative effect on the major investment programme that TfL is undertaking to improve provision for cyclists in London. Furthermore, TfL needed to understand why no uplift in traffic flow is predicted on the A312 or A4, which connect to the M4.</p> <p>The Agency provided a copy of the traffic model files, the Model Validation Report, the Model Forecasting Report, Flow and Delay plots in the area of interest for the Base Year, Future Years do minimum and Future Years do something. This includes the M4 beyond junction 3 including the Hammersmith Flyover, A40, A316, A312 and M25 in the west and central London areas.</p> <p>Subsequent to this representation, at the West London Transport Forum meeting on the 22nd January 2015, TfL reported that they had independently modelled the M4 scheme effects on their network and were satisfied that impacts of the Scheme on the TfL network are not significant.</p>

8 LANDOWNER IDENTIFICATION

8.1 Introduction – land referencing

- 8.1.1 The PA 2008 stipulates, under s42 that all persons having an interest in the Order land (comprising persons within one of the categories of persons set-out in s44) should be consulted in respect of the proposed application. In order to identify such persons for the purpose of consultation it is necessary for a process to be undertaken known as land referencing. This is the investigation of public registers and contact with potential owners in order to establish such information. It also informs the compilation of the Land Plans and Book of Reference which accompany the development consent for the Scheme.
- 8.1.2 Under s44, an applicant for a DCO is required to conduct ‘*diligent inquiry*’ to ascertain relevant interests in the land to which the application relates, for the purposes of identifying interested parties with whom to consult. In order to fulfil this requirement of diligent inquiry, the steps described in this section were undertaken to identify those persons with relevant interests in the land to which the DCO relates.

8.2 Setting the referencing limits

- 8.2.1 The limits within which the land referencing would be undertaken for the purposes of consultation were initially developed, and subsequently refined as more information became available through the Scheme’s development.
- 8.2.2 The referencing limits were set in November 2013 to include the following:
- a) all land within the assumed motorway boundary, plus a 10m buffer around that boundary; and
 - b) all land identified as potentially required for the replacement of bridges according to the preliminary design at that time, plus a 25m buffer around those boundaries.
- 8.2.3 In June 2014, as part of the scoping stage for EIA a ‘red line’ boundary was drawn, which set out the notional maximum extent of land over which works would be completed, (plus the addition of temporary compounds). This red line incorporated land potentially required for both on-line and off-line realignment options at bridges where carriageway works are proposed beneath overbridges or above underbridges (and similar structures). The referencing limits were matched to the new red line boundary, which

meant some land was added and therefore additional referencing was required, whilst there were other locations where properties were removed from the referencing limits.

8.2.4 In Autumn 2014, environmental surveys were completed and subsequent data modelling identified properties where the environmental impact of the project could be significant. Properties identified as potentially affected by environmental impacts were included in the referencing limits for the purposes of landowner consultation under s42 of the PA 2008.

8.2.5 Based on these referencing limits, land owners were identified.

8.3 HM Land Registry information

8.3.1 HM Land Registry ("HMLR") data was procured to cover the extent of the land referencing limits. Land Registry Micro Strategy Reports were conducted by HMLR to identify any transfers and subsequent changes of ownership over the course of the Scheme's development prior to consultation and submission of the Application for the Scheme.

8.3.2 All original and updated Land Registry titles were interrogated to establish any freehold, leasehold, mortgagee, other charges or restrictive covenant information. The information gathered was stored within a bespoke land referencing database.

8.4 Major land owner information

8.4.1 Land interest information was requested from major landowners (including local authorities). Access was requested to the local authorities' land terrier mapping; information about public highways and private roads; special category land; statutory undertakers (e.g. gas, water, electricity, media service providers); and planning permissions (which may alter the ownership details of land parcels) within the referencing limits. Local authorities were also queried regarding the highway boundaries within those authorities' area.

8.4.2 Following the requests for information, major land owners (including local authorities) were also sent requests for confirmation of their land interests, third party interests, highway information and statutory undertaker information to confirm currency and to give them an opportunity to update our records.

- 8.4.3 Statutory utilities were identified through the 'Statutory Undertakers inquiry process'. C2 (preliminary inquiry) information requests were initially undertaken for part of the Scheme in 2009, to identify any apparatus owned by statutory utility companies within the Order limits. Updated information was requested again in 2013, using the initial contact list from the 2009 inquiry as the basis for this inquiry. Further statutory undertakers were also consulted if it was known that they were likely to have apparatus within the area.
- 8.4.4 C2 information request letters were produced and distributed to these statutory utility companies in March 2013. Their replies to information requests either confirmed that none of their apparatus would be affected by the works, or provided drawings/plans showing an overview of the apparatus they have in the area. Some requests did not receive replies. For those companies that advised of apparatus being present within the limits of the scheme, discussions have progressed to C3 (budget estimate) stage, whereby the Agency is working with the various utility companies to identify the effect of the scheme on their assets, including any permanent and temporary diversions, and any budgetary implications.
- 8.4.5 Where statutory utility companies had not advised that they hold no apparatus within the area referenced (i.e. they either responded to the C2 requests to say that they owned apparatus within the limits of the scheme, or they did not respond at all), the parties were identified and included as consultees under s42. Therefore, their inclusion in consultation took place on a precautionary basis.

8.5 Postal correspondence

- 8.5.1 Correspondence was sent to properties within the Order limits in three main phases.
- 8.5.2 First, 511 Land Interest Questionnaires ("LIQs") were posted to all properties within referencing limits during April 2014 to gather information to be used for consultation. The LIQs requested information relating to:
- a) relevant owners and occupiers;
 - b) relevant executors, trustees and partners;
 - c) nature of interest;
 - d) term/demise of any leases;
 - e) information relating to the occupants' landlords and mortgagees;

- f) information relating to any other individuals or organisations with interests in the properties; and
- g) rights of way and easements.

8.5.3 The purpose of the exercise was to obtain further information from those parties from whom data had already been obtained (such as from HMLR), and also to establish information from individuals where no previous information had been obtained.

8.5.4 Included with the questionnaires were individual plans showing land ownership boundaries, as identified through land registry interpretation. Respondents were asked to complete the questionnaires and amend the boundary plans highlighting any modifications required and return the completed packages to the project team using a self-addressed pre-paid envelope provided, or by email or phone. The land referencing team analysed the returned information, conducted follow-up enquires as necessary (through telephone, email or further site visits) and updated the database.

8.5.5 Secondly, Request for Confirmation Questionnaires (similar to an LIQ but pre-populated with information already held) or an LIQ (where no information was already held) were sent to all properties in referencing limits during October 2014, to update information in the lead up to consultation.

8.6 Site referencing

8.6.1 Site visits were undertaken by the Land Referencing Team in order to familiarise the Team with the land and to identify potentially complicated sites (e.g. unregistered land or likely multiple rights of access issues). Features not depicted on OS mapping and evidence of occupying interests were noted.

8.6.2 Further site visits were undertaken during Summer 2014 to contact landowners and identify the ownership and occupation details for properties (owners and occupiers - i.e. lessees/tenants of properties and persons with rights across land) in addition to confirming details which had already been gathered through the HMLR checks and for other unregistered land and properties.

- 8.6.3 Where no responses were received from properties, LIQs were left for occupants to complete and return by post using the self-addressed pre-paid envelope provided, or by email. Contact details were also provided to assist recipients of LIQs in completing these questionnaires. Where no responses were received, properties were visited on at least a further two occasions in an attempt to gather the required information. Where land interests made comments on the design as part of this process, the comments were passed on to the Agency to respond to the queries raised. In further follow up visits, calling cards were left to prompt occupiers of properties to get in touch with the Land Referencing Team.

9 PHASE 2 FORMAL CONSULTATION

9.1 Introduction

- 9.1.1 The requirements for formal pre-application consultation on the Scheme are prescribed under the provisions of the PA 2008 Consultation has therefore been undertaken in line with these statutory requirements, which set out both the approach and timelines to be followed, in order to comply with the legislative provisions.
- 9.1.2 The relevant provisions of the PA 2008, in relation to statutory public consultation are referred to further within this Chapter and are outlined in **Table 45** below:

Table 45 Planning Act 2008

Planning Act 2008	Legal Requirement
s42	Duty to consult with Prescribed Consultees
s43	Relevant authorities defined
s44	Categories of land interests
s45	Timetable for consultation
s46	Duty to notify the Secretary of State of a proposed application
s47	Duty to consult with the wider community
s48	Duty to publicise
s49	Duty to take account of responses to consultation and publicity

- 9.1.3 In line with the above legislative framework, details of the consultation undertaken, in order to comply with the duty to consult under the PA 2008 and to demonstrate how the legislative requirements have been met, are set out in the following sections.

9.2 Section 42 – Prescribed statutory consultees

9.2.1 The four main categories of s42 consultees are as follows:

Prescribed consultees

9.2.2 The list of prescribed statutory consultees is identified by reference to the list of consultees contained in Schedule 1 to the APFP 2009 that are relevant to the Scheme. These are identified in **Table 46** below, in the order they appear in that Schedule.

The Greater London Authority

9.2.3 As part of the land is in Greater London, the GLA was consulted.

Land interests

9.2.4 This includes landowners, lessees, tenants, occupiers and those with an interest in the land, including those whose land would be subject to compulsory acquisition as part of the DCO, along with those who may have a relevant claim and those whose land may be affected by the Scheme.

Local Authorities

9.2.5 This list includes those local authorities whose land the application falls within, as well as neighbouring local authorities. The list of relevant local authorities (s43 of the PA 2008) that are defined as falling within the following categories is at **Table 47**:

- a) category 'B' authority - A unitary or district authority in whose administrative area the application is located;
- b) category 'A' authority - Any unitary or district authority that shares a boundary with a 'B' authority;
- c) category 'C' authority - A unitary or county authority in whose administrative area the application is located; and
- d) category 'D' authority - Any unitary or county authority that shares a boundary with a 'C' authority.

9.2.6 In addition to the above categories of relevant local authorities, the Agency also decided to consult with Hampshire County Council, as a local authority lying in close proximity to the south of the Scheme, although not included as a relevant local authority under s43.

9.2.7 The following Maps show the relevant 'A', 'B', 'C' and 'D' authorities (as well as Hampshire County Council) in relation to the Scheme.

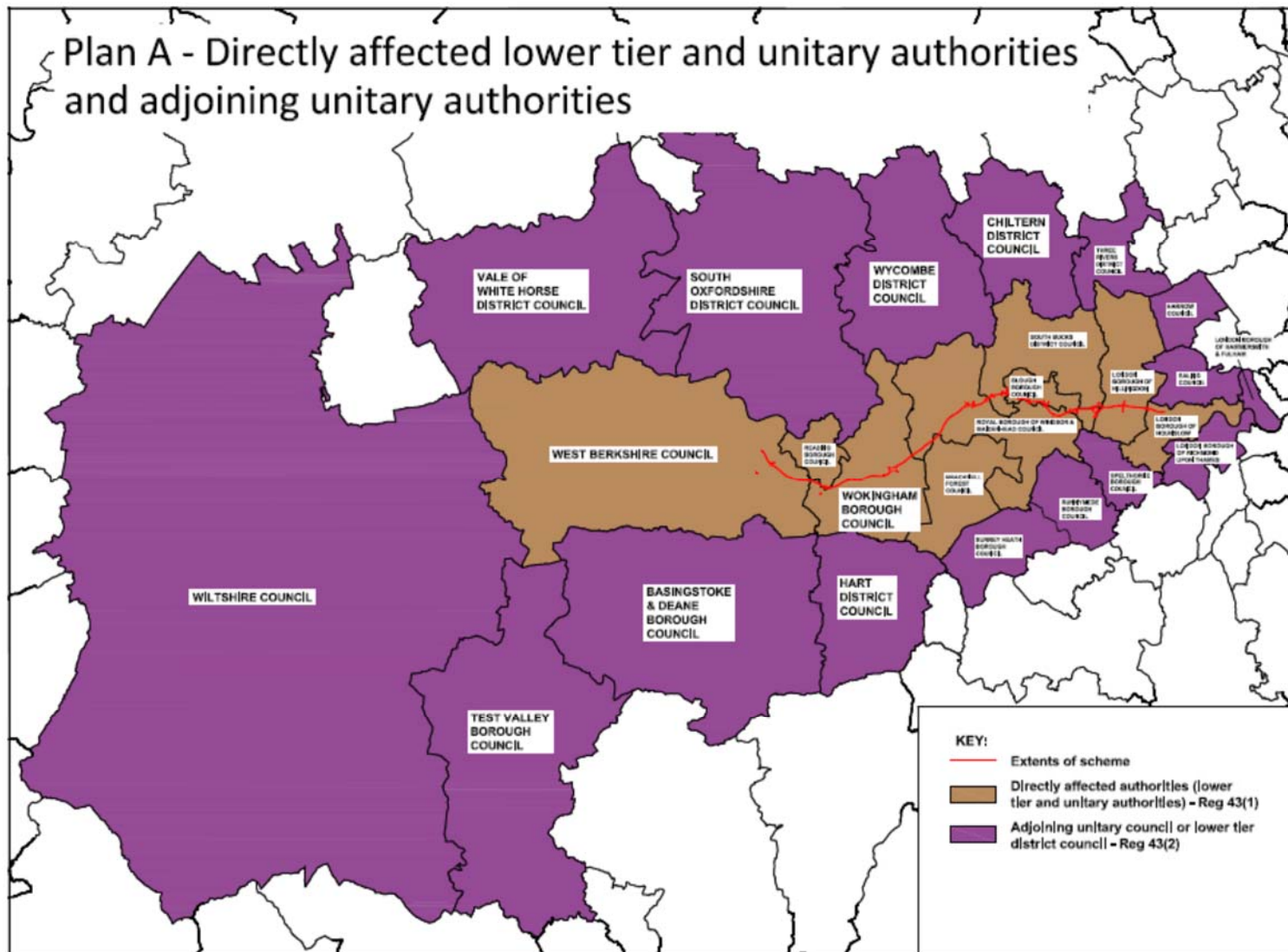


Figure 11 Directly affected lower tier and unitary authorities and adjoining unitary authorities

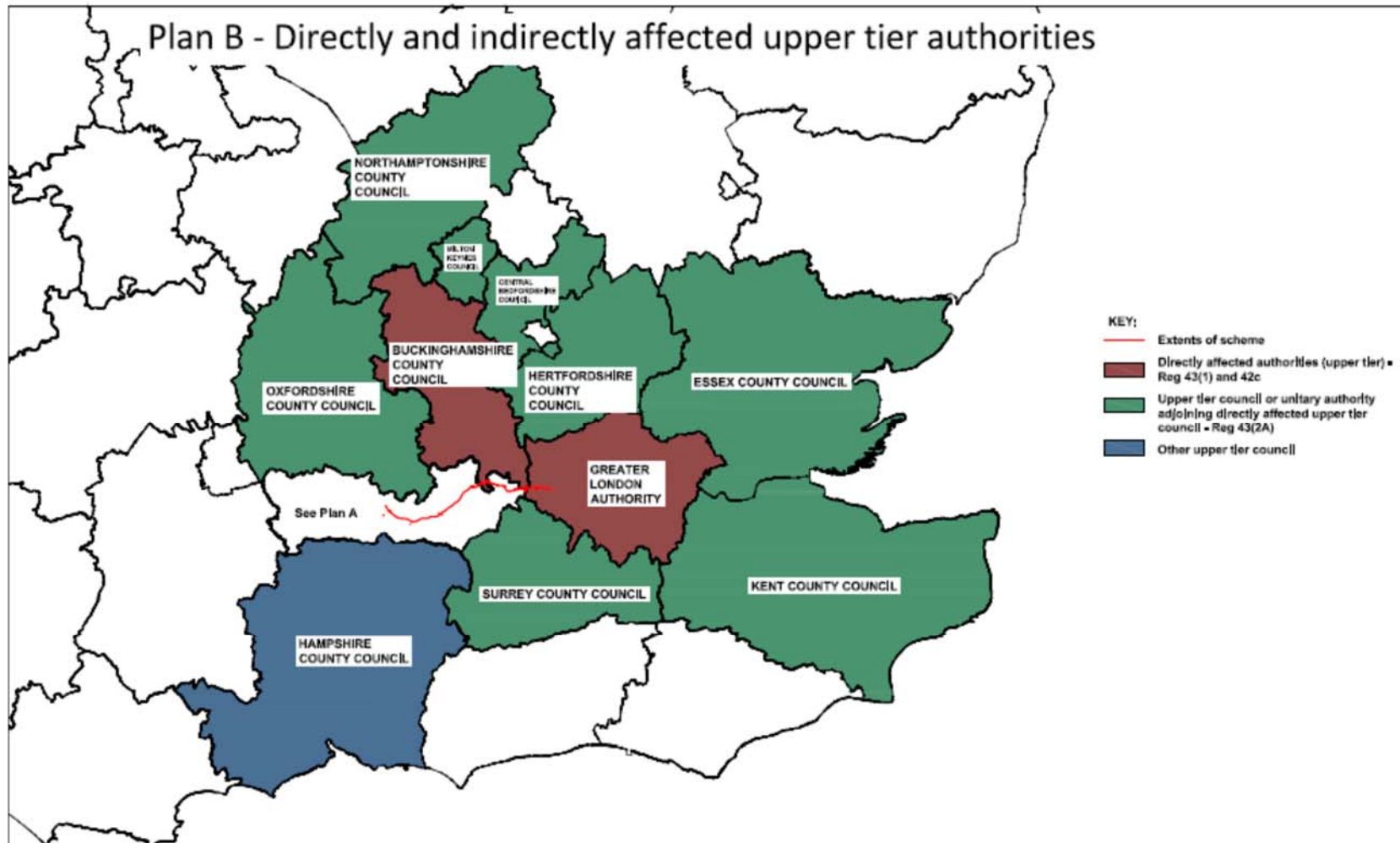


Figure 12 Directly and indirectly affected upper tier authorities

9.2.8 The following Tables (**46 to 50**) list prescribed consultees and local authorities, the Greater London Authority and persons with an interest in land. It summaries how the consultation undertaken by the Agency has been in compliance with the provisions of the PA 2008.

Table 46 Section 42 (a) Planning Act 2008

Section 42 (a) Planning Act 2008 Legislative Requirement	
<ul style="list-style-type: none"> • Applicant’s duty to consult with Prescribed Consultees 	
Applicant’s Response to Legislative Requirement	
The following list of Prescribed Consultees was identified as relevant to the Scheme:	
<ul style="list-style-type: none"> ▪ Health and Safety Executive ▪ NHS England ▪ NHS Chiltern CCG ▪ NHS Hillingdon CCG ▪ NHS Windsor, Ascot and Maidenhead CCG ▪ NHS Wokingham CCG ▪ NHS Hounslow CCG ▪ NHS Bracknell and Ascot CCG ▪ NHS South Reading CCG ▪ NHS North & West Reading CCG ▪ NHS Slough CCG ▪ Natural England ▪ The Historic Buildings and Monuments Commission for England (English Heritage) ▪ The Commissioner for Fire and Emergency Planning ▪ Royal Berkshire Fire and Rescue Service ▪ Buckinghamshire Fire and Rescue Service ▪ Thames Valley Police ▪ Mayor’s Office for Policing and Crime ▪ Metropolitan Police Service ▪ Arborfield and Newland Parish Council ▪ Binfield Parish Council ▪ Bray Parish Council ▪ Burghfield Parish Council ▪ Burnham Parish Council ▪ Colnbrook with Poyle Parish Council ▪ Cox Green Parish Council 	<ul style="list-style-type: none"> ▪ Wycombe, Chiltern and South Bucks Area Office ▪ Transport for Buckinghamshire ▪ Transport for London ▪ The Coal Authority ▪ Canal and River Trust ▪ Public Health England ▪ The National Health Service Commissioning Board and Local Area Team ▪ Ambulance Trusts ▪ London Ambulance Service NHS Trust ▪ Thames Valley & Chiltern Air Ambulance Trust ▪ NHS Health Education England ▪ Network Rail Infrastructure Limited ▪ Highways Agency Historical Railways Estate ▪ Universal Service Provider ▪ Affinity Water Limited ▪ South East Water Limited ▪ Thames Water Utilities Limited ▪ Energetics Gas Limited ▪ E.S. Pipelines Limited ▪ ESP Connections Limited ▪ ESP Networks Limited ▪ ESP Pipelines Limited ▪ Fulcrum Pipelines Limited ▪ GTC Pipelines Limited ▪ Independent Pipelines Limited ▪ LNG Portable Pipeline Services Ltd ▪ National Grid Gas Plc ▪ National Grid Plc ▪ Quadrant Pipelines Limited ▪ SSE Services Plc ▪ Scotland Gas Networks Plc

<ul style="list-style-type: none"> ▪ Datchet Parish Council ▪ Dorney Parish Council ▪ Earley Town Council ▪ Englefield Parish Council ▪ Eton Town Council ▪ Holybrook Parish Council ▪ Horton Parish Council ▪ Iver Parish Council ▪ Shinfield Parish Council ▪ Shottesbrook Parish Council ▪ St Nicholas Hurst Parish Council ▪ Taplow Parish Council ▪ Theale Parish Council ▪ Tidmarsh with Sulham Parish Council ▪ Tilehurst Parish Council ▪ Waltham St Lawrence and Shurlock Row Parish Council ▪ White Waltham Parish Council ▪ Winnersh Parish Council ▪ Wokingham Town Council ▪ Wokingham Without Parish Council ▪ Wraysbury Parish Council ▪ Indigo Pipelines Limited 	<ul style="list-style-type: none"> ▪ Southern Gas Networks Plc ▪ Wales & West Utilities Limited ▪ Energetics Electricity Limited ▪ ESP Electricity Limited ▪ Independent Power Networks Limited ▪ The Electricity Network Company ▪ National Grid Electricity Transmission Plc ▪ National Grid Interconnections Limited ▪ The Crown Estate Commissioners ▪ The Forestry Commission - South East and London Area office ▪ Ministry of State for Defence ▪ Office for Nuclear Regulation ▪ North Wessex Downs AONB ▪ The Civil Aviation Authority ▪ Highways Agency ▪ Hounslow Highways ▪ The Environment Agency <ul style="list-style-type: none"> a) South East Regional Office b) West Thames Area Office c) Solent and South Downs Area Office d) North East Thames Area Office e) Kent South London Office
<p style="text-align: center;">Applicant's Compliance with Legislative Requirements</p>	
<p>Letters were sent to each of the Prescribed Consultees on 10th November 2014. Copy letter attached separately in Appendix 11.</p>	

Table 47 Section 42 (b) Planning Act 2008

Section 42 (b) Planning Act 2008 Legislative Requirement
<ul style="list-style-type: none"> Applicant's duty to consult with local authorities as defined under s43 of the PA 2008
Applicant's Response to Legislative Requirement
<p>The following list of local authorities was identified as relevant to the proposed consultation:</p> <p><u>Category 'B' authority</u></p> <p>West Berkshire Council Reading Borough Council Wokingham Borough Council Bracknell Forest Council The Royal Borough of Windsor and Maidenhead Slough Borough Council London Borough of Hillingdon London Borough of Hounslow South Bucks District Council</p> <p><u>Category 'A' authorities</u></p> <p>Three Rivers District Council Spelthorne Borough Council London Borough of Hammersmith & Fulham London Borough of Richmond upon Thames Ealing Council Harrow Council South Oxfordshire District Council Wycombe District Council Chiltern District Council Surrey Heath Borough Council Runnymede Borough Council Hart District Council Basingstoke & Deane Borough Council Wiltshire Council Vale of White Horse District Council Test Valley Borough Council</p>

<p><u>Category ‘C’ authorities</u> Buckinghamshire County Council Greater London Authority</p> <p><u>Category ‘D’ authorities</u> Hertfordshire County Council Central Bedfordshire Council Milton Keynes Council Northamptonshire County Council Oxfordshire County Council Essex County Council Thurrock Council Kent County Council Surrey County Council</p> <p><u>Other local authorities</u> Hampshire County Council</p>
<p>Applicant’s Actions to Comply with Legislative Requirement</p> <p>Consultation letters were sent to each of the above local authorities on 3 October 2014, advising of the statutory period for responses. (Copies of letters sent are attached separately in Appendix 12).</p>

Table 48 Section 42 (c) Planning Act 2008

<p>Section 42 (c) Planning Act 2008 Legislative Requirement</p> <ul style="list-style-type: none"> • Applicant’s duty to consult with the GLA if the land is in Greater London
<p>Applicant’s Response to Legislative Requirement</p> <p>The GLA identified as a consultee, in view of the application land falling within Greater London.</p>
<p>Applicant’s Actions to Comply with Legislative Requirement</p> <p>Consultation letter was sent to the GLA on 10th November 2014, advising, as a statutory consultee (under s42 of the PA 2008 and Regulation 3 of the APFP 2009) of the forthcoming formal pre-application consultation on the Scheme. A copy of the letter is attached separately in Appendix 13.</p>

Table 49 Section 42 (d) Planning Act 2008

Section 42 (d) Planning Act 2008 Legislative Requirement	
<ul style="list-style-type: none"> Applicant’s duty to consult persons with an interest in land as defined under s44 of the PA 2008 	
Applicant’s Response to Legislative Requirement	
<p>A total of 744 consultation letters were sent to the following persons with an interest in land.</p>	
<ul style="list-style-type: none"> 186K Limited 3rd Upton Scout Group Affinity Water Limited Aggregate Industries UK Limited Anglian Water Services Limited BT Wholesale Limited Buckinghamshire County Council C. Hoare & Co. CA Limited Cable & Wireless UK Services Limited Cable and Wireless Limited Cameron King Properties Carillion plc Carpol Limited Castleoak Care Developments Limited Cemex UK Operations Limited Centrica plc Cherry Lane Primary School Church Commissioners for England Citicorp International Limited Cityfibre Networks Limited Claude William Henderson Clydesdale Bank plc Colneway Limited Colt Group Limited Dorney Meadows DX Network Services Limited E.G. Coleman (Weymouth) Limited E.ON UK plc East Rand Capital Limited Easynet Limited EDF Energy plc EE Limited 	<ul style="list-style-type: none"> Applied Traffic Limited Arqiva Limited Arqiva Telecommunications Asset Development Company Limited Autodata Limited Bank of Ireland (UK) plc Bank of Scotland plc Bankway Properties Limited Barclays Bank plc Barnett Waddingham LLP BDW Trading Limited Beansheaf Limited Bellway Homes Limited Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust Biffa Group Limited Bloor Homes Limited Bovis Homes Limited Bovis Homes Southern Limited BP Oil UK Limited Bracknell Forest Council Bray Parish Council Brazilnut Limited British Gas Energy Limited British Gas Limited British Overseas Bank Nominees Limited British Pipeline Agency Limited British Telecommunications plc BT Group plc Cornerstone Telecommunications Infrastructure Limited Costain Group plc County & District Properties Limited CPPF Jersey Nominee 1 (A) Limited CPPF Jersey Nominee 1 (B) Limited

<ul style="list-style-type: none"> • Energetics Electricity Limited • Energetics Gas Limited • Englefield Estate Trust Corporation Limited • Environment Agency • Envoy • Ericsson Limited • ESP Connections Limited • ESP Electricity Limited • ESP Networks Limited • ESP Pipelines Limited • Eton College • EUNetworks Fiber UK Limited • European Property Ventures Limited • European Waterways Limited • Fibrespan Limited • Foster Yeoman Limited • Freightnet (Handling) Limited • Fujitsu Telecommunications Europe Limited • Fulcrum Group Holdings Limited • ICP Commercial (Winnersh) Limited • Imperial Polythene Products Limited • Independent Pipelines Limited • Independent Power Networks Limited • Independent Water Networks Limited • Inderprit Kaur Deo • Indigo Pipelines Limited • Inexus Group Limited • Instalcom Limited • Interoute Communications Limited • Iris Group Limited • IRP Holdings Limited • J.Rayner & Sons Limited • Jaco Cornelius Breytenbach • Leeds Building Society • Level 3 Communications Europe Limited • Level 3 Communications Limited • Level 3 Communications UK Limited • Lloyds Bank plc 	<ul style="list-style-type: none"> • Cracker Jacks Day Nurseries Limited • Crossrail Limited • Datchet Montessori School • Datchet Water Sailing Club Limited • DB Schenker Rail (UK) Limited • Deutsche Trustee Company Limited • Devon Nominees (No.1) Limited • Devon Nominees (No.2) Limited • Geo Networks Limited • Global Cargo Services • Godiva Mortgages Limited • Gomobile Limited • Goodman Colnbrook (Jersey) Limited • Green Park Reading No.1 LLP • Grundon Sand and Gravel Limited • Grundon Waste Management Limited • Grundon Waste Management Limited • GTC Pipelines Limited • Gurmeet Pawar • Hanley Economic Building Society • Hanson Quarry Products Europe Limited • Heathrow Airport Holdings Limited • Heathrow Airport Limited • Henry Construction Projects Limited • Hochtief (UK) Construction Limited • HSBC Bank plc • Hudscott Estates (East) Limited • Hutchison 3G UK Limited • Kcom Group plc • Kennel Ride (Properties) Limited • Kings Keep Management Limited • Klucky Chicken Lewisham Limited • Lakeside Energy From Waste Limited • Land Aspirations Limited • Landhold Capital Limited • Modebest Builders Limited • Monkey Mates Limited • Morland Utilities Limited • Moto Hospitality Limited • Mouchel Limited
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<ul style="list-style-type: none"> • LNG Portable Pipeline Services Limited • London Borough of Hillingdon • London Borough of Hounslow • London Concrete Limited • Ockwells Manor Estate Limited • OM Property Management Limited • Openplay Limited • Organic100 Limited • Patrick Todd Chartered Surveyors • Philberds Lodge Management Company Limited • Premier Inn Limited • Print Direct (Maidenhead) Limited • Protec Trust Management Anstalt • Proxima Freeholds Limited • Punch Partnerships (ptl) Limited • Quadrant Pipelines Limited • S. C. Freight Limited • Santander UK plc • Scotland Gas Networks plc • Scottish & Newcastle Limited • Scottish and Southern Energy Power Distribution Limited • Scottish Widows Bank plc • Seabridge Freight Services U.K. Limited • Secretary of State for Transport • Serco Group plc • Shawbrook Bank Limited • Sheila May Hammond • Shell U.K. Limited • Sidebell Limited • Sipson Green Limited • Skipton Building Society • Slough Borough Council • Slough Enterprise Limited • Slough Masonic Centre • Slough Rugby Football Club Limited • Smallworld Cable Limited • Smiths Gore • SMXP Motocross • South Bucks District Council • South East Water Limited 	<ul style="list-style-type: none"> • Murco Petroleum Limited • Nano-Tech Aviation Limited • National Express Limited • National Grid Electricity Transmission plc • National Grid Gas plc • National Grid Interconnectors Limited • National Grid plc • National Westminster Bank plc • Nationwide Building Society • Network Rail Infrastructure Limited • Nokia Solutions and Networks UK Limited • Nram plc • NWP Spectrum Holdings Limited • Railway Pension Nominees Limited • Reading Borough Council • Reading Nominee No.1 Limited • Reading Nominee No.2 Limited • Rebecca Amy Elizabeth Edwards • Redstone Converged Solutions Limited • Rensu Distribution Limited • Riding Court Management Limited • Rinder Limited • Rowns Moss Limited • S E S (Entertainment Services) Limited • SSE Telecommunications Limited • Stockley Park Consortium Limited • Summerleaze Limited • Sustainable Land plc • Sustrans Limited • Sylvain's Properties Limited • Tata Communications (UK) Limited • Taylor Wimpey Developments Limited • Taylor Wimpey UK Limited • TDG Limited • Techlogic-UK.Com Limited • Telefonica UK Limited • Teliasonera International Carrier UK Limited • Tesco Stores Limited • Thames Water Investments Limited
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<ul style="list-style-type: none"> • Southern Electric Power Distribution plc • Southern Gas Networks plc • Sovereign Housing Association Limited • Square October 1 Limited • SSE plc • SSE Services plc • The Inland Waterways Association • The Oil and Pipelines Agency • The Oxford Diocesan Board of Finance • The Prudential Assurance Company Limited • The Royal Borough of Windsor and Maidenhead • Upjohn Estates Limited • The Society of Merchant Venturers • The University of Reading • Thus Limited • UK Power Networks Services (Powerlink Holdings) Limited • Unilever Bestfoods UK Limited • United Asphalt (Theale) Limited 	<ul style="list-style-type: none"> • Thames Water Utilities Limited • Thamesway Homes Limited • The Animal Sanctuary UK Limited • The Cable Corporation Limited • The Clothworkers Company • The Crown Estate Commissioners • The Electricity Network Company Limited • The Fit Body Formula (Berkshire) Limited • The Gas Transportation Company Limited • The Gas Transportation Company Limited • Verizon UK Limited • Viatel Infrastructure (UK) Limited • Virgin Media Limited • Virgin Media Wholesale Limited • Viridor Waste (Thames) Limited • Vodafone Group plc • Vodafone Limited • VTL (UK) Limited • W. Cumber & Son (Theale) Limited • W. J. Channing & Sons (Woking) Limited • Wales & West Utilities Limited • Warwest Limited • Welcome Financial Services Limited • West Berkshire District Council • WGTC Nominees Limited • Willem Properties Limited • William Boyer & Sons Limited • Wokingham Borough Council • Yeoman Homes Limited • The Mortgage Works (UK) plc • The National Foundation for Educational Research in England and Wales • Total UK Limited • Tracy Ann Dance • Trafficmaster Limited • Transport for London • Treasury Solicitor's Department • Trilogy Freight Limited • Trudy Andra Yvonne Allison-Broomhead • UK Power Networks (Operations) Limited
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Applicant's Actions to Comply with Legislative Requirement
<p>Consultation letters were sent to each of the above land interests on 10th November 2014, as statutory consultees (under Section 42(1)(d) and Section 44 of the 2008 Act) as persons with an interest in land, advising of the forthcoming formal consultation on the Scheme. A copy of the letter is attached separately in Appendix 14.</p> <p>In addition to the above parties, doubt existed as to the owner of land or interests in land in relation to some 16 properties. These parties were served with letters addressed to 'the Occupier' in each case at the same time as other landowners were consulted.</p>

Table 50 Section 46 Planning Act 2008

Section 46 Planning Act 2008 Legislative Requirement
<ul style="list-style-type: none"> • Applicant's duty to notify the Secretary of State of a proposed application
Applicant's Response to Legislative Requirement
<p>Notification was given to the Inspectorate (acting on behalf of the Secretary of State) containing information in relation to the proposed application before commencing consultation under s42.</p>
Applicant's Actions to Comply with Legislative Requirement
<p>Notification letter was sent to the Inspectorate on 10th November 2014. Copy letter attached separately in Appendix 15.</p>

9.3 Section 47 – consultation with the local community

- 9.3.1 Prior to undertaking formal consultation with the local community, applicants are required, under s47 of the PA 2008, to prepare a SoCC setting out its proposed approach to community consultation.
- 9.3.2 The PA 2008 also requires applicants to consult with 'host' local authorities on the draft SoCC before being finalised. Once completed, applicants are required to publish a notice, under s47(6) of the PA 2008, in relevant local newspapers advertising where the local community can inspect the SoCC.
- 9.3.3 The Agency's rationale for the SoCC has followed the approach set out within the framework established by the Consultation Strategy (see Chapter 3 above), whilst at the same time drawing upon the experience gained from the phase 1 informal public consultation and stakeholder engagement.

Consultation approach

- 9.3.4 As with the earlier stage of public consultation, the extensive and linear nature of the Scheme has dictated the approach to consultation with those communities lying along the route of the M4 corridor that are likely affected by the Scheme proposals. In view of the geographic extent of the Scheme and the number of communities found within the locality of the M4, the Agency has considered it important that consultation with these communities is both targeted and effective.
- 9.3.5 For this reason, the Agency has been committed to consulting and engaging with those residents most likely to be affected by the Scheme proposals. Whilst this has focussed largely on members of the public living within the immediate vicinity of the Scheme, it also included users of the M4 who may have important views on the Scheme proposals.
- 9.3.6 In order to ensure that all members of the community have sufficient opportunity to participate in the process and to comment on the proposals put forward, the Agency proposed to extend the consultation period beyond the minimum statutory requirement of 28 days to 42 days.
- 9.3.7 Given the large numbers of residents living within the area, an approach involving a combination of both manned and unmanned exhibitions has formed the mainstay of the consultation activity, was proposed as the most effective way of encompassing all sections of the community across such a wide area. This approach would allow members of the public, not only to meet with the Agency's representatives at targeted public information exhibitions, but also to visit unmanned exhibitions and to view consultation materials at deposit point locations at more flexible times.
- 9.3.8 The choice of exhibition venues was based on the following selection criteria:
- a) representations from 'host' local authorities on the draft SoCC;
 - b) review of venues used during the initial round of public exhibitions;
 - c) geographic spread of venues across the area of the Scheme;
 - d) coverage within each 'host' local authority;
 - e) publicly accessible buildings/premises; and
 - f) availability during the consultation period.

9.3.9 Once a potential venue had been identified, the Agency undertook an inspection of the property to determine its suitability. This was based on a detailed building accessibility checklist using the following headings:

Access to buildings/travel

- a) accessible public transport to the venue;
- b) pavements to the venue in good condition with dropped kerbs;
- c) accessible parking near the entrance;
- d) main entrance easy to recognise;
- e) accessible entrance;
- f) entrance lobby where a wheelchair user can move clear of one door before using the next one;
- g) reception area;
- h) non-slip floor surfaces; and
- i) seating, some with armrests.

Room and facilities

- a) clear access to the meeting room;
- b) colour contrasting in the building;
- c) accessible toilet at least 1.5m x 2.2m;
- d) average toilets with door handles no higher than 1.1m;
- e) ground floor meeting room;
- f) hearing equipment;
- g) an outdoors area for a Service or Guide dog to “relieve” itself; and
- h) public phone.

Evacuation Procedures

- a) evacuation procedure for assisting wheelchair users out of the building.

9.3.10 This ensured that a basic standard of accommodation was met, and applied a consistent approach to the selection of buildings to hold the public exhibition events. The individual building accessibility checklists for each of the properties assessed are attached separately in **Appendix 16**.

- 9.3.11 Whilst the approach to public consultation recognised that those living within the locality of the Scheme may well have a view on the Scheme proposals, it also acknowledged that those living closest to the M4 corridor are more likely to be affected by the Scheme. As for the initial information exercise, the Agency adopted a defined geographic area within which a more targeted approach to consultation was undertaken.
- 9.3.12 However, as the Scheme has developed, the extent of the Agency's Consultation Area has been adjusted from the information exercise stage, so that the boundary of the Consultation Area would continue to include properties lying within approximately 100m of the Scheme proposals. The revised Area therefore included, for example, potential construction compounds as part of the Scheme proposals.
- 9.3.13 As previously undertaken during the informal information exercise, letters were sent by post on 10th November 2014 to the local community, informing them of the forthcoming formal consultation period and inviting comments on the Scheme proposals. With the inclusion of a wider area of consultation resulting from the potential construction compounds, a total of 26,516 letters were sent. A copy of the letter is attached at **Appendix 17**.
- 9.3.14 Further publicity and promotion of the Scheme was undertaken through social media and by providing access to consultation material and feedback mechanisms via the Agency's dedicated project website.
- 9.3.15 An offer to hold meetings with local councils and community/area forums with an interest in the Scheme was also made via the Agency's publicity material for the Scheme.

Consultation material

- 9.3.16 A variety of consultation material was proposed by the Agency to be available to members of the community and stakeholders, as follows:

Consultation brochure

- 9.3.17 A consultation brochure was made available at public information exhibitions and deposit point locations and was forwarded to interest groups and individuals, free of charge upon request. A copy of the Brochure was also available on the Agency's dedicated project website. The Brochure (a copy can be found separately in **Appendix 18**) sets out:
- a) the background to the Scheme;
 - b) the consultation process;

- c) the Scheme proposals;
- d) environmental impacts of the Scheme; and
- e) other sources of information and contact details.

Public Information Exhibition Boards

9.3.18 The exhibition boards used for each of the public information exhibition events covered a number of themes of interest to the community. The material was displayed on a total of 28 boards and covered the following topic areas:

- a) Welcome;
- b) M4 Smart motorway proposal;
- c) Features of a smart motorway;
- d) Planning process;
- e) How to get involved;
- f) Proposals in detail;
- g) Overbridges affected by the proposal;
- h) Overbridges affected by the proposal;
- i) Underbridges affected by the proposal;
- j) Proposals in detail – Ascot Road Overbridge;
- k) Proposals in detail – Monkey Island Lane overbridge;
- l) Proposals in detail – Marsh Lane overbridge;
- m) Proposals in detail – Lake End Road overbridge;
- n) Proposals in detail – Huntercombe Spur (at J7);
- o) Proposals in detail – Oldway Lane overbridge;
- p) Proposals in detail – Wood Lane overbridge;
- q) Proposals in detail – Datchet Road overbridge;
- r) Proposals in detail – Recreation Ground overbridge;
- s) Proposals in detail – Riding Court Road overbridge;
- t) Proposals in detail – Old Slade Lane overbridge;
- u) Proposals in detail – Thames Bray underbridge;
- v) Proposals in detail – Windsor Rail underbridge;

- w) Proposals in detail – Langley Interchange (at J5);
- x) Proposals in detail – Sipson Road subway;
- y) Impacts of the environment;
- z) Construction;
- aa) Responding to this consultation; and
- bb) Thank you.

9.3.19 The public information exhibition boards, (excluding those showing the detailed Scheme proposals) were made available on the Agency's dedicated project website. A copy of the public information exhibition boards can be found separately in **Appendix 19**.

Scheme Layout Plan

9.3.20 A layout plan showing the length of the Scheme, was to be displayed at each public information exhibition. The plan showed the proposed overbridges, underbridges, signs, gantries, as well as construction compounds along the route. The plan was printed at a scale that allowed members of the public to gain an overview of the Scheme proposals in relation to individual settlements and aided discussion with representatives of the Agency at the exhibition venues.

PEI Report

9.3.21 A copy of the PEI Report (including a Non-Technical Summary), containing preliminary information on the Scheme and which formed part of the consultation material, was to be made available at each of the exhibition events. The PEI Report was also to be made available at the deposit point locations and free of charge in a CD format upon request. The PEI Report and NTS were also available to view on the Agency's dedicated project website.

Questionnaire

9.3.22 A questionnaire was designed to provide feedback on the main areas of concern of the local community on the Scheme proposals was made available at each of the public information exhibition events and at the deposit point locations. The questionnaire was also to be made available to complete on-line on the Agency's dedicated project website.

- 9.3.23 The questionnaire was used as the main source of public comment on the Scheme proposals. The questionnaire form comprised a total of 22 multiple choice questions, of which 19 related to the Scheme proposals and 3 on the exhibition event itself. The form also allowed additional comments to be made and included a section asking for demographic information from respondents.

Other Consultation Documents

- 9.3.24 The following consultation material was also to be made available for members of the public at each of the public information exhibitions, deposit point locations and was available to view on the Agency's dedicated project website:
- a) a copy of the SoCC as published, setting out the proposed consultation activity;
 - b) a '*Planning Act 2008: Development Consent Order Fact Sheet*,' providing information on NSIPs and the consultation process for such projects;
 - c) a copy of the s48 Notice, as published in local newspapers publicising the proposed DCO and providing details of the proposed consultation events; and
 - d) a consultation leaflet summarising the Scheme proposals and the proposed consultation events.

Consultation

- 9.3.25 As required by the PA 2008, the proposals for the above were consulted upon with 'host' local authorities, compiled in a SoCC and then implemented.
- 9.3.26 The following Tables (**51 to 66**) outline the main consultation requirements under s47 of the PA 2008 and how these have been complied with by the Applicant.

Table 51 Section 47 (1) Planning Act 2008 Legislative Requirements

Section 47 (1) Planning Act 2008 Legislative Requirement
<ul style="list-style-type: none"> • Applicant's duty to prepare a statement setting out proposals for consulting with people living in the vicinity of the land
Applicant's Response to Legislative Requirement
A SoCC was prepared by the Agency, setting out how it proposed to consult with the local community on the Scheme proposals. A supporting document describing the rationale for the proposed consultation, as outlined in the SoCC was also prepared by the Agency.
Applicant's Actions to Comply with Legislative Requirement
Preparation of the SoCC and supporting document as described above. A copy of the final SoCC and the supporting document is appended separately in Appendix 20 of this Report.

Table 52 Section 47 (2) and (3) Planning Act 2008 Local Authority Consultation

Section 47 (2) and (3) c 2008 Legislative Requirements
<ul style="list-style-type: none"> • Applicant's duty to consult with each local authority within s43(1) on the content of the SoCC before its preparation under Clause (2). • The deadline set by the Applicant for receipt of a local authority's response to the SoCC is at the end of the 28 day period beginning on the day after the local authority receives the consultation documents under Clause (3).
Applicant's Response to Legislative Requirements
<p>The following 'host' local authorities were consulted on the draft SoCC and its supporting document:</p> <ul style="list-style-type: none"> e) West Berkshire Council f) Reading Borough Council g) Wokingham Borough Council h) Bracknell Forest Council i) The Royal Borough of Windsor and Maidenhead j) Slough Borough Council k) London Borough of Hillingdon l) London Borough of Hounslow m) South Bucks District Council n) Buckinghamshire County Council o) Greater London Authority

Applicant's Actions to Comply with Legislative Requirements
<p>Copies of the draft SoCC and its supporting document were sent by post to each of the above local authorities on 3 October 2014. Letters were addressed to the Chief Executives and Heads of Planning of the respective authorities, advising of the consultation and that the 28 day deadline for responses to the draft SoCC was 3rd November 2014.</p> <p>Copies of the letters sent to 'host' local authorities are appended in Appendix 21.</p> <p>Phone-calls were made on Friday 31st October 2014 by the Agency to the Heads of Planning to the following local authorities who had yet to respond to the SoCC reminding them of the deadline for receipt of responses.</p>

Table 53 Section 47 (5) Planning Act 2008 Regard Paid to Consultation Responses

Section 47 (5) Planning Act 2008 Legislative Requirement
<ul style="list-style-type: none"> • Applicant's duty to have regard to any responses from local authorities to consultation that are received before the deadline imposed
Applicant's Response to Legislative Requirement
<p>Copies of responses received by those authorities on the draft SoCC are appended separately in Appendix 22.</p> <p>A summary of the responses received from each authority are set out below:</p> <p><u>Slough Borough Council</u></p> <p>Slough felt they could be better represented in the exhibitions, deposit points and unmanned exhibitions and requested one further exhibition at either SEGRO Marketing Suite, The Centre or The Marriott hotel in Langley. They also suggested further unmanned boards at St Martin's Place and Landmark Place and an additional deposit point in Slough.</p> <p>They also requested that the Highways Agency consider providing translated consultation documents.</p> <p><u>West Berkshire Council</u></p> <p>Thanked the Agency for consulting them on the SoCC. They were happy with what is proposed by way of exhibitions, brochures, deposit point locations and website, etc. They wanted to know what the Agency's plans were for making people in the local communities aware of the public exhibitions, in particular. They offered help through local Councillors and the Parish Councils.</p>

South Bucks District Council

Thanked the Agency for including them in the consultation.

They noted that there would be an exhibition at Iver Village Hall in the east of the District but no exhibition in the west of the District to serve the parishes of Dorney, Taplow and Burnham. They also acknowledged the use of Burnham Library as a deposit location for consultation. However, they asked if that meant people in Iver had to travel to Burnham to see the documentation if they miss the exhibition.

They also requested that there should also be an exhibition in the western part of the District, that affected parishes are fully notified, informed and consulted on the proposals. They suggested that the Council offices in Denham should be the location for the deposit of the documents as the proposals would be of interest to the majority of the District.

London Borough of Hounslow

Meeting on 29th October 2014, the Agency was requested to hold an exhibition and a deposit point in Hounslow.

Applicant's Actions to Comply with Legislative Requirement

The response of the Applicant to the responses received from the above local authorities and the changes made to the SoCC are set out below.

Slough Borough Council

The Highways Agency included an additional exhibition at The Centre in Slough and an additional deposit location at Chalvey Community Centre, The Green, Chalvey SL12SP.

Unmanned boards were only placed at Motorway Service Areas and Heathrow Airport.

Further discussions were held regarding translation of documents for the consultation and it was agreed with Slough Borough Council that the Agency would not translate the consultation material, but would attend any meetings requested with hard to reach groups with a translator if required.

West Berkshire

The Agency contacted all local parish councils as part of the consultation.

South Bucks District Council

The Agency was unable to book a venue at Dorney, Taplow and Burnham, due to the use of halls in the pre-Christmas period.

The Agency contacted all local parish councils as part of the consultation

Denham Parish Council, Village Road, Denham UB9 5BN was added as a deposit location.

London Borough of Hounslow

An additional exhibition was added at Heston Imperial Sports Ground, Crane Lodge Road, Middlesex TW5 9PQ and an additional deposit point at Cranford Library, Bath Road, Hounslow, Greater London TW5 9TL.

Table 54 Section 47 (6) Planning Act 2008 Publicity on Draft SoCC

Section 47 (6) Planning Act 2008 Legislative Requirement																	
<ul style="list-style-type: none"> • Applicant’s duty to publish a notice in a newspaper circulating in the vicinity of the land; and • And in such other manner as may be prescribed. 																	
Applicant’s Response to Legislative Requirement																	
<p>Notice of the SoCC and where it could be viewed was published in the following newspapers:</p> <table> <tr> <td>London Metro</td> <td>10/11/2014</td> </tr> <tr> <td>The Independent</td> <td>10/11/2014</td> </tr> <tr> <td>Reading Chronicle</td> <td>13/11/2014</td> </tr> <tr> <td>The Express</td> <td>14/11/2014</td> </tr> <tr> <td>Reading Chronicle</td> <td>20/11/2014</td> </tr> <tr> <td>Hounslow, Heston and Whitton Chronicle</td> <td>21/11/2014</td> </tr> <tr> <td>Hounslow Chronicle</td> <td>21/11/2014</td> </tr> <tr> <td>London Metro</td> <td>17/11/2014</td> </tr> </table>		London Metro	10/11/2014	The Independent	10/11/2014	Reading Chronicle	13/11/2014	The Express	14/11/2014	Reading Chronicle	20/11/2014	Hounslow, Heston and Whitton Chronicle	21/11/2014	Hounslow Chronicle	21/11/2014	London Metro	17/11/2014
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Reading Chronicle	20/11/2014																
Hounslow, Heston and Whitton Chronicle	21/11/2014																
Hounslow Chronicle	21/11/2014																
London Metro	17/11/2014																
Applicant’s Actions to Comply with Legislative Requirement																	
<p>As described above. Copies of the s47 Notice are attached separately in Appendix 23</p>																	

Table 55 Section 47 (7) Planning Act 2008 Compliance with SoCC

Section 47 (7) Planning Act 2008 Legislative Requirement	
<ul style="list-style-type: none"> • Applicant duty to carry out consultation in accordance with the proposals set out in the statement. 	
Applicant’s Response to Legislative Requirement	
<p>The SoCC stated that:</p> <p>The Agency would make available copies of the PEI Report at all consultation events and information points as well as on the Agency’s</p>	

website.
Applicant's Actions to Comply with Legislative Requirement
The PEI Report was made available at each of the public information exhibitions and information points listed below, as well as on the Agency's dedicated project website: www.highways.gov.uk/roads/road-projects/M4-junctions-3-12 for the duration of the consultation period until 21 st December 2014.

Applicant's Response to Legislative Requirement
The SoCC stated that: The Agency would make available copies of the PEI Report and a non-technical summary ("NTS") until 21st December 2014. A copy of the PEI Report and the NTS would be available online or to view at the venues listed.

Applicant's Actions to Comply with Legislative Requirement
The PEI Report was made available at each of the public information events and information points, as well as on the Agency's dedicated project website: www.highways.gov.uk/roads/road-projects/M4-junctions-3-12 for the duration of the consultation period until 21 st December 2014. The Agency identified that an issue arose with the use of Agency's website during the consultation period, through an incorrect website address, which had been stated in certain documents. In the notices sent to prescribed consultees pursuant to s42 PA 2008, the following website address was stated: M4J3to12SmartMotorway@highways.gsi.gov.uk , where the 'h' was missing from 'highways'. However, the letter that accompanied the notices did provide the correct address. In addition, for those seeking to access this website, notification would have been received of this problem and as indicated, alternative methods of contacting the Agency were publicised and made available. Further, the SoCC, the s48 notice, and the letters and notices sent pursuant to s42 of the PA 2008, all carried the incorrect email address of M4J3to12SmartMotorway@highways.gsi.gov.uk , which has the 's' missing from the end of 'SmartMotorways'. If responses were sent using this email address, consultees would have received a 'delivery failure notification' email, and would therefore have been aware of the issue, and able to contact the Agency by one of the other methods of communication listed in those documents.

Applicant's Response to Legislative Requirement

The SoCC stated that:

The Agency would hold eleven public information exhibitions at the following locations:

- a) The Royal Berkshire Conference Centre, Madejski Stadium, Reading, Berkshire, RG2 0FL. Tuesday 18 November 2014 (2pm – 8pm).
- b) Stockley Pines Golf Course, Stockley Park, Uxbridge, Middlesex, UB11 1AQ. Thursday 20 November 2014 (2pm – 8pm).
- c) Theale Village Hall, Englefield Road, Theale, Reading, Berkshire, RG7 5AS. Friday 21 November 2014 (2pm – 8pm).
- d) Holyport War Memorial Hall, Moneyrow Green, Holyport, Maidenhead, Berkshire, SL6 2NA. Saturday 22 November 2014 (10am – 4pm).
- e) Datchet Women's Institute Hall, The Green, Datchet, SL3 9NU. Wednesday 26 November 2014 (2pm – 8pm).
- f) Queensmere Observatory Shopping Centre, High Street, Slough, SL1 1LN. Thursday 27 November 2014 (9am – 7pm).
- g) Winnersh Community Centre, New Road, Wokingham, RG41 5DU. Friday 28 November 2014 (2pm – 8pm).
- h) Colnbrook Village Hall, Vicarage Way, Colnbrook, Berkshire, SL3 0RF. Saturday 29 November 2014 (10am – 4pm).
- i) Heston Imperial Sports Ground, Crane Lodge Road, Middlesex TW5 9PQ. Thursday 4 December (2pm - 8pm).
- j) The Centre, Farnham road, Slough, Berkshire. SL1 4UT Friday 5 December (2pm – 8pm).
- k) Iver Village Hall, Grange Way, Iver, Buckinghamshire, SL0 9NW. Saturday 6 December 2014 (10am – 4pm).

Applicant's Actions to Comply with Legislative Requirement

Public information exhibitions were held at each of the venues listed above.

Applicant's Response to Legislative Requirement

The SoCC stated that:

The Agency would hold four unmanned exhibitions at the following locations at which unmanned exhibition boards would be displayed:

- a) Heathrow Airport;
- b) Heston Services J2-3;
- c) Reading Services J11-12; and
- d) Chieveley Services J13.

Applicant's Actions to Comply with Legislative Requirement

The Agency held four unmanned exhibitions at each of the venues listed above during the consultation period. A single exhibition board was displayed at the three motorway services providing a brief introduction to the Scheme and providing contact details for further information. Information concerning the Scheme was also displayed on the electronic onward travel information screens in Terminal 2 & Terminal 5 of Heathrow Airport, announcing consultation on the Scheme and contact details for commenting.

Applicant's Response to Legislative Requirement

The SoCC stated that:

The Agency would make available a full summary of the Scheme, copies of the consultation material and PEI Report (including NTS), as well as the questionnaire on the following dedicated project website:

www.highways.gov.uk/roads/road-projects/M4-junctions-3-12

Applicant's Actions to Comply with Legislative Requirement

Consultation material comprising the PEI Report (including NTS), consultation brochure, consultation leaflet, SoCC, PA 2008 – Development Consent Order Factsheet, s48 PA 2008 Notice, along with the public consultation questionnaire were displayed on the Agency's dedicated project web site for the duration of the public consultation period.

Applicant's Response to Legislative Requirement

The SoCC stated that:

The Agency would make available a consultation brochure providing information about the Scheme and the issues being consulted on. This would be made available to view on the Agency's dedicated project web site, at public information exhibitions, deposit point locations and on request from the Agency.

Applicant's Actions to Comply with Legislative Requirement

A consultation brochure on the Scheme was made available to view on the Agency's dedicated project website, at each of the public information exhibitions and deposit point locations. The Brochure was also available free of charge on request from the Agency.

Applicant's Response to Legislative Requirement

The SoCC stated that:

The Agency would offer briefings to local councils and community / area forums within the Scheme area to discuss the proposals.

Applicant's Actions to Comply with Legislative Requirement

The Agency received two requests for briefings on the Scheme proposals from Dorney Parish Council and TfL. Both meetings were held on 9th December 2014. Copies of the meeting notes are attached separately in **Appendix 24**.

Applicant's Response to Legislative Requirement

The Agency would make available consultation material to view during normal office hours, between 10th November and 21st December 2014 at each of the following deposit points:

- a) West Drayton Library, Station Road, West Drayton UB7 7JS.
- b) Slough Library, 85 High Street, Slough, SL1 1EA.
- c) Theale Library, Church Street, Theale, Reading, West Berkshire, RG7 5BZ.
- d) Windsor and Maidenhead Council, Town Hall, St Ives Road, Maidenhead, SL6 1RF.
- e) Wokingham Library, Denmark Street, Wokingham, Berkshire, RG40 2BB.
- f) Windsor Library, Bachelors Acre, Windsor, SL4 1ER.
- g) Binfield Library, Benetfeld Road, Binfield, Bracknell, RG42 4JZ.
- h) Burnham Library, Windsor Lane, Burnham, Buckinghamshire, SL1

<p>7HR.</p> <ul style="list-style-type: none"> i) Cippenham Library, Elmshott Lane, Cippenham, Slough, SL1 5RB. j) Datchet Library, Montagu House, 8 Horton Road, Datchet, Slough, SL3 9ER. k) Eton Wick Library, Village Hall, Eton Wick, Slough, SL4 6LT. l) Whitley Library, 205 Northumberland Avenue, Reading RG2 7PX. m) Denham Parish Council, village Road, Denham. UB9 5BN. n) Chalvey Community Centre, The Green, Chalvey. SL1 2SP. <p>Materials available for inspection would include: Consultation Brochure, PEI Report, NTS, questionnaire, SoCC, s48 Notice, Planning Act 2008 Fact Sheet and Plans of the Scheme.</p>
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<p>Applicant's Actions to Comply with Legislative Requirement</p>
<p>Consultation material, comprising the consultation brochure, PEI Report (including NTS), questionnaire, SoCC, s48 Notice, Planning Act 2008 Fact Sheet and plans of the Scheme were made available at each of the above deposit point locations between 10th November and 21st December 2014.</p> <p>Each of the deposit point locations was inspected on a weekly basis to collect any completed questionnaire forms and to check the deposited materials. Any materials that had been removed or damaged were replaced. A copy of the Monitoring Form is attached separately in Appendix 25.</p>

<p>Applicant's Response to Legislative Requirement</p>
<p>The SoCC stated that:</p> <p>The Agency would make available the following project webpage www.highways.gov.uk/roads/road-projects/M4-junctions-3-12 in order for the public to contact the Agency, to find out more about the consultation or to request documents.</p>
<p>Applicant's Actions to Comply with Legislative Requirement</p>
<p>The Agency's dedicated project web site was launched prior to the commencement of the formal consultation period on the Scheme and is proposed to remain in place following submission of the development consent for the Scheme.</p>

9.4 Section 48 – duty to publicise

9.4.1 The following Table sets out the main consultation requirements of the PA 2008 in relation to statutory publicity for the Scheme and how these requirements have been complied with.

Table 56 Section 48 Planning Act 2008 Notice

Section 48 Planning Act 2008 Legislative Requirement																													
<ul style="list-style-type: none"> A duty on the Applicant to publicise the development consent for the Scheme in the prescribed manner. This should include a deadline for receipt of responses, as well as the requirements contained within Regulation 4(2) of the APFP 2009, which sets out the detail of what the publicity must entail. 																													
Applicant's Response to Legislative Requirement																													
<p>Notices publicising the DCO application were placed in the following newspaper publications on the dates shown:</p> <table border="0"> <tbody> <tr> <td>London Gazette</td> <td>10/11/2014</td> </tr> <tr> <td>London Metro</td> <td>10/11/2014</td> </tr> <tr> <td>London Metro</td> <td>17/11/2014</td> </tr> <tr> <td>The Independent</td> <td>10/11/2014</td> </tr> <tr> <td>Reading Chronicle</td> <td>13/11/2014</td> </tr> <tr> <td>Reading Chronicle</td> <td>20/11/2014</td> </tr> <tr> <td>Maidenhead Advertiser</td> <td>13/11/2014</td> </tr> <tr> <td>Maidenhead Advertiser</td> <td>20/11/2014</td> </tr> <tr> <td>Slough & South Bucks Express</td> <td>14/11/2014</td> </tr> <tr> <td>Slough & South Bucks Express</td> <td>21/11/2014</td> </tr> <tr> <td>Windsor, Ascot & Eton Express</td> <td>14/11/2014</td> </tr> <tr> <td>Windsor, Ascot & Eton Express</td> <td>21/11/2014</td> </tr> <tr> <td>Hounslow Chronicle</td> <td>14/11/2014</td> </tr> <tr> <td>Hounslow Chronicle</td> <td>21/11/2014</td> </tr> </tbody> </table> <p>Notification to the local authorities and prescribed consultees under s42 of the PA 2008 via correspondence dated 10th November 2014 included a copy of the s48 Notice which was published in the above newspaper publications.</p>		London Gazette	10/11/2014	London Metro	10/11/2014	London Metro	17/11/2014	The Independent	10/11/2014	Reading Chronicle	13/11/2014	Reading Chronicle	20/11/2014	Maidenhead Advertiser	13/11/2014	Maidenhead Advertiser	20/11/2014	Slough & South Bucks Express	14/11/2014	Slough & South Bucks Express	21/11/2014	Windsor, Ascot & Eton Express	14/11/2014	Windsor, Ascot & Eton Express	21/11/2014	Hounslow Chronicle	14/11/2014	Hounslow Chronicle	21/11/2014
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London Metro	10/11/2014																												
London Metro	17/11/2014																												
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Windsor, Ascot & Eton Express	14/11/2014																												
Windsor, Ascot & Eton Express	21/11/2014																												
Hounslow Chronicle	14/11/2014																												
Hounslow Chronicle	21/11/2014																												

The s48 Notice identified where the PEI Report (and NTS) would be available for inspection and where copies of other consultation materials to be used as part of the consultation could be obtained.

Applicant's Actions to Comply with Legislative Requirement

As described above. A copy of the s48 Notices are contained in **Appendix 26**

9.5 Further period of formal consultation

9.5.1 The Agency sought carefully to ensure that all stakeholders were contacted and able to respond to the consultation. However, as described below, it has been necessary to undertake three extended or further periods of consultation to address specific issues arising during the 6 week formal consultation period.

9.5.2 In each case, it has been considered appropriate and in accordance with the statutory requirement to allow a minimum 28 day consultation period for consultees to submit any responses and further representations to the Agency within this period.

9.5.3 Any further submissions received were logged onto the Agency's consultation database and analysed as part of the main body of consultation responses and considered accordingly.

Extended Consultation Period: 7 January to 6 February 2015 #

9.5.4 Following the issuing of consultation letters to those living within the Agency's 100m Consultation Area, it became apparent that approximately 100 properties located within the immediate vicinity of the proposed construction compounds had not been sent consultation letters, as intended. Accordingly, letters were immediately 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. (Copy letter attached in **Appendix 27**).

9.5.5 At the close of this consultation period, the Agency had received three representations from members of the public, comprising two completed questionnaires and a letter, with questionnaire attached.

Extended Consultation Period: 5 February to 6 March 2015

9.5.6 A review of the Agency's consultation records identified that 11 respondents at the formal consultation had not been sent the further

details or information they had requested. In one further case the original consultation letter was returned as undelivered. This issue was rectified immediately by sending a further 12 letters on 5 February 2015 providing correspondents with the information they requested and for any responses to be returned to the Agency by 6 March 2015. A copy of the letters sent are attached at **Appendix 27**.

9.5.7 At the same time, it became apparent that the original consultation letter sent to Burghfield Parish Council on 10 November 2014, as a Prescribed Consultee, had been returned as undeliverable. A further letter was sent on 5 February 2015 (copy attached in **Appendix 27**), with a request that any representations be returned to the Agency by 6 March 2015.

9.5.8 The Agency also took the opportunity to consult with Yattendon Parish Council during this period. Whilst the Parish Council is not a Prescribed Consultee, as its area falls outside the area of the Scheme, the Council's area adjoins its western boundary and having previously expressed an interest in the Scheme, was invited to comment. A copy letter is attached at **Appendix 27**.

9.5.9 At the close of this consultation period, the Agency had received one consultation response from the Campaign for Better Transport.

Extended Consultation Period: 18 February to 19 March 2015 .#

9.5.10 The Agency subsequently discovered that through an administrative error a response to an information request from a respondent, received during the formal consultation period had omitted to attach the requested copies of the Scheme drawings. Again, the requested information was sent immediately on 18 February 2015, with a request that any further submission be returned to the Agency by 19 March 2015.

9.5.11 At the end of this consultation period, no further response was received from the respondent.

9.5.12 Responses received during the three extended consultation periods are presented in **Appendix 28**. Two of the respondents raised particular air quality issues, to which detailed responses were provided. Three further responses were received in relation to construction compounds. The first response, from an agent acting on behalf of the landowner of construction compound 5, sought further details regarding the proposals for the site. In response, the Agency has offered to meet in the near future to discuss the Scheme proposals. The two other responses related to the use of

construction compound 1, and raised concerns in relation to the traffic impacts of using the site. The Agency advised that the site was no longer proposed to be taken forward as a construction compound.

9.6 Section 49 - duty to take account of responses to consultation and publicity

9.6.1 The following two Chapters of the Report set out the how the Agency has taken account of relevant responses received to the consultation and publicity undertaken under s42, s47 and s48 of the PA 2008, as described earlier in this Chapter.

9.6.2 The Agency has taken a consistent approach for dealing with consultation response, across the s42, s47 and s48 consultations. On receipt, all responses received during the consultation period were logged onto a consultation database and analysed using the same process for each consultation type.

9.6.3 The analysis was undertaken on the basis of the issue raised, divided into main category headings, according to the nature and scale of the representation made. These in-turn were divided into sub-categories where a number of detailed issues were raised within the same category. **Table 57** below sets out the category headings for all responses received.

Table 57 Consultation Response Categories

Main Category Headings	Sub-Category Headings (if any)
Scheme Construction	<ul style="list-style-type: none"> - <i>Existing Allotments</i> - <i>Site Compounds</i> - <i>Traffic Management</i> - <i>The Myrke</i>
DCO Process	<ul style="list-style-type: none"> - <i>Consultation Documents</i> - <i>National Grid</i>
Traffic and Economics	<ul style="list-style-type: none"> - <i>Traffic Modelling/Forecasting</i> - <i>Impacts on Local Roads</i>
Need for smart motorway	<ul style="list-style-type: none"> - <i>None</i>
Alternatives to smart motorway	<ul style="list-style-type: none"> - <i>None</i>
Air Quality	<ul style="list-style-type: none"> - <i>Increased air Pollution</i> - <i>Wheatfield Primary School</i> - <i>Wokingham Council</i>

Main Category Headings	Sub-Category Headings (if any)
	<ul style="list-style-type: none"> - <i>West Berkshire</i> - <i>Reading</i> - <i>Hillingdon</i> - <i>Ascot Road</i> - <i>Datchet Road</i>
Ecology	- <i>None</i>
Flooding	- <i>None</i>
Footpaths	- <i>None</i>
Noise	<ul style="list-style-type: none"> - <i>Junctions 6/7</i> - <i>Junctions 11/12</i> - <i>J10</i> - <i>Junctions 8/9</i> - <i>Road Surface</i> - <i>Marsh Lane Overbridge</i> - <i>Leyham Close</i> - <i>J4</i> - <i>River Gardens and Old Mill Lane</i> - <i>Myrke Road</i> - <i>Mill Lane</i> - <i>Earley/Winnerish</i> - <i>Ascot Road Overbridge</i> - <i>Barriers</i> - <i>Aborefield and Newland Parish</i> - <i>Construction Compounds</i> - <i>J3</i> - <i>Heathrow</i> - <i>Cranford Park</i>
Visual	<ul style="list-style-type: none"> - <i>J3</i> - <i>J10</i> - <i>Ascot Road Overbridge</i>
Other Environmental/ES Related Issues	- <i>None</i>
Land Owners	- <i>None</i>
Structures	<ul style="list-style-type: none"> - <i>Dorney County Combined School</i> - <i>Myrke allotments</i> - <i>2 bridges by Myrke</i> - <i>Cranford Park</i> - <i>Pinchpoints</i>

Main Category Headings	Sub-Category Headings (if any)
	<ul style="list-style-type: none"> - <i>Marsh Lane Overbridge</i> - <i>Monkey Lane Overbridge</i> - <i>Ascot Road Overbridge</i> - <i>Sipson Road Subway</i> - <i>Thames Bray Underbridge</i> - <i>Old Slade Lane Overbridge</i> - <i>Riding Court Road Overbridge</i> - <i>Datchet Road Overbridge</i> - <i>Wood Lane Overbridge</i> - <i>Oldway Lane Overbridge</i> - <i>Huntercombe Spur Overbridge</i> - <i>Lake End Road Overbridge</i>

10 S42 CONSULTATION RESPONSES

10.1 Introduction

10.1.1 This Chapter sets out the Agency's analysis of responses received to the consultations undertaken under s42 of the PA 2008.

10.1.2 Responses to the consultation could be made in the following manner in accordance with the consultee letters sent on 7th November 2014:

- a) by Email to the following address:
M4J3to12SmartMotorways@highways.gsi.gov.uk³; and
- b) by mail to the Agency at:

The Cube, 199 Wharfside Street, Birmingham, B1 1RN.

10.1.3 As for the s47 and s48 consultation responses, which are contained in Chapter 11, the same approach has been adopted by the Agency for logging and analysing the s42 responses. Attached in **Appendix 29 and 30** to this Report are details of all the responses received to the statutory s42 consultation.

10.2 Consultation responses

10.2.1 **Table 60** below shows the number of s42 consultation responses received under the three main consultation strands.

Table 60 s42 Responses

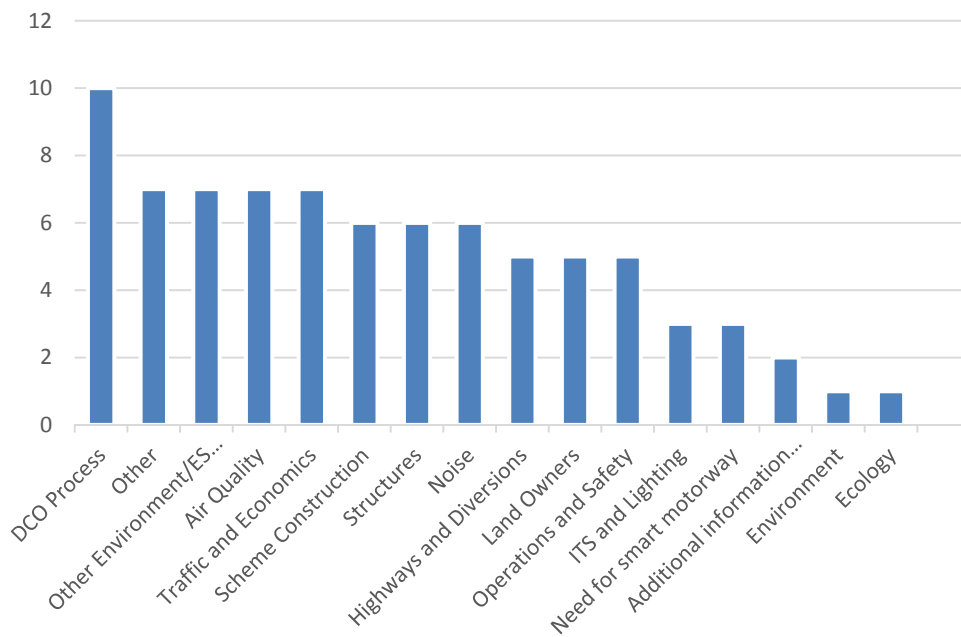
Consultee	Number of consultation letters issued	Number of responses received
Prescribed Consultees	196	42
Local Authorities	41	19
Persons with an interest in land	658	99
Total	895	160

³ As noted in Table 55 above, the incorrect email address was provided. However, for the reasons given in that table, the Agency does not consider that this undermined the consultation exercise that was undertaken.

10.3 Prescribed Consultee Responses – Key Issues

10.3.1 The main issues raised by the general public in their responses to the Scheme as part of the s42 consultation undertaken by the Agency, are presented below and shown in **Figure 13**:

Figure 13 Issues raised by prescribed consultees (Number of responses)



10.3.2 Responses were received from the following s42 Prescribed Consultees:

- a) Scottish and Southern Energy Power Distribution Limited ("SSE");
- b) Environment Agency ("EA");
- c) National Grid Electricity Transmission plc;
- d) Secretary of State for Transport;
- e) Cycling England;
- f) Brookfield Utilities (UK);
- g) GTC Pipelines Limited;
- h) Independent Pipelines Limited;
- i) Quadrant Pipelines Limited;
- j) The Electricity Network Company Limited;

- k) Independent Power Networks Limited;
- l) Independent Water Networks Limited;
- m) Independent Fibre Networks Limited;
- n) Utility Grid Installations Limited;
- o) Civil Aviation Authority;
- p) Iver Parish Council;
- q) Taplow Parish Council;
- r) Forestry Commission - South East and London Area Office;
- s) British Pipeline Agency Limited;
- t) Affinity Water Limited;
- u) ESP Connections Limited;
- v) North Wessex Downs AONB;
- w) Transport for London;
- x) The Historic Buildings and Monuments Commission for England (English Heritage) - South East Office;
- y) Arborfield and Newland Parish Council;
- z) The Coal Authority;
- aa) Theale Parish Council;
- bb) Earley Town Council;
- cc) Sustrans Limited;
- dd) Thames Valley Berkshire LEP Limited;
- ee) London Fire Brigade Enterprises Limited;
- ff) Bray Parish Council;
- gg) Defence Infrastructure Organisation, Ministry of Defence;
- hh) Telereal Trillium Limited;
- ii) BT Group plc;
- jj) BT Wholesale Limited;
- kk) BTC Group;
- ll) British Telecommunications plc;

- mm) Public Health England;
- nn) Metropolitan Police Service;
- oo) Wokingham Town Council;
- pp) Natural England - Consultation Service;
- qq) Dorney Parish Council;
- rr) BT Group plc;
- ss) NHS North & West Reading CCG;
- tt) NHS South Reading CCG;
- uu) NHS Wokingham CCG;
- vv) NHS Newbury and District CCG; and
- ww) Winnersh Parish Council.

10.3.3 Details of the responses received from prescribed consultees are contained in **Appendix 29** of this Report. Where topics are not addressed or considered expressly in this Report reference should be made to this Appendix, which sets out how the comments received were taken into account by the Agency in the development of the Scheme.

DCO process

Key issues raised

- 10.3.4 Iver Parish Council drew attention to the fact that they were not listed as an inspection point. English Heritage ("EH") considered it important that the local planning authority was invited to give pre-application advice and that the relevant amenity societies should also be approached. Aborefield and Newland Parish Council requested that the Agency advise further on the Scheme as it affects the Parish.
- 10.3.5 Network Rail advised that it expected the DCO to include Network Rail's protective provisions. The London Fire Brigade requested to be included in all stages of consultation, planning, development and construction of the Scheme.
- 10.3.6 National Grid Electricity Transmission and National Grid Gas both advised on the proximity of apparatus and that the need to consider the impact of the Scheme on this apparatus. Both also requested to be consulted to ensure that the most appropriate protective provisions are included within the DCO for the Scheme.

Account taken by the Agency of response

- 10.3.7 The choice of exhibition venues was undertaken in consultation with local authorities. The Agency welcomes the opportunity to meet with Aborefield and Newland Parish Council once the Application has been finalised.
- 10.3.8 The Agency will continue to liaise with the London Fire Brigade. Liaison is being undertaken with National Grid's Plant Protection Team and that engagement is expected to continue. Protective provisions for statutory undertakers' apparatus, including those of National Grid Electricity Transmission and National Grid Gas, are included in the DCO. The Agency proposes to discuss protective provisions with Network Rail, a draft of which are already included in the DCO.

Other Environmental/ES related responsesKey issues raised

- 10.3.9 The EA raised concerns that little detail was provided in relation to the Water Framework Directive ("WFD") or morphological impacts on watercourses. In terms of contamination, the EA acknowledged that there was limited new construction that could impact on known areas of landfill and that these would be further investigated. Reference was also made by the EA to the particular requirements for any replacement drainage systems.
- 10.3.10 Public Health England confirmed that it had no objections to the methodologies used for the assessment of health impacts via air, land or water and had not identified any significant omissions. It also accepted that likely impacts on land contamination could be managed or mitigated by the use of good construction practices.

Account taken by the Agency of response

- 10.3.11 Any areas of contaminated land will be identified by a comprehensive geotechnical investigation to inform the detailed design of the Scheme. Amongst other matters, the impact of construction activities on groundwater has been considered and will be mitigated through the Construction Environmental Management Plan ("CEMP"), an outline of which has been provided with the Application.
- 10.3.12 Impacts on health are fully covered within the ES in accordance with the National Networks National Policy Statement.

Air qualityKey issues raised

10.3.13 Bray Parish Council raised concerns regarding air quality impacts at the Bray/M4 AQMA centred on the A308 underbridge. The Parish Council recommended raising the existing barriers on both sides of the Motorway at Bray/M4 AQMA. Dorney Parish Council referred to the South Bucks AQMA and raised concerns regarding increases in air pollution affecting receptors close to the M4, including the school close to Dorney Reach. The Parish Council proposed that speed restrictions be applied to reduce air pollution.

10.3.14 TfL sought to understand better how the Scheme would affect air quality within its area.

Account taken by the Agency of response

10.3.15 Air quality assessments were undertaken for the receptors identified, which concluded that the results showed there to be no significant impact to air quality as a result of the Scheme. In view of the assessment findings for properties within the AQMA at the A308 underbridge, additional operational mitigation is not proposed. Respondents were also advised that the use of barriers is not an approved technique for mitigating air quality on the Agency's schemes.

10.3.16 At a meeting held with TfL, on 9 September 2014, it was explained that there would be no significant changes in traffic predicted on the TfL network due to the Scheme and therefore no significant effects on air quality are predicted.

Traffic and Economics

Key issues raised

10.3.17 TfL, Earley Town Council, Bray and Arborfield and Newland Parish Councils all raised concerns regarding the demands placed on the surrounding road network as a result of the Scheme.

Account taken by the Agency of response

10.3.18 The impact of the Scheme on the surrounding road network has been assessed, and is reported in the ES. In relation to the issues raised in the responses, the computer model used for traffic modelling, which is used on all Agency schemes, and the results of the modelling, show a reduction in congestion on the M4 and a net positive impact on traffic flows on the surrounding road network.

Scheme Construction

Key issues raised

- 10.3.19 Bray Parish Council raised concerns regarding the disruption caused by the construction of the A330 overbridge and the problems as a result of major housing development and infrastructure projects in the area at the same time as the Scheme construction programme. Wokingham Town Council requested further information on the scheduling and timing of construction works.
- 10.3.20 Both Theale Parish Council and Network Rail objected to the use of land at Wigmore Lane as a construction compound and Bray Parish Council objected to the use of Littlewood Green Show Ground. Wokingham Town Council objected to the use of farmland off Old Basingstoke Road as a construction compound as it is under construction for a Park and Ride facility.

Account taken by the Agency of response

- 10.3.21 The Wigmore Lane site is not to be used as a construction compound, although Littlewood Green Show Ground is being considered as the main compound for the Scheme. The Agency acknowledges the proposed Park and Ride facility off Old Basingstoke Road and has investigated using part of the site.
- 10.3.22 In relation to construction works, the overall construction programme is 5 years. However, details on the construction phasing and associated traffic management will be developed once a delivery partner has been appointed for the Scheme.

Structures

Key issues raised

- 10.3.23 Dorney Parish Council raised concerns regarding the on-line replacement for Lake End Road overbridge. The Parish Council acknowledged that Marsh Lane overbridge would need to be reconstructed on-line, but requested that access to the school and the village hall should be maintained and that a pedestrian bridge should be provided. They also requested that the current noise problems associated with the use of Thames Bray Bridge are addressed.
- 10.3.24 Bray Parish Council raised concerns regarding the disruption caused by the works to the A308 underbridge.
- 10.3.25 Network Rail raised concerns regarding the potential impact of the Scheme on existing structures and its proposed rail schemes. Network

Rail requested that the proposed widening of Windsor Branch Railway underbridge should allow the full width of the formation to be retained.

Account taken by the Agency of response

- 10.3.26 Design revisions at Lake End Road overbridge mean that the bridge will now be constructed off-line to permit the existing bridge to remain open during the construction period. No works are planned for the A308 Windsor Road underbridge as part of the Scheme.
- 10.3.27 The replacement bridge for Marsh Lane overbridge will remain online and options have been investigated regarding the provision of alternate access during construction works or other mitigation. No works are planned for A308 Windsor Road underbridge as part of the Scheme.
- 10.3.28 In response to Network Rail, only widening works to the Windsor Railway underbridge would be required as part of the Scheme and the proposed bridge widening at Windsor Branch Railway will match the existing span arrangements.

Noise

Key issues raised

- 10.3.29 Dorney, Arborfield and Newland, Bray, Earley and Winnersh Parish Council's all raised concerns regarding noise levels and the inadequacy of noise barriers. Requests were made that the existing barriers should be increased and that low noise surfacing be introduced.
- 10.3.30 TfL sought to better understand how the Scheme will affect noise levels within its area.

Account taken by the Agency of response

- 10.3.31 In relation to the area covered by the Parish Councils notes above, no additional noise barriers are proposed (except for 2 short lengths of barrier in the Winnerish area) and low noise surfacing is proposed to be introduced across all lanes along the complete extent of the Scheme.
- 10.3.32 TfL's roads are outside the detailed study area, although they have been included in the screening process. Changes in the Basic Noise Level, resulting from traffic changes due to the Scheme have been calculated and could be forwarded on request.

Highways and Diversions

Key issues raised

10.3.33 Earley Town Council welcomed the upgrade of the M4, though requested liaison between the Agency and local authorities concerning increases in traffic in the Earley area during construction. SSE requested collaborative working and discussions around the scheduling of work programmes.

10.3.34 North Wessex Downs AONB requested that replacement signage be sensitively placed and an entrance sign be provided to the North Wessex Downs AONB at the end of the Scheme.

Account taken by the Agency of response

10.3.35 Traffic management proposals during construction of the Scheme will be set out in a Construction Traffic Management Plan ("CTMP") to be agreed with local authorities, including West Berkshire BC, as provided for by a requirement in the DCO. An outline CTMP has been provided with the Application.

10.3.36 SSE apparatus has been identified within the limits of the Scheme and liaison will be undertaken with the SSE Plant Protection Team.

10.3.37 The Environmental Masterplan for the Scheme will include proposals for further planting to provide screening. Signage proposals will be considered by the Agency at the detailed design stage.

Operations and safety

Key issues raised

10.3.38 Theale Parish Council were concerned that the ERAs are too few and too far apart for the safety of motorists.

10.3.39 Earley Town Council stated its support for variable speed limits.

10.3.40 TfL sought to understand how the Agency would manage incidents and co-ordinate with TfL's London Street Traffic Control Centre when the Scheme is operational.

Account taken by the Agency of response

10.3.41 In relation to the issues raised by Theale Parish Council and TfL, experience of designing and operating smart motorways, along with detailed assessment has demonstrated that increasing the spacing between ERAs will not have a detrimental impact on road safety. Evidence shows that many road users will be able to make it to an ERA in an emergency, even when the distance is increased. Where broken down vehicles are not capable of 'limping' to an ERA and stop in a running lane,

the extra controls provided through smart motorways will mitigate this, as lanes can be closed by the Regional Control Centre.

- 10.3.42 The comments of Early Town Council are acknowledged.
- 10.3.43 A meeting was held with TfL on 9 December 2014 at which the issues raised were discussed. (See **Table 28** for notes of the meeting).

ITS and Lighting

Key issues raised

- 10.3.44 North Wessex Downs AONB recommended that replacement lighting should reduce the impacts of light pollution. Bray Parish Council requested to be consulted when the lighting details are known.
- 10.3.45 Winnersh Parish Council offered support for the Scheme, although raised concerns regarding the effect of gantry installations on local residents.

Account taken by the Agency of response

- 10.3.46 The proposed lighting design uses the latest LED luminaries with minimal spill light and with less light required to achieve the required lighting levels. Gantry siting has had regard to potential effects, principally visual, on residential properties.

Need for smart motorway

Key issues raised

- 10.3.47 The Metropolitan Police Service acknowledged the need for greater capacity and improved journey time reliability on the M4 motorway between the M25/Heathrow Airport and central London, although it raised concerns regarding the levels of safety and the impacts on routine police patrols. TfL raised a number of questions regarding the management and monitoring of the M4.

Account taken by the Agency of response

- 10.3.48 Research undertaken on the use of the hard shoulder and the analysis of vehicle breakdowns demonstrates that broken down vehicles are capable of reaching ERAs, as noted above. A meeting was held with TfL on 9 December 2014 at which the issues raised were discussed. (See **Table 28** for notes of the meeting).

Flooding

Key issues raised

- 10.3.49 The EA considered that the main risks and considerations associated with surface water and flood risk had been addressed.

Account taken by the Agency of response

- 10.3.50 The Flood Risk Assessment has considered these items and the Drainage Strategy Report show no increase in flood risk as a result of the Scheme.

EcologyKey issues raised

- 10.3.51 The EA requested detailed designs and method statements accompanying any crossings over or culverting of a watercourse. It was concerned about the proposed 3m buffer to watercourses where water voles are found.

Account taken by the Agency of response

- 10.3.52 Work on detailed design will commence after the DCO Application has been submitted, and the EA will be consulted on these. The buffer for water voles had now been increased to 5m.

10.4 Persons with an interest in land – key issues

- 10.4.1 A total of 99 responses were received from persons with interests in land. These are people identified as holding an interest within the proposed order limits for the purposes of s42 consultation. As the design has progressed, some of these interests have fallen outside the Order limits but have been considered as part of the s42 consultation.

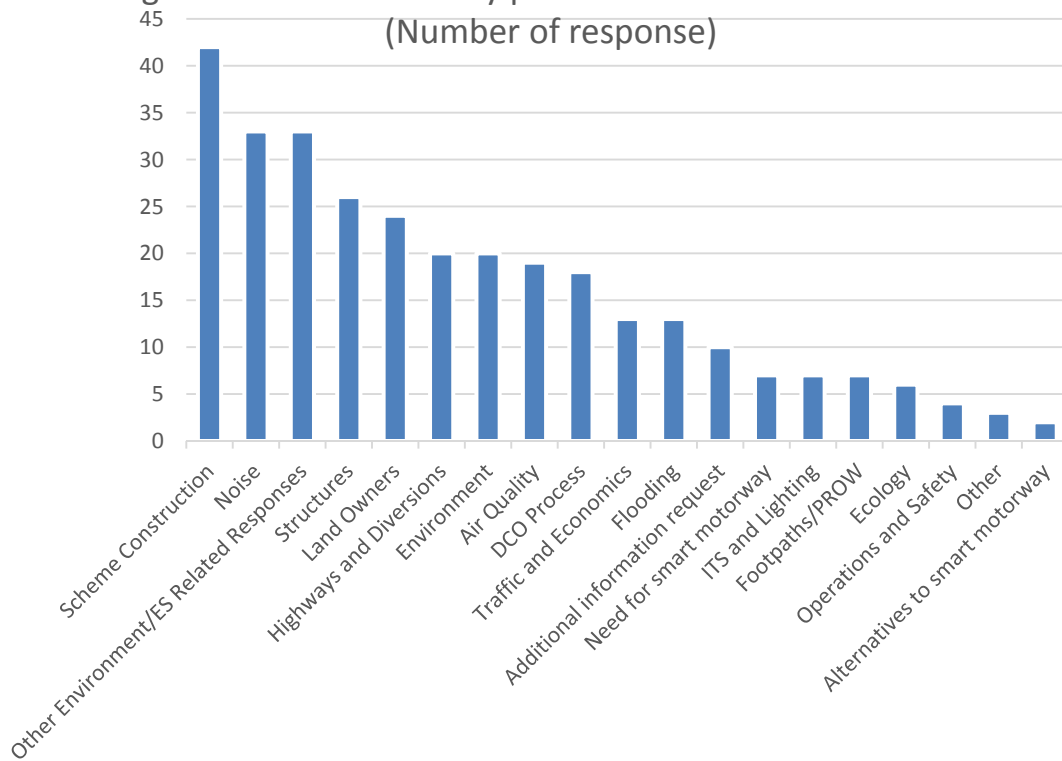
- a) Slough Allotment Federation and the tenants of The Myrke allotments;
- b) the tenant of land at Marsh Lane;
- c) frontage interest in Ascot Road;
- d) land owners and frontage interest at Datchet Road;
- e) landowner at Bray Bridge;
- f) land owner at Old Slade Lane;
- g) statutory utilities with assets within the limits of the scheme;
- h) local authorities that also own land;
- i) landowner at compound 9;
- j) beneficiary of land within the motorway boundary;
- k) land owner within motorway boundary;
- l) land owner at compound 5;
- m) land owner at Ditton Park;

- n) Transport for London;
- o) land owner at Monkey Island Lane;
- p) land owners at Lake End Road;
- q) Eton College/Dorney Rowing Lake;
- r) frontage interest at Marsh Lane;
- s) frontage interest at Ascot Road;
- t) land owner and rights interests at Glebe Close (Marsh Lane);
- u) land owner at Lower Earley Way (West);
- v) Bray Parish Council;
- w) rights interests over Wood Lane;
- x) land owner at compound 1;
- y) land owner at Riding Court Road;
- z) land owner at compound 11;
- aa) Dorney Parish Council; and
- bb) Environment Agency.

10.4.2 Details of the responses received from land interests are contained in **Appendix 30** of this Report.

10.4.3 A summary of the main issues raised by persons with an interest in land and the regard given by the Agency are set out below and shown in **Figure 14**. Where topics are not addressed or considered expressly in this Report reference should be made to **Appendix 30** which sets out specific comments as responses made to consultation.

Figure 14 Issues raised by persons with an interest in land
(Number of response)



Scheme construction

Key issues raised

- 10.4.4 A total of 36 landowners have raised concerns in relation to the construction of the Scheme, on the basis that disruption caused by the construction of bridges would be significant due to construction traffic, working hours and the effect on the standard of living of local residents.

Account taken by the Agency of response

- 10.4.5 It is the Agency's policy to keep disruption to local landowners and residents to a minimum. Traffic management proposals during the construction period will be set out in the CTMP to be finalised with local authorities, along with other stakeholders prior to the start of construction.

Key issues raised

- 10.4.6 Eleven people raised concerns regarding the effect of the Scheme on the allotments at The Myrke. Key concerns related to the effect of the temporary use of allotments, and access provision, along with the effects of noise and safety from the Scheme.

Account taken by the Agency of response

- 10.4.7 The Agency recognises the importance of the allotments and considers the land-take for which provision is made in the Application to represent a worst case. The Agency's designers are seeking either to reduce the extent of the works required or to remove the need for the works entirely, but the land shown is still required to provide certainty that the Scheme can be delivered. During works, the contractor would be required to coordinate with allotment tenants in order to maintain access to the allotments.

NoiseKey issues raised

- 10.4.8 A total of 29 representations were received regarding noise, including the following:
- 10.4.9 23 respondents raised concerns over operational noise levels. 6 respondents raised concerns over construction noise levels.
- 10.4.10 1 respondent raised concerns over the noise levels in the Datchet area.

Account taken by the Agency of response

- 10.4.11 Operational noise – a noise assessment has been undertaken as part of the EIA for the Scheme, as reported in the ES. . The existing noise barriers will be retained (or replaced like-for-like if in poor condition). The original intention was to resurface only lanes 1 and 4 of the Scheme with a low noise surface, plus some relatively small stretches of carriageway which would have all lanes resurfaced. Following consultation, it has been decided to resurface all lanes with low noise surfacing along the entire extent of the Scheme.
- 10.4.12 Construction noise – An Outline CEMP is provided with the Application, which includes measures to control impacts from construction and minimise disruption and nuisance to residents and businesses.
- 10.4.13 In relation to issues raised concerning noise in the Datchet area, an additional noise barrier is proposed for this area, which along with the

carriageway resurfacing described above, will result in a minor decrease in noise.

Other environmental/ES related issues

Key issues raised

- 10.4.14 A total of 20 landowners raised concerns relating to noise. Other landowners queried mitigation proposals including those relating to visual effects and vibration effects at The Myrke.

Account taken by the agency of response

- 10.4.15 Noise assessments and mitigation proposals have been considered in relation to each consultation response, as reported in **Appendix 30**. The CEMP provides that a site liaison officer will be appointed for the construction period to keep people informed and to deal with any queries raised.
- 10.4.16 Planting proposals are provided in the Environmental Masterplan, which sets out to retain as much existing vegetation as possible and provides a design that would allow for further planting to provide screening as the Scheme and planting matures.
- 10.4.17 An assessment of construction noise and vibration impacts is provided in the Environmental Statement and will be fully developed in the CEMP. A range of good site practices will be adopted in order to mitigate construction phase noise and vibration. These will be secured in the CEMP.

Structures

Key issues raised

- 10.4.18 Eton College and Dorney Rowing Lake raised concerns relating to the proposed on-line reconstruction of Lake End Road Side Road underbridge.
- 10.4.19 Two respondents raised concerns relating to the reconstruction of Wood Lane overbridge, relating to the safety of a curved bridge and a preference for an alignment to the east of the bridge.

Account taken by the agency of response

- 10.4.20 The Agency has amended its proposals so that Lake End Road overbridge will now be constructed offline to the west of the existing structure.

- 10.4.21 The Wood Lane overbridge is not a curved bridge. The suggestion of moving the bridge to the west of the existing bridge was not feasible in terms of road alignment and the length of the bridge structure.

Land owners

Key issues raised

- 10.4.22 A total of 21 representations were received regarding land ownership, including the following:
- 10.4.23 11 respondents were concerned about the effect of the works on their land.
- 10.4.24 4 statutory undertakers replied with information about their apparatus within the Scheme.
- 10.4.25 2 respondents were concerned about the effect of the work on property values.

Account taken by the agency of response

- 10.4.26 The land required for the Scheme is shown on the Land Plans which accompany the Application. The Statement of Reasons submitted with the Application addresses the compulsory acquisition of land for the purposes of the Scheme. The land-take for the purposes of the Scheme (both permanent and temporary land-take) has been reduced from the level originally proposed and is no more than is necessary for the delivery of the Scheme.
- 10.4.27 The Agency will continue to liaise with statutory undertakers, as had been done to obtain the C3 estimates. In addition, protection is provided for the apparatus of statutory undertakers by way of protective provisions included in the DCO.
- 10.4.28 Property values – Under the national compensation code compensation can be claimed by people who own and also occupy property that has been reduced in value caused by the altered road in certain particular circumstances, provided that their claim is substantial. At present, there is no reason to anticipate any diminution in property values as a result of the Scheme.

Highways and diversions

Key issues raised

- 10.4.29 A total of 18 representations were received regarding highways and diversions, including the following:

- 10.4.30 BCC requested liaison regarding diversion routes and raised concerns over the effect diverted traffic would have on local authority roads.
- 10.4.31 Two respondents raised concerns over the need for a safety barrier in the verge adjacent to the allotments.
- 10.4.32 SBC proposed liaison regarding the works at junction 5 to aid the expansion of their rapid transit system and raised concerns regarding the land required at Chalvey Depot.
- 10.4.33 A respondent requested the re-design of junction 8/9 to reduce queuing traffic.

Account taken by the Agency of response

- 10.4.34 Proposed diversion routes for the Scheme will be agreed with BCC and secured through the CEMP. The impact of closures due to works is addressed in the ES Chapter 13, Effects on All Travellers.
- 10.4.35 The barrier system has not been designed in detail at this stage. This design will be based on the Agency's Design Manual for Roads and Bridges and will take place in the next stage of the Scheme. This will assess the risks along the M4 and specify the type of barrier required to address the risk raised by these respondents.
- 10.4.36 The Agency welcomes the opportunity to continue to liaise with SBC, and discuss the Slough Mass Rapid Transit scheme. Part of Chalvey Depot has been identified as within the Order limits. The land is required temporarily for the conversion of the existing hard shoulder to a running lane and the widening of Windsor Rail Bridge. The existing bridge is to be widened on its southern side, rather than its northern side, in order to minimise the effects on residential and business premises.
- 10.4.37 All of the slip roads at Junction 8/9 are to be improved to include a ghost island, thus increasing the capacity of the junction, which will alleviate, to an extent, the problems identified by this respondent. However, the Scheme does not include the major redesign of interchanges, such as providing free-flow slips at junction 8/9.

Other environment/ES

Key issues raised

- 10.4.38 A total of 15 representations were received regarding environmental issues, including the following:

- 10.4.39 4 respondents provided information about other developments close to the Scheme.
- 10.4.40 2 respondents, including LB Hillingdon, raised concerns over the visual effect of the Scheme and 2 other respondents expressed concerns regarding raising the height of overbridges.
- 10.4.41 SBDC requested information on the long-term effects of the Scheme.
- Account taken by the Agency of response
- 10.4.42 The Scheme design and environmental modelling includes committed developments detailed in the ES and these are considered as part of the cumulative effects assessment.
- 10.4.43 The Environmental Masterplan (EM) (Ref 7.4, Annex A) which accompanies the Application sets out the vegetation clearance and landscape proposals including planting to screen infrastructure where required.
- 10.4.44 The impact of the Scheme on the surrounding road network has been assessed, and is reported in the ES. The results of the traffic modelling, which are used on all Agency schemes, show a reduction in congestion on the M4 and a net positive impact on traffic flows on the surrounding road network.

Air Quality

Key issues raised

- 10.4.45 A total of 14 representations were received raising air quality issues, including the following:
- 10.4.46 West Berkshire - consider that noise sensitive receptors around contractor's compounds will be affected.
- 10.4.47 SBDC - concerns raised regarding the impacts of changes in air quality on existing conurbations particularly Old Slade Lane and on the Burnham Beeches SAC and SSSI. SBDC also queried the potential inaccuracy of measurements undertaken, referring to individual properties and requested the introduction of speed restrictions.
- 10.4.48 SBC - detailed response covering a number of air quality issues, focussed on AQMAs within the Borough. SBDC advised that they disagree with the conclusions of the air quality assessment.
- 10.4.49 TfL - request the need to understand how conclusion is reached that there are no air quality impacts.

- 10.4.50 Bray Parish Council - detailed issues raised regarding the noise assessments set out the PEI Report, particularly in relation to the focus on peak hour objectives rather than annual mean objectives.
- 10.4.51 Wokingham BC - query why 10 monitoring locations at sensitive receptors have not been used and that the Council's EHOs have not been consulted. Also request that the Agency improve the environment in relation to the AQMA.
- 10.4.52 LB Hounslow - concerns raised in relation to a particular receptor (X617) and request discussions on the air quality predictions further with the Agency.

Account taken by the Agency of response

- 10.4.53 West Berkshire –Proposals to control these potential impacts, including mitigation measures, are set out in the Outline CEMP, which is an appendix to the Outline Environmental Management Plan that has been submitted with the Application, and are also set out in ES Chapter 6: Air Quality and ES Chapter 12: Noise and Vibration. The Outline CEMP will become a finalised CEMP following discussions between the Agency and its contractor.
- 10.4.54 SBDC–The air quality assessment shows there to be no significant impacts as a result of the Scheme in the vicinity of Old Slade Lane. The predicted increase in annual average daily traffic ("AADT") flow along the A355 closest to Burnham Beeches SAC ranges between 12 and 49 vehicles per day. An increase in vehicles of this size would not produce a significant change in air quality effect on the SSSI or SAC. The Agency has met with community representatives and addressed the concerns regarding the accuracy of the assessment data. As the effect of the Scheme on air quality is not predicted to be significant, operational mitigation, including the imposition of speed restrictions, is not proposed.
- 10.4.55 SBC –The air quality assessment has modelled 303 individual properties within this AQMA. Of these, 11 are predicted to be above the air quality objective for annual mean NO₂ with the Scheme in place, and are predicted to experience a small (0.4-2 µg/m³) increase in annual mean NO₂ concentrations. This is a small adverse effect in the context of the wider Scheme, which is outweighed by the benefits that the Scheme will bring and the effect will decrease over time as the emissions of vehicles improve.

- 10.4.56 TfL – Effects on air quality have been assessed as part of the EIA for the Scheme, as reported in the ES. There are no significant changes in traffic (as defined in DMRB HA207/07) predicted on the TfL highway network due to the Scheme and no significant effects on air quality are predicted.
- 10.4.57 Bray Parish Council – Effects on air quality have been assessed as part of the EIA for the Scheme, the assessment of air quality has included both short and long term impacts and concluded there to be no significant effects on air quality as a result of the Scheme. Construction activities could adversely affect air quality in some areas through dust generation and plant emissions. However, proposals to control these potential impacts are set out in the Outline CEMP, which accompanies the Application. The Agency welcomes the opportunity to continue liaison with Bray Parish Council through the detailed design and construction stages.
- 10.4.58 Wokingham BC – Contact was made by the Agency to establish baseline air quality data and the monitoring sites chosen were considered to be representative. Of the 391 individually-modelled receptors in Wokingham BC, 386 receptors are not predicted to exceed the objective value and five medium (2.1 - 2.6 µg/m³) increases in annual mean NO₂ concentrations are predicted. Proposals to control construction activities which could adversely affect air quality through dust generation and plant emissions are set out in the Outline CEMP which accompanies the Application. The Agency welcomes the opportunity to continue liaison with Wokingham BC through the detailed design and construction stages.
- 10.4.59 LB Hounslow – The results of the further air quality modelling have shown that for residential areas closest to the M4, receptor (X617), the largest increase changes in NO₂ with the Scheme in place are predicted at an imperceptible level (<0.4 µg/m³). The results of the air quality assessment are reported fully in the ES which accompanies the Application.

DCO process

Key issues raised

- 10.4.60 A total of 10 representations were received regarding the DCO Process, including the following:
- 10.4.61 SBC – requested additional time to review the PEI Report due to it being “incredibly comprehensive”, but supported the Scheme providing there was no detriment to the environment or their infrastructure and residents.

10.4.62 LB Hillingdon responded that they had difficulty understanding the maps and drawings.

10.4.63 3 respondents raised concerns about the timescales involved in the DCO process and 4 expressed concerns regarding the complexity of the information provided.

Account taken by the Agency of response

10.4.64 SBC – The Agency welcomes the opportunity to continue close engagement with the local authority going forward and advised that the DCO process would provide opportunity for SBC to comment further on the Scheme during the pre-application stage.

10.4.65 LB Hillingdon – The Agency met with LB Hillingdon on 27 January 2015 and explained the Scheme in detail and provided responses directly to questions raised.

10.4.66 The Agency notes the opportunities within the DCO processes for on-going dialogue and welcomes further engagement. Opportunities have been sought by the Agency to meet with interested parties and to discuss their concerns directly.

Traffic and economics

Key issues raised

10.4.67 A total of 10 representations were received regarding traffic and economics, of which 5 respondents raised concerns over the effect on local traffic and 3 respondents requested information on the traffic model used.

Account taken by the Agency of response

10.4.68 The forecasting model for traffic takes account of the impact of the Scheme on surrounding roads. The smart motorway will smooth traffic flows on the Scheme and, although additional capacity is created on the mainline, it is not anticipated that this will cause any significant issues on surrounding roads. The Agency uses a computer forecasting model approach for traffic modelling, which is used on all Highways Agency schemes.

Flooding

Key issues raised

10.4.69 7 respondents raised concerns regarding flooding.

Account taken by the Agency of response

- 10.4.70 In line with the Agency's design standards, existing maximum discharge rates from the highway drainage system to the receiving watercourses will not be increased, and therefore there will be no impact on flood risk. Spillage control devices and other pollution interceptors will be provided at all ERA sites, prior to the outfalls. A flood risk assessment including flood compensation provisions and a drainage strategy report is included within the ES (Chapter 15) for the Scheme which accompanies the Application.

Need for smart motorwayKey issues raised

- 10.4.71 A total of 7 representations were received regarding the need for a smart motorway, including the following:
- 10.4.72 3 respondents were concerned about the conversion of the hard shoulder as a running lane.
- 10.4.73 One public respondent was concerned that the Agency was not achieving the Scheme objectives set out in the SoCC.

Account taken by the Agency of response

- 10.4.74 The Scheme will deliver the additional capacity required for the M4, without compromising overall safety. Evidence published in March 2011 from the M42 smart motorway scheme shows that accidents have more than halved in the three years after the pilot scheme was launched. Smart motorways provide mandatory variable speed limits and information regarding traffic conditions enabling vehicles to travel at an appropriate speed for the prevailing conditions (traffic volume and weather conditions).
- 10.4.75 The Scheme will increase the capacity of the M4 and is also expected to result in a net positive impact on traffic flows on the surrounding road network. Traffic speed through the Scheme will vary depending on the road traffic conditions and complementary systems on the M25 will provide the South Mimms Regional Control Centre with visibility of traffic flows on both motorways to better manage the knock-on effects of congestion and an improved capability to manage incidents.
- 10.4.76 This will provide a more efficient infrastructure for movement of people and goods within the region in support of the economy.
- 10.4.77 Smart motorways have less environmental impact than conventional road widening schemes and the Scheme impacts have been assessed as not significant and are reported in the ES which accompanies the Application.

ITS and lighting

Key issues raised

- 10.4.78 A total of 7 representations were received regarding ITS and lighting, including the following:
- 10.4.79 5 respondents were interested in the form of the lighting and lighting levels.
- 10.4.80 SBC suggested the coordination of the Agency's ITS strategy with their own.

Account taken by the Agency of response

- 10.4.81 No lighting will be removed as part of the Scheme, and sections of the Scheme which are currently lit will remain lit, but with the installation of new LED luminaires with tight light distribution to minimise light spill whilst maintaining the required lighting levels. The Scheme will also provide a central management control system for the lighting levels to be remotely controlled to allow dimming of lighting levels, and even switching off, to ensure that levels are appropriate to the level of road use.
- 10.4.82 The Agency welcomes collaboration with local authorities and will continue liaison with SBC throughout the detailed design and construction stages.

PRoW/Footpaths

Key issues raised

- 10.4.83 Two respondent raised concerns regarding the temporary stopping up of PROWs.
- 10.4.84 One respondent requested lighting of a footpath and one respondent was against lighting of a footpath.

Account taken by the Agency of response

- 10.4.85 Details of the effects of the Scheme are shown on the Rights of Way and Access Plans (Document Reference 2.4) and detailed in Chapter 13 of the ES. Where construction of the Scheme requires PRoW to be temporarily stopped up, a diversion route will be identified and agreed with the Local Authority.
- 10.4.86 The Agency will work with responsible parties and local communities regarding any changes to PRoW affected by the Scheme.

Ecology

Key issues raised

- 10.4.87 A total of five representations were received regarding ecology, including the following:
- 10.4.88 The EA raised concerns about the effect of the works on watercourses and possible consequential effects on ecology and requested method statements for the relevant works.
- 10.4.89 Four respondents expressed concerns about the removal of mature vegetation as part of the works

Account taken by the Agency of response

- 10.4.90 The Agency have committed to providing method statements which will be secured through the Outline CEMP accompanying the Application. The landscape scheme is set out on the Environmental Masterplan ("EM") (Document Reference 7.4, Annex A) which sets out the mitigation proposals to be provided. Where the Scheme has resulted in severance of continuous planting, the mitigation proposals have sought to reconnect these areas subject to the Agency's standards and guidance, recognised industry standards and Health and Safety Requirements. The majority of the plant stock proposed would be native of species, preferably of local or regional provenance or as a minimum, UK provenance with species selection and specification appropriate to location and purpose.
- 10.4.91 Prior to any vegetation clearance all areas of existing vegetation are to be assessed by a suitable qualified Landscape Architect. Mitigation measures are secured in the Outline CEMP, which provides that all existing vegetation within the Order limits shall be retained where possible.

Operations and Safety

Key issues raised

- 10.4.92 A total of four representations were received regarding operations and safety, including the following:
- 10.4.93 Heathrow Airport asked for ERAs to be positioned at minimum spacing to minimise the disruption to traffic around the airport and requested sharing of traffic information with a view to managing traffic better.
- 10.4.94 TfL asked how incident management would be coordinated with their traffic control centre.

Account taken by the Agency of response

- 10.4.95 The Agency recognises the benefits of providing continuous information to travellers and welcomes the approach by Heathrow Airport to share traffic

information and to work together during the detailed design. The Scheme has provided ERA's in accordance with operational requirements and standards based on the experience garnered from the smart motorways already operational. The Agency will continue to liaise with Heathrow Airport as the Scheme progresses through the DCO process and detailed design stage, and once the Scheme is operational.

- 10.4.96 The Agency welcomes the opportunity to work cooperatively with TfL and the London Street Traffic Control Centre ("LSTCC") for the benefit of the travelling public.

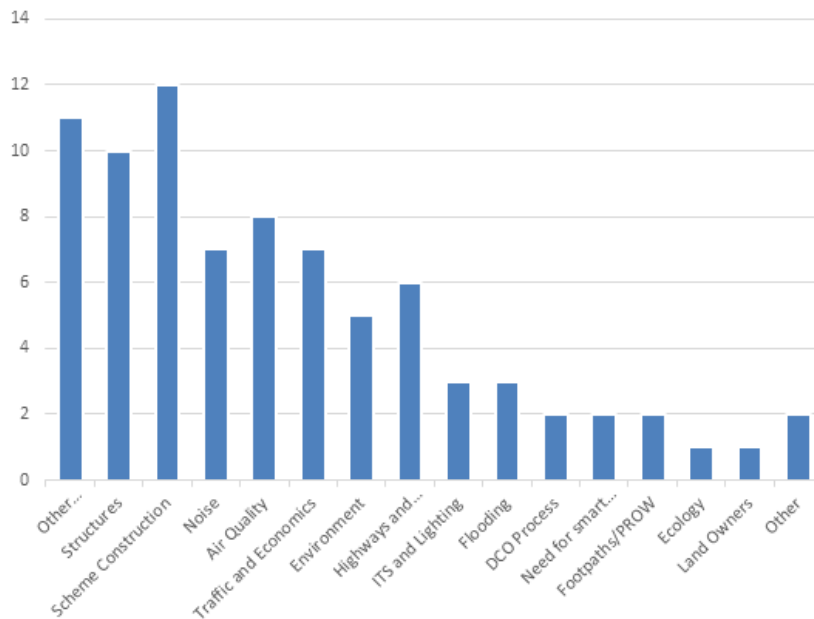
10.5 Local authority responses – key issues

- 10.5.1 Responses were received from 19 local authorities, including the following 8 'host' local authorities:

- a) London Borough of Hounslow;
- b) Wokingham Borough Council;
- c) South Bucks District Council;
- d) The Royal Borough of Windsor and Maidenhead;
- e) London Borough of Hillingdon;
- f) Slough Borough Council;
- g) Buckinghamshire County Council; and
- h) Greater London Authority.

- 10.5.2 Details of the responses received from local authorities are contained in **Appendix 29** of this Report. A summary of the main issues raised by local authorities is set out below in **Figure 15**. A summary of how these responses have been taken into account by the Agency in the development of the Scheme is provided below. Where topics are not addressed or considered expressly in the Report, reference should be made to **Appendix 29** which sets out the specific comments on the responses received.

Figure 15 Issues raised by Local Authorities



10.5.3 The following six local authorities completed the public consultation questionnaire, alongside their consultation response. These have been incorporated into the overall analysis of the questionnaire responses presented in Section 10.4.

- a) West Berkshire District Council;
- b) Wokingham Borough Council;
- c) The Royal Borough of Windsor and Maidenhead;
- d) South Oxfordshire District Council;
- e) Vale of White Horse District Council; and
- f) South Bucks District Council.

Structures

Key issues raised

10.5.4 A number of issues were raised concerning the proposed bridge works and the potential impacts of construction activity on local communities. SBC, SBDC and BCC each referred to bridge proposals within their areas and highlighted issues associated with traffic movement and congestion.

10.5.5 BCC requested that discussions should take place at an early stage regarding the detailed design and construction proposals of the Marsh Lane and Lake End Road overbridges. SBDC raised concerns regarding

the construction scheduling of the work at Marsh Lane and Lake End Road overbridges.

- 10.5.6 SBC raised various concerns regarding the potential impacts of bridge works on local facilities, nature conservation and access provision, on the following bridges within the Borough.
- 10.5.7 SBC highlighted that the Order limits at Datchet Road overbridge included part of a local nature reserve, native scrub habitat and vegetative screen to the M4, along with an area of public open space, at Huntercombe Spur overbridge, which is a prominent landmark. Reference was made to the overbridge at Oldway Lane and that the design needed to accommodate the needs of PRow users. SBC noted also that the west side of the embankment had recently been planted to screen the M4 and provide some noise reduction. The Council drew attention to the Recreation Ground overbridge as the sole access to an allotment site, the potential impacts on a moto cross track and that depot and site construction traffic would potentially impact on car/foot traffic.
- 10.5.8 LB of Hillingdon proposed that Sipson Road Subway should be upgraded as well as improved access to Cranford Park, as part of the Scheme proposals.

Account taken by the Agency of response

- 10.5.9 A detailed construction programme will be developed following appointment of a contractor and the opportunity to meet with authorities to discuss temporary road closures and diversions will be provided. In response to SBC on the various bridge issues raised, design revisions at Lake End Road overbridge mean that the bridge will now be constructed off-line to permit the existing bridge to remain open during the construction period. No other changes were proposed to bridge structures, as a consequence of the comments received.
- 10.5.10 The works at Datchet Road and Huntercombe Spur overbridges are both required temporarily and mitigation proposals are set out in the Environmental Masterplan. Where planting is to be removed as part of construction activities at Oldway Lane, the proposals for its replacement are shown on the Environmental Masterplan.
- 10.5.11 Recreation Ground overbridge is to be replaced online requiring the temporary closure of this route. Until a contractor is appointed details of construction methodology are not available. However, outline details are

provided in the Engineering and Design Report which accompanies the Application. The Contractor will be required to liaise with the Council when planning the works to minimise the effects on the moto-cross track and allotments.

- 10.5.12 Sipson Road Subway is being lengthened by 5m on the south side. The span of the lengthening structure will be greater than the existing structure to mitigate the tunnelling effect of lengthening and also to reduce the need for costly diversions of existing buried services which run adjacent to the subway. Other than these works, no further upgrading is proposed as part of the Scheme. The existing subway structures at Cranford Park are unaffected by the smart motorway.

Scheme Construction

Key issues raised

- 10.5.13 Concerns were raised by SBDC regarding the method of construction and the impacts that construction sites might have on local roads. SBDC, along with BCC, was keen to understand the routes and timings of construction operations.
- 10.5.14 SBC drew attention to the construction programme and the phasing of works and highlighted the potential for conflict with other highway schemes. SBC stated its preference for works to start from J3 to J7 to prevent cumulative impacts should Heathrow be expanded. SBC also requested details of construction compounds early in the process and raised a particular concern regarding the proposed temporary working area at The Myrke allotments.
- 10.5.15 LB of Hillingdon and SBC both requested that further details be submitted in relation to proposed construction compounds.

Account taken by the Agency of response

- 10.5.16 On the issue of The Myrke allotments, the requirement for a temporary working area is based upon a minimum practicable land-take, although the detailed solution is a subject for detailed design yet to be agreed with Thames Water.
- 10.5.17 Until a contractor is appointed, final details of compound designs cannot be finalised. Initial details of the construction programme are provided in the Engineering and Design Report and the effects of construction on local roads, including the proposed diversion routes, is assessed in Chapter 13 of the ES, Effects on All Travellers. The Contractor will engage with local

authorities whilst selecting the construction compounds and agree any proposed mitigation, as set out in the CEMP.

- 10.5.18 The western section of the Scheme (Junction 12 to Junction 8/9) should be more straightforward and quicker to build than the eastern section (Junction 8/9 to Junction 3). This is due to the presence of a significant number of hard shoulder discontinuities at a number of structures that require replacement (e.g. the 11 overbridges and 8 underbridges) in the eastern section of the Scheme. The Agency is closely monitoring the developments at Heathrow, and has met with representatives of the airport on several occasions, so they can be considered prior to confirmation of the proposed delivery phasing.

Noise

Key issues raised

- 10.5.19 The LB Hillingdon raised noise impacts as a particular concern and sought assurances regarding the method to be used for noise monitoring and requested the installation of noise barriers and low noise surfacing along the entire route of the Scheme.
- 10.5.20 RBWM requested taller noise barriers within the vicinity of Windsor Road overbridge.
- 10.5.21 SBC drew attention to the legal requirement for compensatory measures for dwellings affected by noise levels as a result of highway schemes that are above specified noise levels.
- 10.5.22 Wokingham Borough Council sought clarification on whether noise barriers and low noise surfacing were to be introduced, the latter being particularly welcomed by Wokingham residents.
- 10.5.23 The GLA sought further information on the level of noise (and air quality) impacts in west and central London.
- 10.5.24 West Berkshire raised concerns regarding the proximity of construction compounds to existing sensitive receptors and recommended that an application for prior consent under s61 of the Control of Pollution Act 1974 be made to the Council to protect the residents from noise impacts.

Account taken by the Agency of response

- 10.5.25 The need for noise barrier reinstatement or installation following construction of the Scheme has been considered as part of the EIA. Existing noise barriers are to be retained, including additional provision in

discrete locations where noise levels are predicted to increase. Following consultation, the decision has been taken to resurface all lanes with low-noise surfacing along the complete extent of the Scheme. No properties within the Scheme study area are predicted to qualify for compensatory measures. However, this does not preclude claimants from seeking compensation.

- 10.5.26 Further meetings are proposed to be held with the GLA (and TfL) to discuss traffic assessment and noise (and air quality) issues.
- 10.5.27 In response to the concerns raised by West Berkshire, the appointed contractor is expected to liaise closely with all affected local authorities and will consider the need to apply for prior consent under s61 of the Control of Pollution Act 1974.

Air Quality

Key issues raised

- 10.5.28 Each of the eight 'host' local authorities raised concerns regarding the air quality impacts of the Scheme within their areas, focusing on AQMAs, individual property and sites of nature conservation interest.

Account taken by the Agency of response

- 10.5.29 Air quality assessments were undertaken as part of the EIA. Results of the predicted levels of change in air quality show no significant impacts for the as a result of the Scheme. In terms of AQMAs, an evaluation of changes in air quality that would occur during the opening year of the Scheme have been considered, as has the need for mitigation. As the effect of the Scheme on air quality is not predicted to be significant, operational mitigation is not proposed. However, construction activities could adversely affect air quality in some areas through dust generation and plant emissions. Proposals to control these potential impacts are set out in the Outline CEMP, which accompanies the Application.

Traffic and Economics

Key issues raised

- 10.5.30 Wokingham Borough Council raised concerns regarding the absence of driver stress assessment information and requested that it be provided before proceeding with the Scheme.
- 10.5.31 SBC raised 'significant concerns' that an increase in capacity on the smart motorway could lead to congestion on the local network.

- 10.5.32 The GLA advised that it was unable to support the principle of the Scheme and requested further discussions regarding the traffic, air quality and noise implications of the Scheme.
- 10.5.33 South Oxfordshire District Council and the Vale of White Horse District Council submitted a joint representation supporting the Scheme, although questioned whether any wider traffic modelling of the impacts on surrounding roads had been undertaken.
- 10.5.34 The LB of Hillingdon wished to ensure that a list of planned developments is included as part of the traffic modelling.

Account taken by the Agency of response

- 10.5.35 Further meetings are proposed to be held with the GLA (and TfL) to discuss traffic assessment and noise (and air quality) issues.
- 10.5.36 An assessment of the effects of the Scheme on driver stress is reported in the EIA for the Scheme in Chapter 13 of the ES, Effects on All Travellers.
- 10.5.37 In relation to South Oxfordshire District Council and the Vale of White Horse District Council, the computer model used for traffic modelling is used on all Highways Agency schemes and takes account of the impact of the Scheme on surrounding roads. This model shows a reduction in congestion on the M4 and a net positive impact on traffic flows on the surrounding road network.

Other environment/ES related responses

Key issues raised

- 10.5.38 SBC requested that appropriate mitigation is provided for adverse landscape, access, and environmental impacts. Concerns were also raised regarding the CEMP and the impact of piling operations, night time noise and dust impacts.
- 10.5.39 Further concerns were raised about the air quality impact on the local road network from closures and diversions, and the impact of construction vehicles travelling through the Slough road network. SBC also noted the potential increased noise and pollution impacts on parks and allotments and that safety barriers should be required to adequately protect tenants.
- 10.5.40 SBC were keen to ensure that there were no potential conflicts between SBC's major schemes and the Agency's proposals, and the need for close liaison. For those contractor compounds either in, or close to, Slough SBC would expect details to be submitted early in the process.

- 10.5.41 SBDC offered support for the Scheme, but asked for a positive approach to protecting local residents and improving long-term environmental quality. However, at a detailed level, SBDC considered that there was insufficient information on the process to understand the impacts of the Scheme on the local community.
- 10.5.42 BCC commented that it recognised the benefits the Scheme, but requested that careful consideration be given to the impact on the county road network during the construction period and that the Council would wish to be consulted on the Environmental Statement. BCC also noted that there are other major construction schemes planned, within the same timescales that need to be taken into account.
- 10.5.43 Wokingham Borough Council confirmed that it had identified developments for consideration in the cumulative assessment within the ES.
- 10.5.44 The LB of Hillingdon raised concerns regarding the visual impacts of the Scheme on a number of gantry positions.
- 10.5.45 West Berkshire offered its support for the Scheme, but was keen to ensure that it will not negatively impact residential areas and businesses during construction and operation and sought an appropriate level of mitigation where needed. The Council raised particular concerns regarding the proposed construction compounds at Bardon's facility and a field accessed off Dorking Way. It requested details of the predicted number of daily HGV movements during construction and how the impact on nearby residential areas would be mitigated. West Berkshire also requested that the all contractor's movements to/from the proposed construction compound on the Old Basingstoke Road in Wokingham District (which is close to the Council's boundary) be taken via the A33.
- 10.5.46 SBDC raised concerns regarding the construction phase of the Scheme and considered that this should be consulted on prior to commencement. In particular, SBDC noted the potential impacts of construction compounds on local roads and requested discussions with the Council before any decision is made.
- 10.5.47 Wokingham Borough Council objected to the use of farmland off Old Basingstoke Road as a construction compound as the site is under construction as Park and Ride facility.
- 10.5.48 The LB of Hounslow requested that full details of the traffic and location of the construction compound north east of junction 3 should be provided for

review. The Agency was requested to consider alternative sites or to provide further information in relation to the compound's access layout and vehicle traffic impacts.

Account taken by the Agency of response

- 10.5.49 In response to the concerns raised regarding the impacts of the Scheme on local communities, these have been considered as part of the EIA process. Construction effects are addressed by mitigation measures that include an Outline CEMP which sets out the measures to be implemented during construction to minimise effects of construction activities on the environment, residents and businesses.
- 10.5.50 In taking account of the points raised by West Berkshire and SBDC in relation to construction impacts, the Agency notes that traffic management proposals during construction are set out in the CTMP, an outline of which is provided with the Application, which will be finalised with the local authorities prior to construction.
- 10.5.51 In response to the allotment issue, discussions are still on-going with Thames Water about alternative access arrangements to either reduce the extent of the works required or remove the need for works entirely. However, to ensure delivery of the Scheme, the proposed land-take is necessary and appropriate. The current design proposals provide for a safety barrier between the M4 and the allotments.
- 10.5.52 In relation to West Berkshire's concerns regarding the proposed construction compound, the Agency can confirm that it no longer proposes to take forward the construction compound at Bardon's facility near Theale. Details of the compound layouts, traffic movements and mitigations for the other compound sites are still being developed, but are outlined in the CEMP and CTMP provided with the Application. The mitigation proposed will be developed in consultation with the local authorities, as provided for by a requirement in the DCO.
- 10.5.53 In relation to the concerns raised by SBDC and SBC regarding potential impacts on the use of construction compounds, detailed designs have still to be developed, and once a Contractor has been appointed, it will engage with all local authorities in the selection of the construction compounds and in the further development of the proposed mitigation, as explained above.
- 10.5.54 The Agency considers it incorrect that insufficient information had been presented, since the impacts of the Scheme on local communities had

been considered as part of the EIA process and were identified in the PEI Report. This information has been developed further as part of the EIA for the Scheme and is presented in the ES.

- 10.5.55 The Agency acknowledges the proposed Park and Ride facility off Old Basingstoke Road and has investigated using part of the site.
- 10.5.56 In relation to the concerns raised by the LB Hillingdon on the impacts of the positioning of gantries, a detailed assessment of the impact of the Scheme, including from gantries, on the landscape and visual receptors is provided in Chapter 8 of the ES.
- 10.5.57 In relation to the concerns raised by the LB Hounslow, the potential compound to the north east of junction 3 of the M4 is not proposed to be used. In relation to compound No. 11, Details of the compound layouts, traffic movements and mitigations for the other compound sites are still being developed, but are outlined in the CEMP and CTMP provided with the Application. The mitigation proposed will be developed in consultation with the local authorities, as provided for by a requirement in the DCO.
- 10.5.58 The identified developments had been included in the cumulative impact assessment for the Scheme as reported in the ES.

Highways and Diversions

Key issues raised

- 10.5.59 BCC raised concerns regarding diversion routes to be used during Motorway closures between junction 8/9 and junction 7 and the possibility of displaced traffic using the A3555 and A4.
- 10.5.60 West Berkshire requested that, in the event of overnight closures of the M4 being required, the usual diversionary routes should be used with prior agreement of the Council. It also queried whether the existing ramp metering on the eastbound on-slip of the Motorway would be removed as part of the Scheme.
- 10.5.61 The LB Hillingdon requested that HGV direction signing should be concentrated on junction 5 and junction 3 to minimise pressures on Heathrow airport via the M4 Spur and the Heathrow Villages.
- 10.5.62 SBC put forward the provision of bus priority measures at the A4/junction 5 roundabout as part of the Scheme. The Council also referred to proposals for the acquisition of land at Chalvey Depot through which the proposed order limits cross.

Account taken by the Agency of response

- 10.5.63 The impact of diversion routes during construction of the Scheme on the local road network has been assessed in the EIA for the Scheme, as reported in Chapter 13 of the ES. In relation to the mainline carriageway, during construction 3 lanes of traffic on the M4 would be maintained at peak times to keep traffic flowing, although some overnight closures will be required. Traffic management proposals during the construction period are set out in the CTMP, an outline of which is provided with the Application, and which will be finalised in consultation with local authorities.
- 10.5.64 In relation to the queries regarding signage to Heathrow airport, the preliminary designs for the Scheme show the terminal destinations being retained as they are. However, the Agency will continue its engagement with Heathrow regarding detailed design and traffic management.
- 10.5.65 Bus priority measures fall outside the scope for the Scheme and are not proposed. It is also unlikely that ramp metering would be required at junction 12.
- 10.5.66 Part of Chalvey Depot has been identified as within the Order limits. The land is required temporarily for the conversion of the existing hard shoulder to a running lane and the widening of Windsor Rail Bridge. The existing bridge is to be widened on its southern side, rather than its northern side, in order to minimise the effects on residential and business premises.

ITS and Lighting

Key issues raised

- 10.5.67 SBC sought links between the Council's ITS strategy and the Agency's use of technology as part of the Scheme.
- 10.5.68 BCC requested that the lighting for the Scheme be developed having regard to the potential impacts on bats and invertebrates. LB Hillingdon requested the use of catenary lighting for the Scheme.

Account taken by the Agency of response

- 10.5.69 Information sharing with local authorities is possible. No new sections of the M4 will be lit as part of the Scheme, and sections of the Scheme which are currently lit will remain lit, but with the installation of new LED luminaires with tight light distribution to minimise light spill whilst maintaining the required lighting levels. The Scheme will also provide a central management control system for the lighting levels to be remotely controlled to allow dimming of lighting levels, and even switching off, to ensure that levels are appropriate to the level of road use. The impact of lighting on ecology has been considered as part of the EIA for the Scheme, as reported in the ES.

Flooding

Key issues raised

- 10.5.70 BCC requested further details regarding drainage designs and suggested the use of sustainable drainage. Where SuDS design is to be used biodiversity enhancements should be introduced. The Council also requested further details of the flood assessments undertaken.
- 10.5.71 The LB Hillingdon requested similar details and raised concerns regarding the implications of the Scheme on the Blue Ribbon Policy and the detrimental impact of the Scheme on strategic waterways.

Account taken by the Agency of response

- 10.5.72 In line with the Agency's design standards, existing maximum discharge rates from the highway drainage system to the receiving watercourses will not be increased, and therefore there will be no impact on flood risk. Spillage control devices and other pollution interceptors will be provided at all ERA sites, prior to the outfalls. Flood risk impacts on river flooding and runoff from the carriageway surfaces have been assessed in the Flood Risk Assessment (Document Reference 5.3) and Drainage Strategy Report (Document Reference 7.5) for the Scheme which accompany the Application. The assessments have shown that the Scheme would not increase flood risk. This is also reported within the ES which accompanies the DCO Application.
- 10.5.73 The drainage design will be finalised during Detailed Design (to commence in April 2015) and this will be informed by a comprehensive survey of the existing drainage system.

DCO Process

Key issues raised

- 10.5.74 SBC considered that the public consultation period for responding to the Scheme was too short. Concerns were also raised regarding the costs associated with the Council's engagement in the process.
- 10.5.75 The LB Hillingdon advised that the drawing details submitted were not sufficiently detailed to assess the likely impacts on adjoining heritage assets, including Priority Areas and Zones, conservation areas and listed buildings.

Account taken by the Agency of response

- 10.5.76 The Agency had already taken account of the need for respondents to have sufficient time to reply to consultation by extending the statutory period to six weeks. This is longer than the minimum time limit for responses of 28 days, provided under s.45(2) of the Planning Act 2008. The Highways Agency has been investigating avenues available to pay for reviews of information by Slough BC on the M4 Junctions 3 to 12 smart motorway. Unfortunately, the Agency is unable to pay for any fees associated with Slough BC reviewing the design of the Scheme.
- 10.5.77 The impacts of the Scheme on heritage assets has been considered as part of the EIA process. Detailed drawings showing the heritage assets, including conservation areas, with the potential to suffer adverse impacts as a result of the Scheme have been provided as Appendices to the ES. No significant adverse impacts on heritage assets are predicted as a result of the Scheme.

Need for smart motorway

Key issues raised

- 10.5.78 Wokingham BC offered its support to the Scheme objectives.

Account taken by the Agency of response

- 10.5.79 These comments from Wokingham BC are acknowledged by the Agency.

Ecology

Key issues raised

- 10.5.80 BCC requested that opportunities be sought to improve the linear connectivity of wildlife corridors along the Motorway and that vegetation removal should not impact on protected species.

Account taken by the Agency of response

- 10.5.81 The landscape scheme is set out on the Environmental Masterplan ("EM") (Document Reference 7.4, Annex A) sets out the mitigation proposals in

response to the intervention of the new Gantries, localised carriageway widening, retaining solutions, side roads and associated vegetation clearance as a result of the Scheme. The EM demonstrates how the vegetation clearance required for the Scheme and any replacement planting and mitigation measures identified as part of the EIA for the Scheme. Where the Scheme has resulted in severance of continuous planting the mitigation proposals have sought to reconnect these areas subject to Highways Agency standards and guidance, recognised industry standards and Health and Safety Requirements. The majority of the plant stock proposed would be native of species, preferably of local or regional provenance or as a minimum, UK provenance with species selection and specification appropriate to location and purpose.

- 10.5.82 The potential for vegetation clearance to impact on protected species has been considered in the EIA. Mitigation measures are secured in the Outline CEMP, which provides that all existing vegetation within the Order limits shall be retained where possible. Prior to any vegetation clearance all areas of existing vegetation are to be assessed by a suitable qualified Landscape Architect. The CEMP provides for pre-construction surveys to determine the current status and distribution of protected and notable species and their current status and distribution along the Scheme.

Operations and Safety

Key issues raised

- 10.5.83 SBC recommended that the safety elements of the Scheme should be addressed and publicised.

Account taken by the Agency of response

- 10.5.84 The Agency has had regard to safety in the design of the Scheme. For operation-phase purposes, national campaign material has been prepared to help deliver smart motorway messages and information has been made available through the public information exhibitions and unmanned information boards.

10.6 Scheme Changes

- 10.6.1 **Table 61** below provides a summary of the key design changes to the Scheme proposals which have occurred as a result of the consultation responses received and the regard given to these by the Agency. Details of the representations made are set out in **Appendix 29 and 30**.

Table 61 s42 Design Changes

Scheme Proposal	General Arrangement Sheet No	Design Change	Reason for Change
Construction Compound 1: Bardon Theale Depot at the junction off Wigmore Lane, near junction 12.	N/A (Previously shown on PEI Report Drawing 1.1 Sheet 1)	Construction compound deleted	The proposed area required the removal of screening to adjacent residences, significant earthworks and increased risk of the presence of ecological receptors.
Construction Compound 10: Existing London Concrete (Bardon) site adjacent to the M25 (northbound) and to the M4 (westbound slip road)	N/A (Previously shown on PEI Report Drawing 1.1 Sheets 10 and 32)	Construction compound deleted	Further investigations showed that the area identified was more significantly developed than has been understood and an insufficient area was available for a suitable compound without affecting existing businesses.
Construction Compound 12 Shepiston Lane, Hayes near junction 4	N/A (Previously shown on PEI Report Drawing 1.1 Sheets 28 and 29)	Construction compound deleted	Use of this site would create potential disturbance to an immediately adjacent hotel.

Scheme Proposal	General Arrangement Sheet No	Design Change	Reason for Change
Construction Compound 13: Motorway Headquarters Maintenance Compound, Heston, at junction 3	N/A (Previously shown on PEI Report Drawing 1.1 Sheet 30)	Construction compound deleted	Use of this site would create potential disturbance to an immediately adjacent traveller park
Lake End Road overbridge, Dorney	Sheet 38 of 61	The design of Lake End Road overbridge has changed from an online bridge replacement in the same location, to an offline solution to the west of the existing structure.	<p>Concerns raised by respondents regarding the suitability of Marsh Lane as a temporary diversion for the on-line option for Lake End Road. Particular concerns included access to Dorney Rowing Lake and bus routes to Dorney County Combined School.</p> <p>The off line option enables the existing Lake End Road to be kept open until traffic can be diverted onto the new bridge, thus avoiding the need for diversion along Marsh Lane.</p>
Low Noise Surfacing	All	The original proposal was to resurface only lanes 1 and 4 of the Scheme with a low noise surface, plus some relatively small stretches of carriageway which would have all lanes resurfaced. It is now proposed to resurface all lanes with low noise surfacing along the complete Scheme extent.	<ol style="list-style-type: none"> 1. To address concerns raised by local residents at exhibitions and through representations regarding the noise disturbance caused by the M4. 2. Provision of a new running surface will reduce the need for any further interventions in the five years after completion of the scheme

Scheme Proposal	General Arrangement Sheet No	Design Change	Reason for Change
Buffer to watercourses	All	Increased buffer size of 5m where water voles are found.	Objection raised by EA to proposed buffer size of 3m to watercourses where water voles are found and request that this is increased to 5m.

Scheme Compliance

- 10.6.2 Following the conclusion of the formal consultation period, a further assessment has been undertaken of the extent to which the consultation process for the Scheme has been in compliance with the legislative framework for public consultation (Chapter 2) and the Consultation Strategy (Chapter 3). Given that this formal consultation stage has involved different requirements in relation to stakeholder engagement and consultation, it is helpful that these are assessed separately.
- 10.6.3 At this stage of the consultation process, the assessment of the consultation and stakeholder engagement, relates not only to the Scheme's compliance with the Statements of Community Involvement prepared by the local authorities, but also national legislative requirements on public consultation. As previously, an assessment is also undertaken of the Scheme's compliance with the Strategy's Guiding Principles. These are set-out in **Tables 62 to 65**.
- 10.6.4 In addition, it has been possible at this stage to consider the compliance of the consultation undertaken with relevant national guidance, which sets out the requirements for this formal consultation stage.

Table 62 Consultation Strategy – Scheme Compliance

Consultation Strategy - Guiding Principles		
Guiding Principle	Assessment	Report Reference
Accessibility	<p>The formal consultation stage has built-on the earlier initial information exercise, extending the programme of public information exhibitions. The choice of exhibition venues has been based on a number of selection criteria, thereby ensuring a geographic spread across and Scheme area, as well as coverage within each 'host' local authority..</p> <p>Potential venues underwent an inspection by the Agency to determine their suitability, focussed on accessibility issues, particularly in relation to public transport, car parking and building access.</p> <p>A total of 11 public information exhibitions were held, supplemented by 4 unmanned exhibitions and 14 deposit point locations, in which the consultation materials were available for inspection. In each case, publicly accessible buildings/premises were used, including shopping centres.</p> <p>The timing of the public information exhibitions</p>	Section 9.3

Consultation Strategy - Guiding Principles		
Guiding Principle	Assessment	Report Reference
	<p>included weekdays (including evening opening) and Saturdays to encourage the highest possible attendance. Each event was attended by representatives of the Agency, supported by consultancy staff to assist members of the public in responding to technical queries on the Scheme.</p> <p>To encourage greater involvement in the consultation exercise, use was made of the internet, including webchats, and social media in order that information about the public consultation was made more accessible and widely available. This was used for publicising the exhibition events and in inviting comments on the Scheme proposals.</p> <p>The availability of information in various formats was a key element of this stage of consultation, making the process both accessible and open to the public throughout this period.</p>	
Appropriate	<p>As with the initial information exercise, it was considered necessary, for such an extensive geographic area for the consultation events to be focussed on key areas. In addition, continued use was made of various media outlets to encourage greater participation in the consultation process.</p> <p>A combination of traditional consultation techniques and more innovative methods, particularly through the use of social media and webchats has provided an appropriate and proportionate approach to this formal stage of public consultation.</p> <p>Recognising the large numbers of residents living within the area of the Scheme, it has been considered appropriate to undertake a combination of manned and unmanned exhibitions, as the most effective way of encompassing all sections of the community.</p>	Section 9.3
Feedback	<p>The various consultation events have provided the opportunity for feedback to be provided on the Scheme. This has been possible in a number of ways, by allowing comments to be submitted by letter, email, via the Agency's project website or by depositing comments at the public information exhibitions or at Deposit Point locations.</p> <p>A questionnaire to be completed and returned to the</p>	Section 9.3

Consultation Strategy - Guiding Principles		
Guiding Principle	Assessment	Report Reference
	<p>Agency was also made available at public information exhibitions and Deposit Point locations. The type of questions used has enabled a robust analysis to be undertaken by the Agency of the responses received and for these to be presented objectively within this Report. Similar questions to those used for the questionnaires during the initial information exercise has enabled the comparability of data, thereby enhancing the value of the data collected.</p> <p>The 6 week consultation period, was above the minimum statutory requirement of 28 days and was considered to provide sufficient time for the public to express their views on the Scheme.</p> <p>This Report is the outcome of this process providing feedback on the results of representations received, explaining accurately and clearly the reasons for those decisions and showing how the consultation undertaken has influenced the Scheme proposals.</p>	
Information	<p>Publicity in the form of a press release to all regional media (both print and broadcast), media engagement and the distribution of over 20,000 letters to local residents prior to the formal consultation period was undertaken. This provided relevant and timely information in advance of the forthcoming consultation events to all sectors of the community.</p> <p>The use of social media, through the Agency's Twitter account provided a further source of information and publicity regarding the public consultation, ensuring that a well-planned and co-ordinated programme of consultation events achieved widespread publicity.</p>	Section 9.3
Participation	<p>The participation of statutory and non-statutory consultees, along with members of the public during the formal consultation period, is set-out in legislation under the PA 2008. Whilst this dictates the overall approach and timing of the consultation to be undertaken, the extent and nature of community engagement must be relevant to the needs of local communities.</p> <p>A particular focus has therefore been, not only in seeking the views of those people / areas most</p>	Section 7.3 and Section 9.1

Consultation Strategy - Guiding Principles		
Guiding Principle	Assessment	Report Reference
	<p>affected by the Scheme, but to include the views of groups frequently excluded or overlooked. In seeking to involve all sections of the community, specific attention has been paid to embracing 'hard to reach' groups, in ensuring their participation in the process.</p>	
Quality	<p>The information for the public information exhibitions provided details on various aspects of the smart motorway Scheme, including its operation, supported by plans showing details of the Scheme proposals. Copies of the exhibition boards were also posted on the Agency's dedicated project website.</p> <p>The presentation of consultation material, including the questionnaires has been clear and concise in the information provided. This has been considered sufficient and relevant in encouraging public participation and enabling informed opinions to be made on the Scheme.</p> <p>With 67% of those who responded positively to the question that they understood how the smart motorway would operate from attending the exhibition is testament of the relevance and clarity of the information presented.</p>	Section 9.3
Timely	<p>The scheduling of consultation events and the use of the Agency's dedicated project website has avoided unnecessary duplication of effort and helped make the best use of resources.</p> <p>An important consideration in the process has been the need to avoid consultation fatigue within the community. This has been assisted by early engagement with key stakeholders, recognising that many groups and individuals have limited capacity for involvement. Finding easy ways for groups to participate in the process, for example through the use of the internet has helped by ensuring that the information presented is sufficiently relevant.</p>	Section 9.3

Table 63 Statements of Community Involvement – Scheme Compliance

Statements of Community Involvement		
Requirement	Highways Agency Actions	Report Reference
Reading BC		
<ul style="list-style-type: none"> Engaging the community at the outset 	Engagement with the community has continued following the initial information exercise, through the on-going engagement with key stakeholders, consultation with local authorities on the draft SoCC and the subsequent 6 week statutory consultation period, prior to submission of the DCO application.	Section 9.3
West Berkshire BC		
<ul style="list-style-type: none"> Encourage pre-application discussions Provide details of community involvement in preparing and finalising proposals Summarise results of consultation and impacts of community input on final proposal 	<p>Following the close of the initial information exercise, pre-application discussions with the Council have continued through the auspices of the Berkshire Planning Officers Forum, through which the Council is represented</p> <p>This Consultation Report provides details of community involvement, setting-out the results of the pre-application consultation and how the representations received during the formal consultation period have influenced the development of the Scheme.</p>	Section 7.2
LB Hillingdon		
<ul style="list-style-type: none"> Community consultation for significant development proposals to be carried out at an early stage Communities must be able to debate options and shape proposals before being finalised Feed back to 	<p>Community consultation at this formal consultation stage has been undertaken in line with the SoCC , following consultation on its content with the Council.</p> <p>Whilst the informal public consultation was undertaken prior to development of Scheme proposals, this stage of consultation has sought views on more detailed aspects of the Scheme</p>	Section 9.3

Statements of Community Involvement		
Requirement	Highways Agency Actions	Report Reference
community on consultation undertaken	<p>proposals, before being finalised.</p> <p>This Consultation Report provides details of community involvement, setting-out the results of the pre-application consultation and how the representations received during the formal consultation period have influenced the development of the Scheme.</p>	
Slough BC		
<ul style="list-style-type: none"> • Contact LPA at pre-application stage to discuss level of community involvement and method of consultation • Normal means of consultation should be an exhibition or public meeting at suitable venue • Consultation report should include details of where development differs from pre-application proposals 	<p>Following the close of the initial information exercise, pre-application discussions with the Council have continued through the auspices of the Berkshire Planning Officers Forum, through which the Council is represented</p> <p>Consultation has also been undertaken with the Council on the draft SoCC, setting out the Agency's proposed approach to public consultation.</p> <p>Communication has also been undertaken with the Council's Equalities and Diversity Officer in taking forward an agreed programme of consultation with 'hard to reach groups.'</p> <p>A further round of public information exhibitions were held in Slough on two separate occasions during the formal public consultation period.</p> <p>This Consultation Report provides details of community involvement, setting-out the results of the pre-application consultation and how the representations received during the consultation period have influenced the development of the Scheme.</p>	Section 7.2 and Section 9.3

Statements of Community Involvement		
Requirement	Highways Agency Actions	Report Reference
South Buckinghamshire DC		
<ul style="list-style-type: none"> Encourages consultation with the community on major applications Encourages submission of Public Consultation Statement 	<p>Community consultation at this formal consultation stage has been undertaken in line with the SoCC, following consultation on its content with the Council.</p> <p>This Consultation Report provides details of community involvement, setting-out the results of the pre-application consultation and how the representations received during the consultation period have influenced the development of the Scheme.</p>	Section 9.3
LB Hounslow		
<ul style="list-style-type: none"> Consider pre-application discussions to be useful Developers to be advised on suggestions for engagement with local residents and amenity groups 	Following the close of the initial information exercise, pre-application discussions with the Council have continued, including a pre-application meeting with the Planning Department.	Section 7.2
RB Windsor and Maidenhead		
<ul style="list-style-type: none"> Early consultation with the local community Methods of early community consultation could include public meetings, public exhibitions and leaflets The Council will help facilitate consultation by providing details of local bodies 	<p>Community consultation at this formal consultation stage has been undertaken in line with the SoCC, following consultation on its content with the Council.</p> <p>A further round of public information exhibitions were held as part of the formal consultation stage, at Maidenhead and Datchet. Letters were sent to local residents living within the Agency's 100m Consultation Area of the M4 informing of the forthcoming public consultation.</p>	Section 9.3

Statements of Community Involvement		
Requirement	Highways Agency Actions	Report Reference
Wokingham BC		
<ul style="list-style-type: none"> Consult local communities at pre-application stage Seek advice from the Council well before submitting an application Consultation to be undertaken before plans reach an advanced stage 	<p>Community consultation at this formal consultation stage has been undertaken in line with the SoCC, following consultation on its content with the Council.</p> <p>Following the close of the initial information exercise, pre-application discussions have continued, including a meeting with the Planning Department of the Council.</p> <p>Whilst the informal public consultation was undertaken prior to development of Scheme proposals, this stage of consultation has sought views on more detailed aspects of the Scheme proposals, before being finalised.</p>	Section 7.2 and Section 9.3
Buckinghamshire CC		
<ul style="list-style-type: none"> Encourage pre-application discussions with officers, key consultation bodies and local representatives Encourage consultation with local residents and if necessary hold public meetings or exhibitions 	<p>Community consultation at this formal consultation stage has been undertaken in line with the SoCC, following consultation on its content with the Council.</p> <p>A further round of public information exhibitions were held as part of the formal consultation stage in Iver. Letters were sent to local residents living within the Agency's 100m Consultation Area of the M4 informing of the forthcoming public consultation.</p>	Section 9.3

Table 64 National Guidance – Scheme Compliance

Department of Communities and Local Government (DCLG): <i>'Planning Act 2008: Guidance on the pre-application process.'</i> August 2014		
Relevant Guidance	Compliance	Report Reference
Notify the Secretary of State of the proposed application	y	Chapter 9 Section 3.9 Table 50
Identify whether the project requires an environmental impact assessment; where it does, confirm that they will be submitting an environmental statement along with the application	y	Chapter 12
Produce a Statement of Community Consultation, in consultation with the relevant local authorities.....then carry out consultation in accordance with that Statement	y	Chapter 12 Section 9.3 Tables 51, 52, 53, 55, 56,
Make the Statement of Community Consultation available for inspection by the public (s47 PA 2008)	y	Chapter 9 Section 9.3 Table 55
Identify and consult statutory consultees (s42 PA 2008)	y	Chapter 9 Section 9.2 Tables 46, 47, 48, 49
Set a deadline of a minimum of 28 days by which responses to consultation must be received	y	Chapter 9 Section 9.3
Have regard to relevant responses to publicity and consultation	y	Chapters 10 and 11
Publicise the proposed application in accordance with Regulations	y	Chapter 9 Section 9.4 Table 56

Department of Communities and Local Government (DCLG): <i>'Planning Act 2008: Guidance on the pre-application process.'</i> August 2014		
Relevant Guidance	Compliance	Report Reference
Prepare a consultation report and submit it to the Secretary of State	y	-

Table 65 National Guidance – Scheme Compliance

The Planning Inspectorate Advice Note Fourteen: <i>'Compiling the consultation report. (Version 2).'</i> April 2012		
Relevant Guidance	Compliance	Report Reference
<i>The Consultation Report can capture non-statutory or 'informal' consultation outside the requirements of the Planning Act 2008</i>	y	Chapter 5
<i>The format and content of the consultation report will largely depend on the consultation methodology deployed, the scale of response received and the geographic extent of the proposal</i>	y	-
<i>Explanatory text should set the scene and provide an overview of the whole pre-application stage. It would assist if a quick reference guide in bullet point form, summarising all the consultation activity in chronological order, is included near the start of the report</i>	y	Chapter 3
<i>Where projects have evolved over an extended period of time, it may be useful to set out this wider historical context. A brief description of any historic consultation activity would also be of interest</i>	y	Chapter 2
<i>The applicant should include a full list of the prescribed consultees as part of the consultation report</i>	y	Chapter 9 Section 9.2
<i>A short description of how Section 43 of the Act has been applied in order to identify the relevant local authorities should be included. This could be supported by a map showing the site and identifying the boundaries of the relevant local authorities</i>	y	Chapter 9 Section 9.2

The Planning Inspectorate Advice Note Fourteen: ' <i>Compiling the consultation report. (Version 2)</i> '. April 2012		
Relevant Guidance	Compliance	Report Reference
<i>It is important that those with an interest in the land consulted under Section 44 of the Act are identified as a distinct element of the wider Section 42 consultation;</i>	y	Chapter 8
<i>It would be helpful to provide a summary of the rationale behind the SoCC methodology;</i>	y	Chapter 9 Section 9.3
<i>Evidence should be submitted as part of the consultation report showing which local authorities were consulted about the content of the draft SoCC; what the local authorities' comments were; confirmation that they were given 28 days to provide their comments and a description about how the applicant had regard to the local authorities' comments. Copies of the published SoCC as it appeared in the local press should be provided along with confirmation of which local newspapers it was published in and when;</i>	y	Chapter 9 Appendix 20 and 22
<i>A copy of the Section 48 notice as it appeared in the local and national newspapers, together with a description of where the notice was published and confirmation of the time period given for responses should be included in the report. Applicants should also provide confirmation that the Section 48 notice was sent to the prescribed consultees at the same time as the notice was published. A description of the consultation material used and how the prescribed consultees were able to access it would also be useful;</i>	y	Appendix 26
<i>Any consultation not carried out under the provisions of the Act should be clearly indicated and identified separately in the report from the statutory consultation;</i>	y	Refer to ES
<i>Applicants may wish to draw attention to consultation responses received under the EIA process, but any reference to this consultation should be kept separate from the statutory consultation carried out under the provisions of the Planning Act 2008;</i>	y	Refer to ES
<i>If the level of response was significant it may be appropriate to group responses under headline issues;</i>	y	Chapter 11 Appendix 28-32.
<i>A list of the individual responses received should be provided and categorised in an appropriate way;</i>	y	Appendix 28-32
<i>A summary of responses by appropriate category together with a clear explanation of the reason why responses have led to no change should also be included, including where responses have been received after deadlines set by the applicant;</i>	y	Chapters 10 and 11

- 10.6.5 As highlighted in the tables above, the assessment of the consultation undertaken through this formal period of public consultation, as well as the preceding stakeholder engagement, has demonstrated the Scheme's compliance with community guidance at both a national and local level and the Agency's own Consultation Strategy.

10.7 Conclusions

- 10.7.1 The Agency received a total of 160 consultation responses in total from prescribed Consultees, Land Interests and Local Authorities. The vast majority of these were Land Interests with 116 representations.
- 10.7.2 A key element of this consultation with technical and statutory consultees has been the on-going engagement prior to the formal consultation period in which the exchange of information and advice has helped inform the Agency's design and assessment work. This has largely been reflected in the consultation responses received.
- 10.7.3 Account has been taken by the Agency of the responses received through this consultation in determining whether to make design changes to the Scheme as part of the DCO Application. This has been set out and fully explained within this Chapter and the Appendices that accompany this Report.

11 SECTION 47 AND SECTION 48 CONSULTATION RESPONSES

11.1 Introduction

- 11.1.1 This Chapter sets out the Agency's analysis of responses received to the public consultation undertaken under s47 and s48 of the PA 2008. The preparation of the SoCC, PEI Report and notices under s48 of the PA 2008 meant that it is not possible in many cases to subdivide responses by reference to the applicable statutory provision. Publication of the notice stating where and when the SoCC could be inspected took place between 10 and 21 November 2014, with the first public information exhibition taking place on 18 November 2014. The s48 Notices were published in 21 November 2014.
- 11.1.2 Responses could be submitted to the Agency, in accordance with the respective notices, in the following ways:
- a) questionnaires available at all exhibitions, deposit points or online at: www.highways.gov.uk/roads/road-projects/M4-junctions-3-12;
 - b) by Email to the following address: M4J3to12SmartMotorways@highways.gsi.gov.uk;
 - c) letters posted to the Agency at: The Cube, 199 Wharfside Street, Birmingham, B1 1RN; and
 - d) an online questionnaire supported by Survey Monkey on the Agency's dedicated project website.
- 11.1.3 Attached to this Report in **Appendix 31** are details of all the responses received to the statutory consultation, based on the above approach, split according to the nature of the issues raised from these consultation responses.

11.2 Public information exhibitions

- 11.2.1 Members of the public attending the public information exhibitions were asked to sign-in on arrival in order that the number of visitors at each exhibition venue could be documented. A total of 286 members of the public attended the 11 recorded public consultation exhibitions held between the 18th November and 6th December 2014. These are shown in **Table 66** below.

Table 66 Public Information Exhibitions: Visitor Numbers

Date	Venue	Number of Visitors
Tuesday 18 November 2014 (2pm – 8pm)	The Royal Berkshire Conference Centre, Madejski Stadium, Reading, Berkshire, RG2 0FL	54
Thursday 20 November 2014 (2pm – 8pm).	Stockley Pines Golf Course, Stockley Park, Uxbridge, Middlesex, UB11 1AQ.	12
Friday 21 November 2014 (2pm – 8pm)	Theale Village Hall, Englefield Road, Theale, Reading, Berkshire, RG7 5AS	31
Saturday 22 November 2014 (10am – 4pm).	Holyport War Memorial Hall, Moneyrow Green, Holyport, Maidenhead, Berkshire, SL6 2NA	87
Wednesday 26 November 2014 (2pm – 8pm)	Datchet Womens Institute Hall, The Green, Datchet, SL3 9NU	34
Thursday 27 November 2014 (9am – 7pm).	Queensmere Observatory Shopping Centre, High Street, Slough, SL1 1LN	Please refer to Paragraph 10.2.2
Friday 28 November 2014 (2pm – 8pm).	Winnersh Community Centre, New Road, Wokingham, RG41 5DU	22
Saturday 29 November 2014 (10am – 4pm)	Colnbrook Village Hall, Vicarage Way, Colnbrook, Berkshire, SL3 0RF.	8
Thursday 4 December 2014 (2pm - 8pm)	Heston Imperial Sports Ground, Crane Lodge Road, Middlesex TW5 9PQ	6
Friday 5 December 2014 (2pm – 8pm)	The Centre, Farnham Road, Slough, Berkshire. SL1 4UT	15
Saturday 6 December 2014 (10am – 4pm)	Iver Village Hall, Grange Way, Iver, Buckinghamshire, SL0 9NW	17

- 11.2.2 It was not possible to record the number of people attending the public information exhibition at Queensmere Observatory Shopping Centre on the 27th November 2014, as it was located within one of the Centre’s main shopping thoroughfares, although there was noticeable interest from the public throughout the day.

11.3 Consultation responses

- 11.3.1 A total of 678 consultation responses were received within the prescribed 6 week consultation period, as well as those received during the three further consultation periods that are described at Chapter 9 above. These are shown in **Table 67** below.

Table 67 Sections 47 and 48 Responses

Method of Response	Number of Comments Received
Questionnaire – Paper copy	89
Questionnaire – on-line	378
E-mail	187
Letter	24
Other (e.g. Highways Agency Information Line)	103
Total	678

11.4 Questionnaire responses

- 11.4.1 A total of 447 questionnaires were returned to the Agency by the end of the 6 week consultation period of 21 December 2014. A further 20 questionnaires were received after this date and have been included within the analysis. The information received from the questionnaires has been analysed and the findings are presented in **Figures 15 to 33** below. The questionnaires also invited comments to be made in response to Questions 6 to 19. These are reproduced in **Appendix 32** and a summary of the key issues raised and the account taken by the Agency of the responses received is provided under each Figure.

01. How often do you use the M4 between junction 3 and 12?

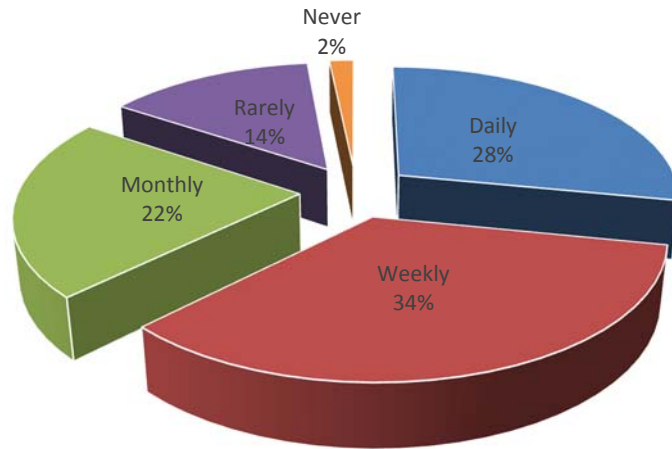


Figure 16 – Use of M4 between J3 and J12 Smart motorway

11.4.2 **Figure 16** shows that of those who responded, 28% used the M4 Motorway between J3 and J12 on a daily basis, with the majority (34%) using it on a weekly basis and a further 22% using it on a monthly basis.

11.4.3 These results are broadly in line with the consultation feedback received in the first phase of consultation in March 2014, whereby the majority that responded were those that used the M4 motorway between J3 and J12 on either a weekly or monthly basis. However, in this formal stage of consultation, a larger percentage of people stated that they used the M4 Motorway between J3 and J12 on a daily basis.

02. If you do use the M4 between junctions 3 and 12, please indicate your reason for doing so

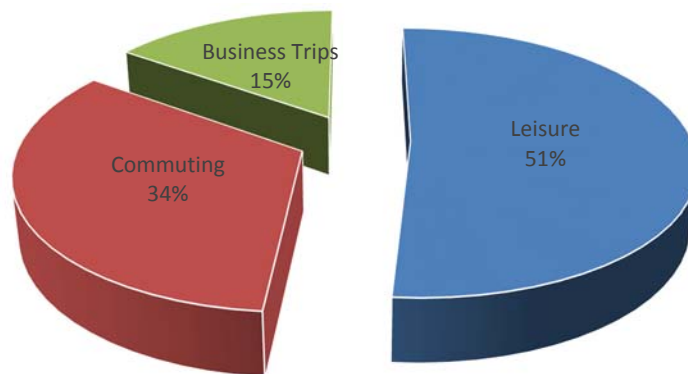


Figure 17 – Reason for using M4 J3 to J12

- 11.4.4 **Figure 17** shows that the majority of those who responded (51%) use the M4 Motorway between J3 and J12 for leisure purposes, with 34% using it for commuting.
- 11.4.5 Compared with the questionnaires completed in March 2014, this phase of consultation has included a greater number of responses from commuters.

03. Having considered the information available to you, do you understand how the proposed smart motorway will operate?

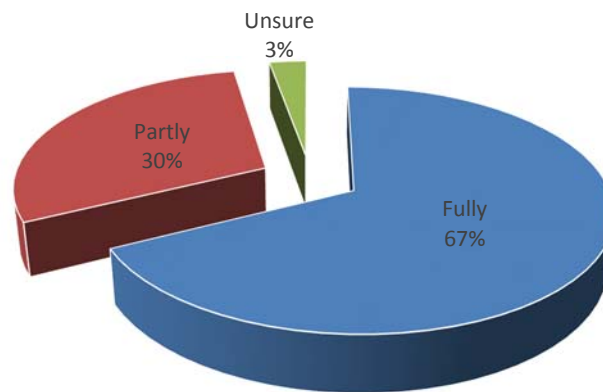


Figure 18 – Understanding of Smart motorway

- 11.4.6 **Figure 18** shows that 67% of respondents stated that they knew how the Smart motorway will operate, with a further 30% having a partial understanding. Only 3% were unsure.
- 11.4.7 This pattern corresponds with the responses received during the information exercise undertaken in March 2014, although a slightly lower percentage felt that they fully understood the operation of the Smart motorway in this later phase of consultation.

04. Do you feel that you are likely to be affected by the proposed Scheme?

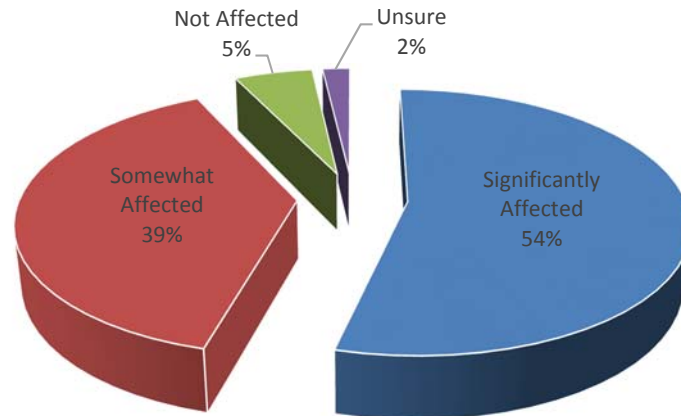
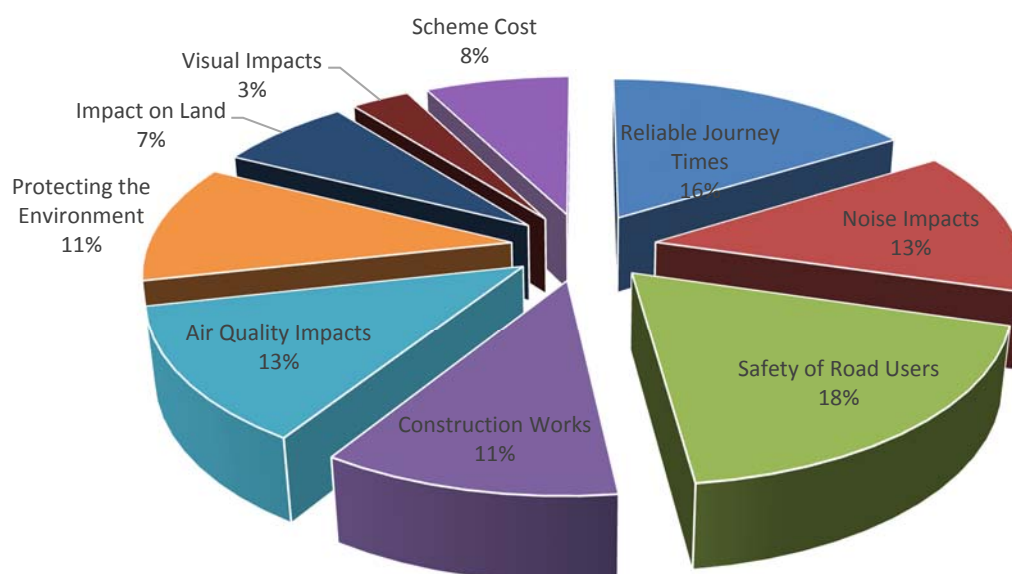


Figure 19 – Affected by the Scheme

- 11.4.8 **Figure 19** shows that of those who responded, over half (54%) considered that they would be very affected by the Scheme, with a further 39% somewhat affected.
- 11.4.9 This compares with the information exercise in March 2014, in that more people now feel that they will be very affected rather than somewhat affected.

Figure 20 – Important issues in relation to the Scheme

05. Which THREE of the following do you believe to be most important in relation to the proposed scheme



11.4.10 **Figure 20** shows that of the responses received, there was a fairly even split between those who felt that the most important issues are reliable journey times (16%), noise impacts (13%), safety of road users (18%), construction works (11%), air quality impacts (13%) and protecting the environment (11%). This is similar to the responses received from the information exercise in March 2014, in that the safety of road users was considered the most important issue, with reliable journey times the second most important.

11.4.11 Respondents to questions 6 to 19 below were also invited to comment further on their responses. The comments received are attached at **Appendix 32**, with a summary of the main issues raised and the Agency's consideration of these are provided alongside the analysis of each question.

06. From viewing the Highways Agency's proposals do you support the proposed Scheme

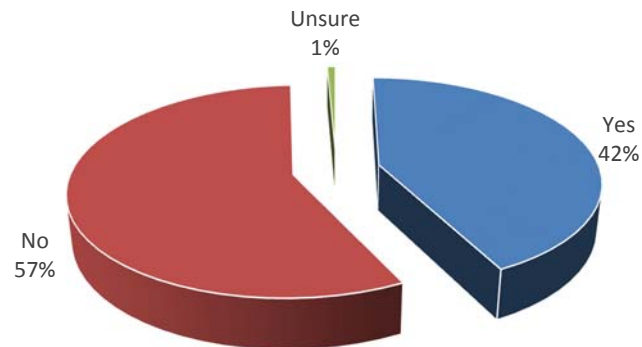


Figure 21 – Support for the M4 J3 to J12 Smart motorway

- 11.4.12 **Figure 21** shows that of the responses received, the majority (57%) were not in favour of the Scheme, while 42% were in support. Only 1% were unsure.
- 11.4.13 This compares to the information exercise undertaken in March 2014, when the majority (51%) of people were in favour of the Scheme, 32% were neutral, and 17% were against the Scheme.

Key issues raised

- 11.4.14 A number of comments were made both in support and in objection to the Scheme. For those opposed to the Scheme, by far the greatest number of issues raised related to safety concerns associated with the removal of the hard shoulder, along with environmental impacts, particularly noise and air quality.
- 11.4.15 Other comments made related to the disruption caused during construction, suggestions that public transport options be considered and the impacts on the environment from increased traffic usage. Two specific comments made related to the disruption caused to a local business as a result of the proposals at Lake End Road and Marsh Lane and the impacts on a neighbouring property as a result of the proposals for Ascot Road overbridge.

Account taken by Agency to questionnaire responses

- 11.4.16 The issues raised have been covered in the responses as to how the Agency has taken account of the representations received in the Scheme in this Report and are detailed in Appendices 30 and 31. The environmental assessments undertaken in support of the Scheme are presented in the ES which accompanies the Application.
- 11.4.17 In summary, the following comments are made:
- 11.4.18 ERAs - Research undertaken has shown that the majority of vehicles suffering mechanical faults would reach an ERA. However, for those that will come to a stop in a running lane, the extra controls provided through smart motorways, mean that lanes can be closed by the Regional Control Centre so that drivers and vehicles will not be at risk. This is achieved by creating an emergency lane(s) (any lane on the motorway) and managing traffic with signs and signals to provide access for the emergency services or traffic officers.
- 11.4.19 Noise – The findings within the ES show that once operational, the significance of effect of the operation of the Scheme has been assessed as being ‘slight adverse in the short term and neutral in the long term.’
- 11.4.20 Air Quality – The ES has concluded that from the locations modelled, the overall impact of the Scheme on air quality during construction and operation is regarded as not significant.
- 11.4.21 Construction - Traffic management proposals, including diversion routes, during the construction period are set out in the CTMP, an outline of which accompanies this Application. The final CTMP will be prepared in consultation with local authorities.
- 11.4.22 Public Transport – The strategic case for providing additional capacity on the M4 was first examined in the Thames Valley Multi-Modal Study (2003). This recommended that demand management measures on the motorway are either provided in isolation or in combination with increased levels of public transport provision, some of which have either been completed or are currently underway.
- 11.4.23 Lake End Road/Marsh Lane –The new Lake End Road overbridge is to be constructed in advance of works commencing on Marsh Lane overbridge. The current preferred proposal is for Lake End Road overbridge to be constructed offline to the west of the existing structure, which will allow the existing bridge to remain open for the duration of the construction works.

- 11.4.24 Ascot Road overbridge - Given the distance from the Ascot Road overbridge works to the nearest residential properties in Priors Way, it is highly unlikely that any piling works will result in cosmetic damage to these buildings. A detailed piling strategy for working close to sensitive receptors will be developed and secured in CEMP. The Scheme (including Ascot Road overbridge) has been assessed using a sophisticated computer noise model, which estimates that the Priors Way area will experience a negligible or minor reduction in noise levels with the Scheme in operation.
- 11.4.25 The Scheme (including all altered side roads and bridges such as Ascot Road) will be newly resurfaced and it is not considered that there will be any increase in vibration levels. A preliminary assessment has been carried out which indicates that construction compounds will not result in significant effects on nearby residential properties. Prior to construction, the contractor will revisit these assessments to specify any required mitigation.

07. Ascot Road Overbridge. Do you agree with the proposal in this area?

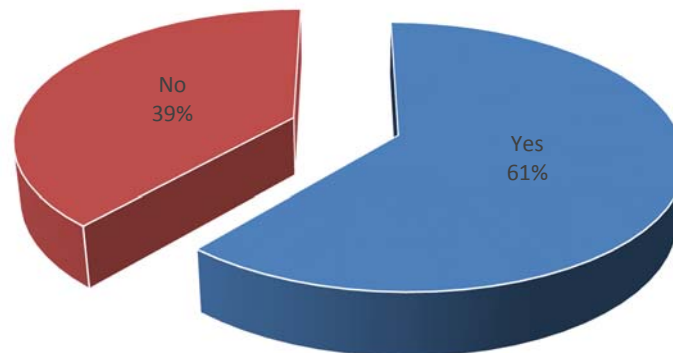


Figure 22 –Ascot Road Overbridge

- 11.4.26 **Figure 22** shows that of the responses received, the majority (61%) of those that responded in relation to Ascot Road Overbridge agreed with the proposal in this area.

Key issues raised

- 11.4.27 Some respondents mentioned specific points about the reconstruction of Ascot Road Overbridge, stating that the replacement '*will be of benefit both on the M4 and A3408*'.
- 11.4.28 Concerns were raised over the increased gradient and elevation of the road in relation to the local properties, and how any effects on local

properties will be mitigated. It was suggested that work on the bridge would have a large impact on A330 traffic as no other road in the area connects Bracknell and Maidenhead. It was considered to be expensive as a large gas main is affixed to the bridge.

- 11.4.29 Concerns were also raised in relation on the plan to build new homes in the area, and the impact this would have on the road.

Account taken by Agency to questionnaire responses

- 11.4.30 As the new overbridge will be constructed offline, the A330 will remain open for the duration of the works. Although traffic management details have yet to be confirmed, the traffic may be impacted by a speed restriction. As such, the Agency does not consider that traffic on the A330 will be adversely affected.
- 11.4.31 The visual effect of the new overbridge has been considered as part of the landscape and visual impact assessment carried out as part of the EIA. This found that there would be no significant effect on adjacent properties.
- 11.4.32 The gas main and other statutory undertakers' apparatus attached to the existing bridge will be diverted onto the new bridge. This is routine for this type of construction and does not incur substantial costs.
- 11.4.33 Local developments have been considered as part of the traffic model for the Scheme and also as part of the assessment of cumulative effects in the EIA, and this shows that there will not be an adverse effect on the local area.

08. Monkey Island Lane Overbridge. Do you agree with the proposal in this area?

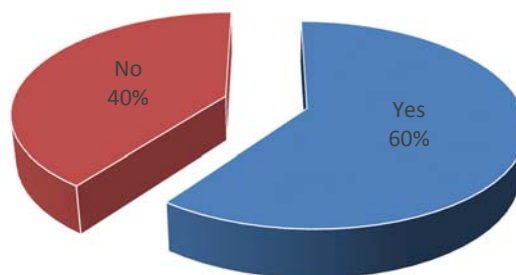


Figure 23 –Monkey Island Lane Overbridge

- 11.4.34 **Figure 23** shows that of the responses received, the majority (60%) of those that responded in relation to Monkey Island Lane Overbridge agreed with the proposal in this area

Key issues raised

- 11.4.35 Concerns raised include disruption to local residents, impact on property prices. There were also concerns raised that rare orchids in Trumpers Field have not been taken into account, and that the existing noise mitigation (trees and hedgerows) may be affected. A further issue raised related to the proposal to add a bend in the bridge during cold weather.

Account taken by Agency to questionnaire responses

- 11.4.36 The new overbridge at Monkey Island Lane will be constructed offline to maintain access for local residents and businesses. Although traffic management details have yet to be confirmed, the traffic may be impacted by a speed restriction. As such, the Agency does not consider that traffic on Monkey Island Lane will be adversely affected. Once the Contractor has been appointed to the Scheme, the traffic management proposals will be agreed with the local highway authority.
- 11.4.37 Trumpers Field Local Wildlife Site has been included as part of the EIA. Mitigation measures relating to statutory and non-statutory designated sites include the implementation of best practice pollution prevention and control measures to address any localised effects upon sites that are immediately adjacent to the Order limits. Following the implementation of best practice guidelines, no effect on any of the statutory or non-statutory designated sites is anticipated.
- 11.4.38 The realignment of Monkey Island Lane will be in accordance with the Agency's design standards which take due consideration of the prevailing speed limit when calculating curvature and that in turn is cognisant of the range of climatic conditions likely to be experienced. The local highway authority will be consulted during detailed design.
- 11.4.39 Under the national compensation code compensation can be claimed by people who own and also occupy property that has been reduced in value caused by the altered road in certain particular circumstances, provided that their claim is substantial. At present, given that access will be maintained and a new alignment of Monkey Island Lane substituted for the existing, there is no reason to anticipate any diminution in property values as a result of the Scheme.

09. Marsh Lane Overbridge. Do you agree with the proposal in this area?

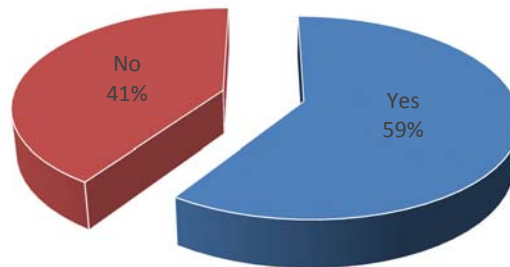


Figure 24 –Marsh Lane Overbridge

11.4.40 **Figure 24** shows that of the responses received, the majority (59%) of those that responded in relation to Marsh Lane Overbridge agreed with the proposal in this area.

Key issues raised

11.4.41 Concerns were raised in relation to the demolition and rebuilding of Marsh Lane in relation to the existing noise level. Other concerns raised included access during construction, especially in relation to Lake End Road, and for work to be completed at separate times to ensure access can be maintained. There was also concern over the protection of ecological receptors in the area. One respondent considered that there should be a pedestrian bridge for school children whilst the new bridge is constructed.

Account taken by Agency to questionnaire responses

11.4.42 Disruption and construction noise will be kept to a minimum wherever possible. However, it cannot be removed completely. As with most construction projects, effects resulting from the construction phase will be largely dependent on the location, phasing and timing of the construction works. The environmental effects of the construction phase will be mitigated through implementation of a CEMP prior to commencement of works. The Contractor for the Scheme will liaise with local authorities during preparation of the final CEMP to confirm the measures that will minimise the disruption to local residents and the local community.

- 11.4.43 The new Lake End Road overbridge will be constructed in advance of works commencing on Marsh Lane overbridge. The Agency is currently investigating the need to provide transport for pupils of Dorney Combined County School during the closure of Marsh Lane overbridge and has undertaken discussions with the school and the Parish Council in this regard.

10. Lake End Road Overbridge. Do you agree with the proposal in this area?

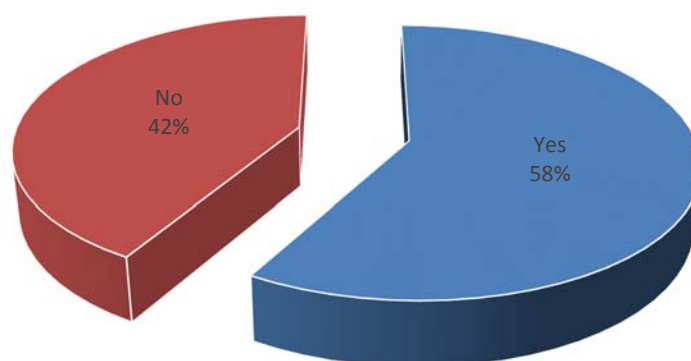


Figure 25 –Lake End Road Overbridge

- 11.4.44 **Figure 25** shows that of the responses received, the majority (58%) of those that responded in relation to Lake End Road Overbridge agreed with the proposal in this area.

Key issues raised

- 11.4.45 The proposals at Lake End Road are supported in many cases, provided that the work at Marsh Lane is not carried out at the same time. Other respondents suggested that were the works at Lake End Road and Marsh Lane to be completed separately, the traffic at Lake End Road could not be accommodated over Marsh Lane, and easier access to Dorney Rowing Lake.

Account taken by Agency to questionnaire responses

- 11.4.46 The new Lake End Road overbridge will be constructed in advance of works commencing on Marsh Lane overbridge. Following comments received during public consultation, regarding the unsuitability of Marsh Lane as a diversion for Lake End Road, the original proposals have been amended. The current preferred proposal for the Lake End Road overbridge will now be constructed offline to the west of the existing

structure, which will allow the existing bridge to remain open for the duration of the construction works, thereby maintaining access.

11. Huntercombe Spur Overbridge. Do you agree with the proposal in this area?

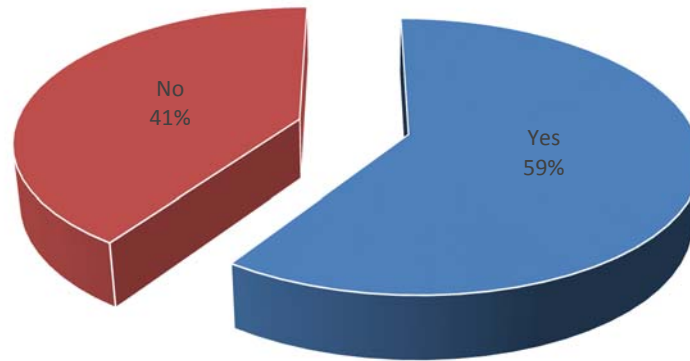


Figure 26 –Huntercombe Spur Overbridge

11.4.47 **Figure 26** shows that of the responses received, the majority (59%) of those that responded in relation to Huntercombe Spur Overbridge agreed with the proposal in this area. .

Key issues raised

11.4.48 Two specific responses related to Huntercombe Spur and its existing curve. These responses suggested that the junction should be redesigned to remove the small radii of the exit curve.

Account taken by Agency to questionnaire responses

11.4.49 The realignment of Huntercombe Spur will be carried out in accordance with the Agency's design standards, which take due consideration of the prevailing speed limit when calculating curvature.

12. Oldway Lane Overbridge. Do you agree with the proposal in this area?

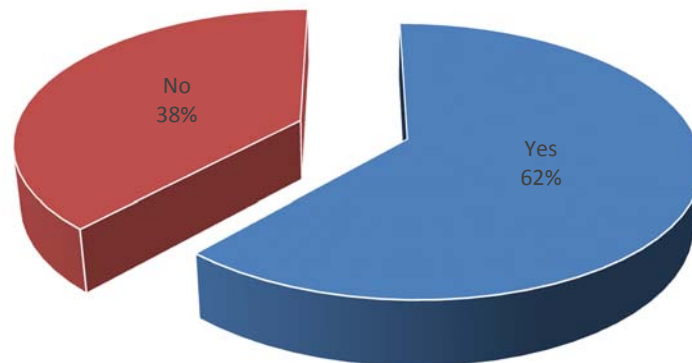


Figure 27–Oldway Lane Overbridge

- 11.4.50 **Figure 27** shows that of the responses received, the majority (62%) of those that responded in relation to Oldway Lane Overbridge agreed with the proposal in this area.

Key issues raised

- 11.4.51 Concerns raised included the loss of a commuting access by bike/foot between Windsor and Cippenham. One respondent stated that it is questionable whether a bridge is needed in this location.

Account taken by Agency to questionnaire responses

- 11.4.52 Traffic management, including vehicular and pedestrian diversions, has yet to be confirmed. However, the current proposed diversion while Oldway Lane is closed is via existing public rights of way and Wood Lane overbridge. Once the Contractor has been appointed to the Scheme, the traffic management proposals will be agreed with the local highway authority. The Agency has been liaising with the local highway authority during the development of the proposals for all the bridges affected by the Scheme, and will continue to do.

13. Wood Lane Overbridge. Do you agree with the proposal in this area?

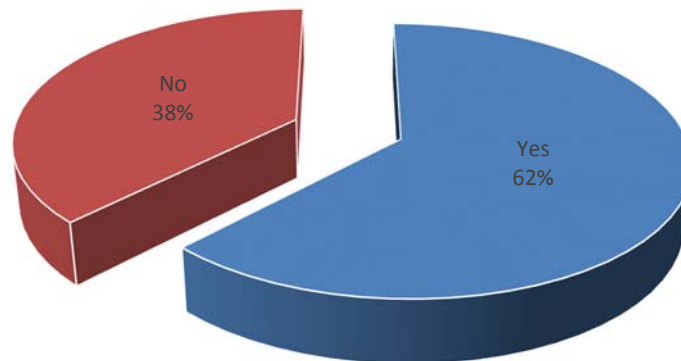


Figure 28 –Wood Lane Overbridge

- 11.4.53 **Figure 28** shows that of the responses received, the majority (62%) of those that responded in relation to Wood Lane Overbridge agreed with the proposal in this area.

Key issues raised

- 11.4.54 No specific issues were raised other than in relation to local disruption.

Account taken by Agency to questionnaire responses

- 11.4.55 Disruption and construction noise will be kept to a minimum wherever possible. However, it cannot be removed completely. As with most construction projects, effects resulting from the construction phase will be largely dependent on the location, phasing and timing of the construction works. The environmental effects of the construction phase will be mitigated through implementation of a CEMP which the Contractor for the Scheme will prepare prior to commencement of works. The Contractor will liaise with local authorities during preparation of the final CEMP to confirm the measures that will minimise the disruption to local residents and the local community.

14. Datchet Road Overbridge. Do you agree with the proposal in this area?

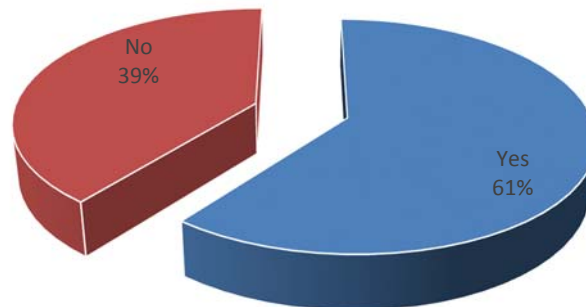


Figure 29 –Datchet Road Overbridge

11.4.56 **Figure 29** shows that of the responses received, the majority (61%) of those that responded in relation to Datchet Road Overbridge agreed with the proposal in this area.

Key issues raised

11.4.57 Concerns made were in relation to the effect on The Myrke allotments, the loss of vegetation protecting properties on The Myrke, Datchet Road, the use of the field off Datchet Road being used as a construction compound, the effects of vibration and noise. Other respondents raised concerns over working hours and flood risk.

Account taken by Agency to questionnaire responses

11.4.58 The Agency recognises that the Scheme potentially affects around 20 allotment plots at The Myrke and that this is a significant concern to tenants. The works at this location are required to lengthen an existing water main subway containing apparatus maintained by Thames Water. At present, the Agency considers the land-take in the location to be the minimum necessary to ensure that the Scheme can be delivered. Nevertheless, the Agency is working with Thames Water to find an alternative design that may reduce or remove the requirement for extensive land-take in this location in order to reduce the effect on the allotment tenants. The Agency has offered to meet with Fiona MacTaggart MP, Slough Allotments Federation and tenants to describe the works in this location and discuss their concerns directly.

- 11.4.59 Planting which is removed as part of construction activities will be replaced as shown on the Environmental Masterplan which was submitted as part of the Engineering and Design Report along with the development consent for the Scheme.
- 11.4.60 Disruption and construction noise will be kept to a minimum wherever possible. However, it cannot be removed completely. As with most construction projects, effects resulting from the construction phase will be largely dependent on the location, phasing and timing of the construction works. The environmental effects of the construction phase will be mitigated through implementation of a CEMP which the Contractor for the Scheme will prepare prior to commencement of works. The Contractor will liaise with local authorities during preparation of the final CEMP to confirm the measures that will minimise the disruption to local residents and the local community

15. Recreation Ground Overbridge. Do you agree with the proposal in this area?

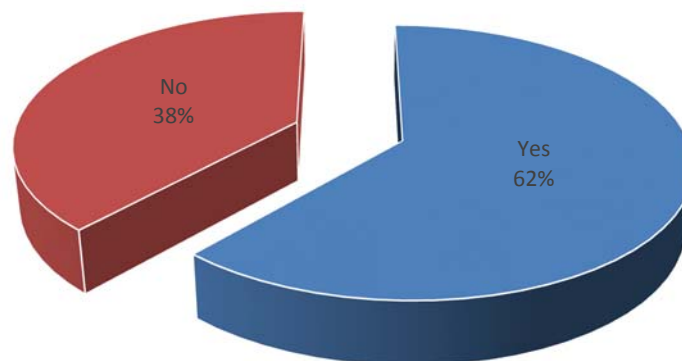


Figure 30 –Recreation Ground Overbridge

- 11.4.61 **Figure 30** shows that of the responses received, the majority (62%) of those that responded in relation to Recreation Ground Overbridge agreed with the proposal in this area.

Key issues raised

- 11.4.62 Concerns relating to access over the bridge were made, as it forms a safe cycle route to Windsor The effect of reconstruction on properties at The Myrke, alternative arrangements for access for school children between schools in Datchet and Slough were also commented upon.

Account taken by Agency to questionnaire responses

- 11.4.63 Disruption and construction noise will be kept to a minimum wherever possible. However, it cannot be removed completely. As with most construction projects, effects resulting from the construction phase will be largely dependent on the location, phasing and timing of the construction works. The environmental effects of the construction phase will be mitigated through implementation of a CEMP which the Contractor for the Scheme will prepare prior to commencement of works. The Contractor will liaise with local authorities during preparation of the final CEMP to confirm the measures that will minimise the disruption to local residents and the local community.
- 11.4.64 As Recreation Ground Overbridge will be reconstructed online, it will be closed for the duration of the works (approximately eight months). Traffic management, including vehicular and pedestrian diversions, have yet to be confirmed. However the current proposed diversion is via Datchet Road and Upton Court Road. Once a Contractor has been appointed to the Scheme, the traffic management proposals will be agreed with the local highway authority.

16. Riding Court Road Overbridge. Do you agree with the proposal in this area?

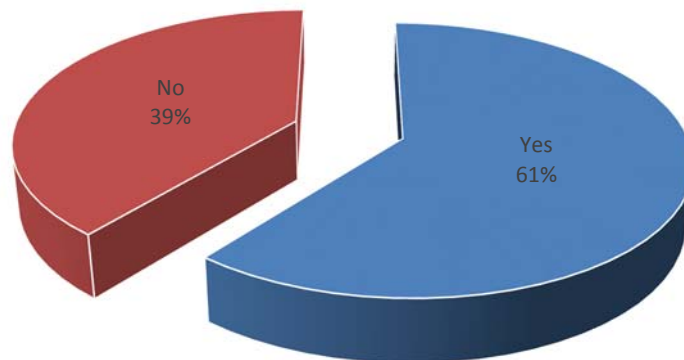


Figure 31 –Riding Court Road Overbridge

- 11.4.65 **Figure 31** shows that of the responses received, the majority (61%) of those that responded in relation to Riding Court Road overbridge agreed with the proposal in this area.

Key issues raised

11.4.66 Concerns relate to the access over Riding Court Road overbridge and Datchet Road, and in particular the desire to keep one bridge open for access throughout, whether accommodation has been made for the proposed quarry at this location and existing traffic jams in Datchet.

Account taken by Agency to questionnaire responses

11.4.67 Due to the quarry development and the long diversion associated with closing Riding Court Road, the proposal is to construct the new bridge offline. This will ensure that Riding Court Road remains open during the construction works. The Agency has taken into consideration the quarry development and associated traffic during the development of the Scheme.

17. Old Slade Lane Overbridge. Do you agree with the proposal in this area?

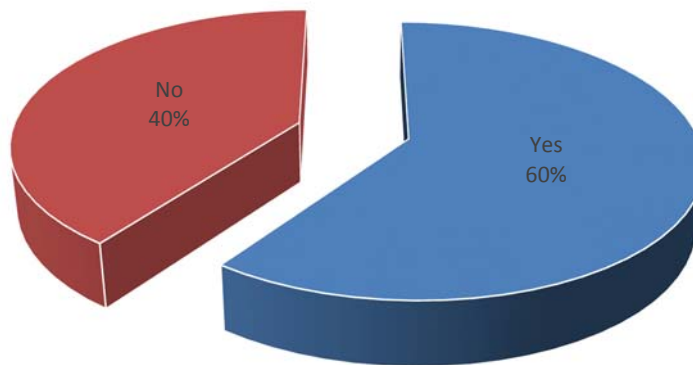


Figure 32 –Old Slade Lane Overbridge

11.4.68 **Figure 32** shows that of the responses received, the majority (60%) of those that responded in relation to Old Slade Lane Overbridge agreed with the proposal in this area.

Key issues raised

11.4.69 Issues raised relate to the use of this bridge, which is considered a waste of money given that “this bridge is hardly used”. Another respondent commented that this bridge is now only used for foot traffic and can be downgraded from carrying vehicles.

Account taken by Agency to questionnaire responses

- 11.4.70 The Agency has consulted with the local highway authority during the development of the proposals for this bridge. As vehicular access is required for the water treatment works on the south side of the motorway, the Agency will need to replace the existing bridge with a longer span structure that can accommodate occasional vehicular traffic.

18. Thames Bray Underbridge. Do you agree with the proposal in this area?

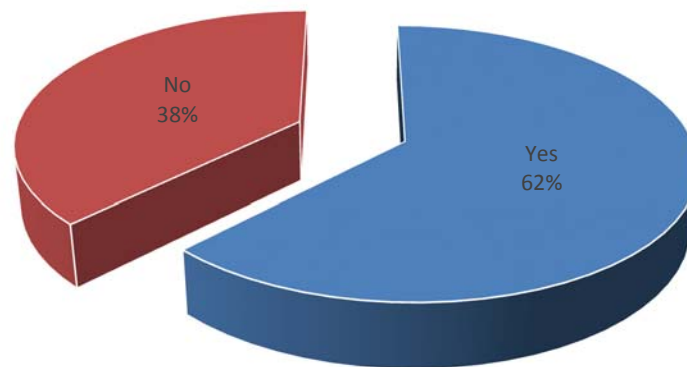


Figure 33 –Thames Bray Underbridge

- 11.4.71 **Figure 33** shows that of the responses received, the majority (62%) of those that responded in relation to Thames Bray Underbridge agreed with the proposal in this area.

Key issues raised

- 11.4.72 Concerns related to the delivery of materials, which it was suggested should be delivered from the M4, and not through Bray village. One respondent suggested more seats along the route. Concerns also related to the extra steel bridge and its effect on rumble noise.

Account taken by Agency to questionnaire responses

- 11.4.73 While a Contractor has not been appointed to the Scheme yet, the Agency expects that the vast bulk of materials will be delivered via the M4 following site set-up.
- 11.4.74 Noise assessments relating to the new structure have been undertaken as part of the EIA and these show that there will be no adverse effect on adjacent properties. The results of the noise assessments are reported fully in the ES which accompanies the development consent for the Scheme.

19. Sipson Road Subway. Do you agree with the proposal in this area?

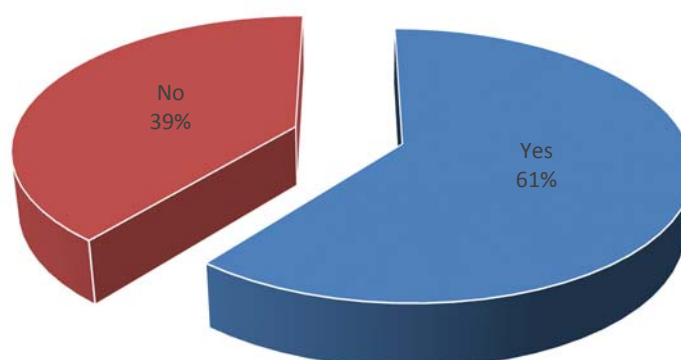


Figure 34 – Sipson Road Underbridge

11.4.75 **Figure 34** shows that of the responses received, the majority (61%) of those that responded in relation to Sipson Road Underbridge agreed with the proposal in this area.

Key issues raised

11.4.76 Respondents indicated that the closure and proposed diversion ought to be acceptable, provided the interests of school cyclists are taken into account. One respondent would not wish to see the subway nearer to the Vine Close end.

Account taken by Agency to questionnaire responses

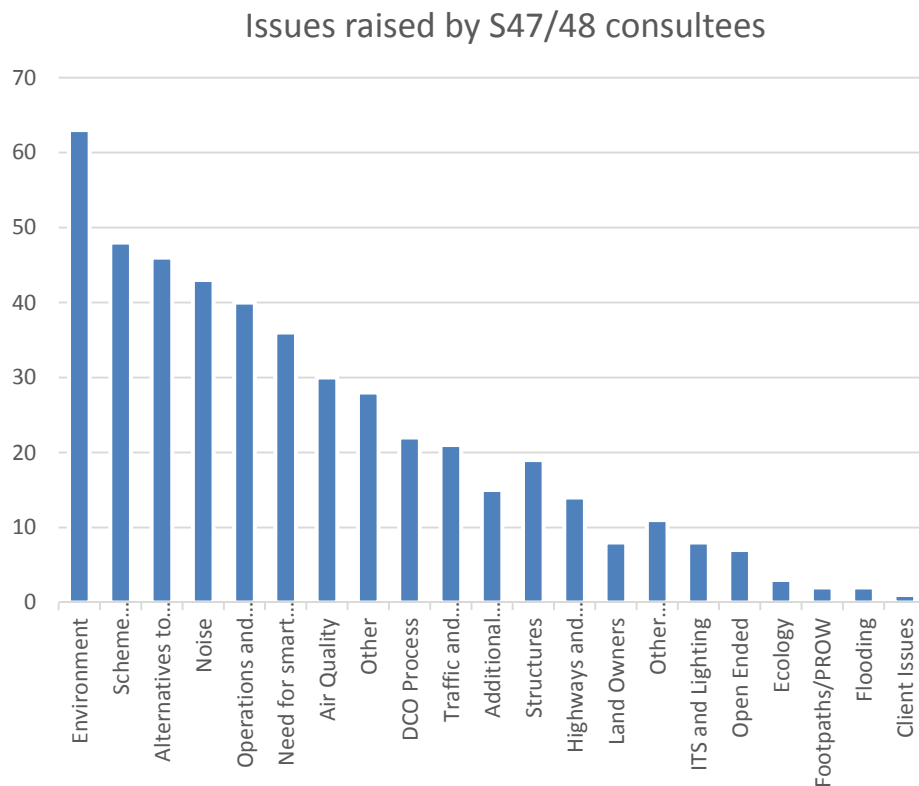
11.4.77 Traffic management, measures to accommodate cyclists and pedestrian diversions have yet to be confirmed as a Contractor has not been appointed to the Scheme yet. Once a Contractor has been appointed to the Scheme, the traffic management proposals will be agreed with the local highway authority.

11.4.78 The subway will remain in the same location and will be extended by 5m on the southern side of the M4.

11.5 Other representations – key issues

11.5.1 A total of 678 responses were received from the general public during the 6 week consultation period, and a further four during the three extended consultation periods. Details of the responses received from the general public are contained in **Appendix 28, 31 and 32** of this Report.

11.5.2 The main issues raised by the general public, as part of the s47 and s48 consultation undertaken by the Agency in their responses to the Scheme are presented in **Figure 35** below:



11.5.3 A summary of the main issues raised by the general public and the account taken to these responses by the Agency is set-out below.

Air quality

Key issues raised

11.5.4 A total of 30 representors raised concerns regarding air pollution, particularly from those living in proximity to the M4, many of whom requested mitigation measures. Most comments referred to particular locations or properties along the M4, which it was considered would be affected by the Scheme.

Account taken by Agency of response

11.5.5 An assessment of air quality has been undertaken as part of the on-going preliminary design and the results show no significant impact to air quality as a result of the Scheme. It is acknowledged that construction activities could adversely affect air quality in some areas and that proposals to control these potential impacts are set out in the Outline CEMP.

Alternatives to smart motorwayKey issues raised

- 11.5.6 A total of 50 representations were received, both objecting to the Scheme and in suggesting alternatives to smart motorways. By far the greatest issue raised (12 responses) concerned the cost of the Scheme, whilst for others it was felt that the money could be better spent on public transport initiatives (10 responses). Concern was also raised by five representors that increasing capacity on the motorway would attract more traffic and increased usage.

Account taken by Agency of response

- 11.5.7 The Agency considers that smart motorways provide an effective way of providing increased capacity in a cost effective and deliverable manner, which can be delivered more quickly than traditional solutions such as widening and provide better value for money. The Thames Valley Multi-modal Study recommended demand management measures on the M4 motorway and notes that some of the public transport projects contained in that study have been completed or are underway.

DCO ProcessKey issues raised

- 11.5.8 Of the 21 responses received on the DCO process and its consultation, four complained that the publicity was inadequate. Two representors wished to be kept informed on future developments and two requested meetings with the Agency. A further two felt that the DCO process was too lengthy.

Account taken by Agency of response

- 11.5.9 In response to complaints concerning the inadequacy of the publicity for the public consultation, the Agency considers that the process followed the relevant statutory provisions and guidance. Similarly, the legislative requirements for the timescales regarding the determination of the development consent for the Scheme are not a matter for the Agency. For those wishing to be kept informed, the Agency advised that site liaison officers would be appointed for the duration of the construction period to keep local people informed of progress.

EcologyKey issues raised

- 11.5.10 A total of five representors were concerned with the effect of the Scheme on wildlife. One representor was concerned with the removal of mature vegetation for the Marsh Lane overbridge realignment and the other in respect of the Datchet Road overbridge.

Account taken by Agency of response

- 11.5.11 The Agency's design principles favour retaining existing vegetation for screening existing highway infrastructure. However, the Marsh Lane Bridge realignment would result in the removal of the existing road side vegetation and proposals for reinstatement of vegetation are reported in the Environmental Masterplan. The proposals in the Masterplan for the works to Datchet Road overbridge seek to retain as much existing vegetation as possible and allow for further screen planting.

EnvironmentKey issues raised

- 11.5.12 A total of 25 responses were received on environmental issues, mainly relating to road surfacing (4), Datchet Road overbridge embankment (2), flooding (4) and footpaths (7). Requests were made for low noise surfacing and on a related matter, the retention of Datchet Road embankment for noise protection.
- 11.5.13 Concerns were raised regarding flood risk, with two responses referring to the area of The Myrke as lying within a high flood risk area. In relation to footpaths queries were raised regarding any permanent loss of any PROWs and the safety of pedestrians. Two respondents requested that the extension of the existing footpath to the new Datchet Road Bridge should include additional lighting.

Account taken by Agency of response

- 11.5.14 Flood risk impacts on river flooding and runoff from the carriageway surfaces are assessed in the Flood Risk Assessment and Drainage Strategy that accompany the Application and show that the Scheme would not increase flood risk.
- 11.5.15 Following consultation, it has been decided to resurface all lanes with low noise surfacing along the complete Scheme extent. There will be no permanent loss of public rights of way resulting from the scheme and the question of lighting, is a matter for the local authority.

Highways and Diversions

Key issues raised

- 11.5.16 Of the 24 representations received, most related to specific sections of the motorway. The main issues raised were as follows:
- a) Datchet Road – Careful measurements need to be undertaken to avoid utilities infrastructure; examine the requirement for permanent land take at The Myrke and the strength of motorway barriers;
 - b) J10 – No justification of why through lane running is inappropriate; revert to 2 lane junction at A320M/M4 as originally designed;
 - c) J4a – Poorly designed and suggested dedicated lane for joining M25;
 - d) J7 to J8/9 – Need for signs warning about traffic prior to getting onto Spur Road at the roundabout;
 - e) Monkey Island Lane – Potential new lane being built to the north; and
 - f) J12 – Proposed construction sites in Theale will increase traffic, access, noise and difficulty for the Scheme's lorries to get onto the A4.

Account taken by Agency of response

- 11.5.17 The approach taken is as follows:
- a) Datchet Road – The risks along the motorway are appraised as part of the design and the type of barrier required identified. The Agency will work closely with the owners of apparatus to ensure any required work to such assets is completed safely. Final designs on the realignment of the motorway in the vicinity of the Myrke are to take place in the next phase of the Scheme, when more detailed topographical survey data will be used;
 - b) J10 – In the event that through junction running is installed, traffic would experience difficulties in merge/diverge movement to and from the M4 as a result of very high merging and diverging flows;
 - c) J4a – Two lanes are proposed to be dedicated for the M25 for around 1.9km in advance of J4B eastbound, with three lanes continuing through J4a;

- d) J7 to J8/9 – The proposed design option will provide the facility to present motorists with information for the east and westbound carriageways;
- e) Monkey Island Lane – The smart motorway is to be asymmetrically widened on the north side to minimise impact to adjacent private property and reduce disruption and cost of the Scheme; and
- f) J12 – It is no longer proposed to take this forward as a construction compound.

ITS and Lighting

Key issues raised

- 11.5.18 Seven responses made recommendations in relation to use of different signs to assist traffic flow and the use of low level down-lighting. One response objected to the installation of lights between J8/9 and J10, and the importance of lighting between J4b and J7. Two responses raised concerns regarding the introduction of overhead floodlights around J8.

Account taken by Agency of response

- 11.5.19 The design has regard to the current ITS in place, and avoids overloading road users with information. The proposed lighting design would result in less light being emitted beyond intentionally lit areas to achieve the required lighting levels. Lighting is proposed between J4b and J7 but not between J8/9 and J10, though as elsewhere along the Scheme, this will result in minimal light distribution outside the motorway boundary. No additional lighting will be installed for the smart motorway scheme and assumed that the floodlighting around J8 is associated with maintenance or construction work.

Need for smart motorway

Key issues raised

- 11.5.20 Of the 36 representations received, most were opposed to the smart motorway Scheme (14), although a number were supportive (six), whilst others made general comments or raised queries. For those either in support or against, concerns were raised regarding the safety aspects of the Scheme (eight), with others focused on the risks associated with using the hard shoulder as a running lane (14).

- 11.5.21 Representations were received from the Road Haulage Association ("RHA") and the AA. The former was supportive of the Scheme, which it considered would improve journey time and reliability, which is seen as an important issue for the haulage industry. The RHA also considered that the Scheme would result in reduced traffic accidents, with improvements in air quality and reductions in noise pollution reduce.
- 11.5.22 The AA highlighted the results of an AA-Populus panel poll (April 2013) which showed that the majority of respondents felt that the hard shoulder should be retained for safety reasons.
- 11.5.23 However, the AA stated its support to the improvement in journey times/congestion reduction that the Scheme would bring, although raised a number of safety issues. In summary, the AA stated that they 'do not consider smart motorways to be a robust solution to capacity problems on motorways in the long term, although given the current economic circumstances, relieving congestion at lower cost and hopefully at no greater risk is perhaps understandable.'

Account taken by Agency of response

- 11.5.24 The Agency has also considered the design of the Scheme as building on the experience of previous smart motorway schemes in providing additional capacity without compromising overall safety. At the same time, the Agency has referred to evidence and research from other smart motorway schemes demonstrating that breakdowns in 'live lanes' are expected to be substantially less than the existing frequency of breakdowns on the hard shoulder, as a significant proportion of breakdowns will be able to get to a refuge area. It is also noted that where broken down vehicles were not capable of 'limping' to a refuge area and stop in a live running lane, the extra controls provided through smart motorway's features were considered capable of mitigating this risk.

Noise

Key issues raised

- 11.5.25 Noise issues generated by far the greatest level of interest, with 123 representations received. Whilst many raised general concerns regarding noise impacts, the majority referred to specific areas along the length of the M4. Of the total number of representations made, 101 objected to the Scheme on the basis of noise pollution, with many requesting noise mitigation in the form of noise barriers or better road surfacing.

Account taken by Agency of response

- 11.5.26 The Agency has predicts that there will be negligible/minor decreases in noise levels to properties along the length of the Scheme and that the existing noise barriers would be retained (or replaced like-for-like if in poor condition). In relation to resurfacing, the Agency notes that as a result of consultation, it has been decided to resurface all lanes with low noise surfacing along the complete Scheme extent.

Operations and SafetyKey issues raised

- 11.5.27 A total of 43 representations were received covering a range of issues regarding the operational aspects of the Scheme. Nine respondents considered that the ERAs represented a major safety risk and the same number considered that in their absence, emergency vehicles would struggle to reach the scene of an accident. A further three representors were opposed to the use of variable speed limits due to the inaccuracy of the systems in use. A total of four responses raised concerns regarding gantries, with two concerned on their visibility to drivers.

Account taken by Agency of response

- 11.5.28 In taking account of these responses, the Agency referred to the design for ERAs based on the experience of designing and operating smart motorways. This, along with detailed assessments had demonstrates that increased spacing between ERAs will not impact on traffic safety. The Agency has considered how access for emergency vehicles is to be achieved and the specifications to be used for driver information signs and the reduced risks of the new specifications.

Other environment/ES related responsesKey issues raised

- 11.5.29 A total of 17 responses raised a variety of environmental issues. Of those raised, four were concerned with overlooking as a result of traffic being bought closer to property and three raised concerns regarding the visual impacts of the Scheme.

Account taken by Agency of response

- 11.5.30 The assessment of visual effects undertaken as part of the EIA process and the preparation of an Environmental Masterplan sets out measures to be implemented during the construction phase of the Scheme to safeguard vegetation and minimise visual impacts.

Structures

Key issues raised

- 11.5.31 A total of 29 responses were received, largely in relation to individual bridge structures, although some were of a more general nature. Three responses suggested that the bridges should be made wider to accommodate a future hard shoulder and a further questioned whether the bridge structures were constructed sufficiently to support the weight of modern HGVs.
- 11.5.32 In relation to individual bridge structures the following comments were made:
- 11.5.33 Datchet Road Overbridge - Bridge to be reconstructed will involve the loss of trees.
- 11.5.34 Huntercombe Spur Overbridge – Effect of Scheme on allotment land.
- 11.5.35 Lake End Road Overbridge – Impacts of bridge closure and diversion of traffic onto Marsh Lane.
- 11.5.36 Riding Court Road Overbridge – Proposed replacement bridge likely to affect site access to adjoining land.
- 11.5.37 Old Slade Lane Overbridge – Allowance to be made for potential future Strategic Rail Freight Interchange.
- 11.5.38 Sipson Road Subway – Concerns regarding potential closure and request that the subway be upgraded.
- 11.5.39 Wood Lane Overbridge – Inconvenience caused by closure of bridge during construction works.

Account taken by Agency of response

- 11.5.40 Bridge structures are not being widened further. This has not been proposed in view of the additional land take requirements and construction costs involved. All replacement structures are being constructed to current Agency and European Standards.
- 11.5.41 Datchet Road Overbridge - Bridge reconstruction may involve loss of trees, although replacement planting will be provided in accordance with the Environmental Masterplan for the Scheme.
- 11.5.42 Huntercombe Spur Overbridge – No allotment land will be required for the bridge replacement.

- 11.5.43 Lake End Road Overbridge – Proposals have been amended to construct the replacement bridge offline. The proximity of private residences limits bridge reconstruction offline, although options are being investigated for alternative pedestrian access during construction.
- 11.5.44 Riding Court Road Overbridge – No permanent land take required for the replacement bridge, although land will be required temporarily during construction.
- 11.5.45 Old Slade Lane Overbridge – It is understood that sufficient space has been allowed for.
- 11.5.46 Sipson Road Subway – Access through subway will be maintained where it is safe to do so. Alternative diversion route proposed, when necessary during the construction period.
- 11.5.47 Wood Lane Overbridge - New bridge to be constructed off-line, therefore very limited restrictions required.

Traffic and Economics

Key issues raised

- 11.5.48 A total of 22 responses were received, with most common (five) issue being the impacts of increased traffic volumes, particularly at junctions and connecting major roads. The knock-on effects of the Scheme was mentioned by four respondents, with a further five referring to the backing-up of traffic on the Chiswick fly-over. A number of individual concerns were raised questioning whether the existing levels of traffic congestion would be addressed by the Scheme.

Account taken by Agency of response

- 11.5.49 In response to the concerns raised by those relating to increased traffic volumes and traffic congestion issues, these were each considered to individually, with reference to the traffic modelling carried out. This shows that the Scheme would result in a reduction in congestion on the M4, noting that the traffic model had taken account of the impact of the Scheme on surrounding roads.

11.6 Equalities and diversity

11.6.1 Through liaison with Equalities and Diversity Officers from the ‘host’ local authorities, the Agency has been able to put in place a programme of engagement with ‘hard to reach groups’. The engagement plan has been tailored to meet the identified needs of each authority and the groups they represent. However, despite the support of the local authorities, particularly in facilitating communication channels to the Agency’s dedicated project website and in the distribution of consultation material, there has been no contact from any ‘hard to reach’ groups. Equally, no representations have been received from any of these groups during the formal consultation period.

11.7 Scheme changes

11.7.1 **Table 68** below provides a summary of the key design changes to the Scheme proposals as a result of the consultation responses and the regard given to these by the Agency. Details of the representations made are set out in **Appendix 31**.

Table 68 s47/48 Design Changes

Scheme Proposal	General Arrangement Sheet No	Design Change	Reason for Change
Construction Compound 1: Bardon Theale Depot at the junction off Wigmore Lane, near junction 12.	N/A (Previously shown on PEI Report Drawing 1.1 Sheet 1)	Construction compound deleted	The proposed area required the removal of screening to adjacent residences, significant earthworks and an increased risk of the presence of ecological receptors.
Construction Compound 10: Existing London Concrete (Bardon) site adjacent to the M25 (northbound) and to the M4 (westbound slip road)	N/A (Previously shown on PEI Report Drawing 1.1 Sheets 10 and 32)	Construction compound deleted	Further investigations showed that the area identified was more significantly developed and insufficient area was available for a suitable compound without affecting existing businesses.
Construction Compound 12 Shepiston Lane, Hayes near junction 4	N/A (Previously shown on PEI Report Drawing 1.1 Sheets 28 and 29)	Construction compound deleted	Use of this site would create potential disturbance to an immediately adjacent hotel.

Scheme Proposal	General Arrangement Sheet No	Design Change	Reason for Change
Construction Compound 13: Motorway Headquarters Maintenance Compound, Heston, at junction 3	N/A (Previously shown on PEI Report Drawing 1.1 Sheet 30)	Construction compound deleted	Use of this site would create potential disturbance to an immediately adjacent traveller park
Lake End Road overbridge, Dorney	Sheet 38 of 61	The design of Lake End Road overbridge has changed from a bridge replacement in the same location, to an offline solution to the west of the existing structure.	<p>Concerns raised by representors regarding the suitability of Marsh Lane as a temporary diversion for the on-line option for Lake End Road. Particular concerns included access to Dorney Rowing Lake bus routes to Dorney County Combined School.</p> <p>The off line option enables the existing Lake End Road to be kept open until traffic can be diverted onto the new bridge, thus avowing the need for diversion along Marsh Lane.</p>
Low Noise Surfacing	All	The original proposal was to resurface only lanes 1 and 4 of the Scheme with a low noise surface, plus some relatively small stretches of carriageway which would have all lanes resurfaced. It is now proposed to resurface all lanes with low noise surfacing along the complete Scheme extent.	<ol style="list-style-type: none"> 1. To address concerns raised by local residents at exhibitions and through representations regarding the noise disturbance caused by the M4. 2. Provision of a new running surface will reduce the risk of any further interventions in the five years after completion of the scheme

Scheme Proposal	General Arrangement Sheet No	Design Change	Reason for Change
Gantry G8-09	Sheet 16 of 61	Gantry moved approximately 250m to the West	To reduce visual impact to properties on Mill Lane (Hillside and Waterside)

11.8 Conclusions

- 11.8.1 This formal stage of public consultation has built on the consultation activities at the initial information exercise stage. This period has focussed more on the development of the Scheme since that time, as the proposals have become more crystallised providing greater clarity and understanding on the potential effects of the Scheme proposals.
- 11.8.2 In preparing for this stage of public consultation, it has been important to understand the communities along the route of the M4 that might be affected by the Scheme. To assist in this, the approach to consultation has been discussed and agreed with the 'host' local authorities through consultation on the draft SoCC and the Agency's response to the comments made. It is considered therefore that the public consultation has addressed the correct audiences and has been undertaken to the correct level of detail within these communities.
- 11.8.3 In terms of the outcome of the process, similar results have emerged to those at the informal consultation stage, providing reassurances on the appropriateness and public acceptance of the Scheme. Whilst this is largely borne out by the questionnaire responses, there has nonetheless been a slight change in the public's support for the Scheme, which has decreased slightly. This could, in part be explained by the greater number who now consider themselves to be 'significantly' affected by the Scheme.
- 11.8.4 A total of 678 responses were received to this consultation, raising similar issues to those made at the earlier information exercise. Again, these are primarily concerned with air quality and noise.
- 11.8.5 The consultation has provided the opportunity for the community to comment on alternative aspects of the Scheme design presented during the public information exhibitions. The account that has been taken by the Agency in determining whether to make changes to the Scheme as part of the DCO application has been set out and fully explained within Chapter 10, and the appendices to this Report.

12 VARIABLE MANDATORY SPEED LIMITS - STATUTORY INSTRUMENT CONSULTATION

12.1 Introduction

12.1.1 This Chapter describes the separate Statutory Instrument consultation undertaken for the Variable Mandatory Speed Limit that a statutory instrument will impose upon the Scheme. It provides a summary of the outcome of the consultation process, which is provided in full in the accompanying Statutory Instrument Consultation Document (**Appendix 33**).

12.2 Statutory Instrument

12.2.1 The Statutory Instrument ("SI") makes provisions that will allow for the operation of variable mandatory speed limits ("VMSL") on the M4 following completion of the Scheme. The necessary SI will be made under s17(2) and s17(3) of the Road Traffic Regulations Act 1984 ("RTR 1984"). Without the SI, the Scheme would not be able to operate VMSL, which manages the flow of traffic more effectively.

12.2.2 Variable speed limits are a key feature of smart motorways, a key aim of which is in modernising the operation of the Agency's motorways and finding the best solution for different parts of the network. The speed limits displayed and in force on the motorway will take account of prevailing traffic conditions with the aim of ensuring the smooth flow of traffic.

12.3 Statutory Instrument consultation

12.3.1 The Agency is committed to effective consultation that complies with the Government's Consultation Principles. Effective consultation with affected stakeholders brings to light valuable information which the Agency is able to use to design effective solutions and mitigate any concerns.

12.3.2 This SI consultation provides the opportunity for interested parties and individuals to comment on the implementation of variable mandatory speed limits within the smart motorway scheme on this section of the M4.

12.3.3 Section 134(2) of the RTR 1984 requires that regulations made under Section 17 are consulted upon with those whom the Secretary of State sees fit to consult. Owing to the benefit of consultation the Secretary of State and the Agency seek to interpret this so as to optimise engagement. Relevant stakeholders to be consulted include local authorities, transport

associations, emergency services and local interest groups. Whilst the consultation exercise on VMSL is not aimed at the general public, they are also able to comment.

- 12.3.4 A full list of consultees can be found in the accompanying Consultation Document and is available to view on the GOV.UK website. Prior to the start of the consultation period, E-mails or letters were issued to relevant key stakeholders, such as local authorities, emergency services and transport associations.
- 12.3.5 Following the close of the consultation, the representations received were compiled and an analysis was undertaken of the responses and a justification for the selected option. Where necessary, representations have been responded to by the Agency.

13 FURTHER STAKEHOLDER ENGAGEMENT

13.1 Introduction

- 13.1.1 The Agency does not consider the end of the formal consultation period as the conclusion of consultation in respect of the Scheme. It considers the on-going technical consultation, and consultation with local communities, prior, and subsequent, to the submission of the Application, as both desirable and beneficial to the Scheme. A key aspect of this further engagement has been the meetings held with technical and statutory consultees, which have focussed in particular on the findings of the PEI Report.
- 13.1.2 To take this forward, the Agency invited statutory environmental consultees (the local planning authorities, NE, EH and the EA) to an environmental information session to update them on the development of the Scheme.
- 13.1.3 Accordingly, letters were sent by the Agency to the organisations listed in **Appendix 8**, offering to meet to discuss the Scheme proposals and the assessment findings set out in the PEI Report. (A copy letter sent to each environmental consultee is also attached in (**Appendix 8**)). Follow-up calls were made where necessary, to confirm the meeting arrangements.
- 13.1.4 The meeting included a short power-point presentation of the Scheme proposals, and assessment findings set out in the PEI Report. A copy of the presentation is attached in **Appendix 9**.
- 13.1.5 A summary of the meeting held is provided in **Table 69**. below, highlighting the main issues discussed.

Table 69 Environmental Information Workshop

Meeting	Environmental Information Workshop
Date	Tuesday 20th Jan
Meeting Agenda/Purpose of Meeting	To give SEBs further opportunity to familiarise themselves with the PEI Report, the findings of the environmental assessments and to discuss the Statements of Common Ground and the DCO process.
Main Issues Discussed/Key Issues Arising	<ul style="list-style-type: none"> - An introduction to the scheme and the main findings of the PEI Report. - Further meetings to be held with LPAs in February 2015 to discuss consultation comments and SoCG process. - The construction programme was discussed, key issues being night working, and cumulative effects in combination with other surrounding schemes such as Heathrow airport.

	<ul style="list-style-type: none"> - LPAs representatives agreed that it would be necessary to have consistency across all authorities in determining limits for dust and other construction effects - Many of the existing noise barriers would need to be removed in order to construct the scheme, and it is likely that these would need to be replaced with new barriers rather than re-instating the old ones. - All LPAs were interested in further details about the construction worksites. - Introduced the concept of Statements of Common Ground. Sign-off process for each council would be discussed at individual local planning authorities' meetings. - Suggested that the individual LPAs' meetings would need to include representatives from planning, transport and environmental health teams.
<p>Actions Undertaken</p>	<ul style="list-style-type: none"> - Further meetings have been held with local planning authorities, including, where possible representatives from planning, transport and environmental health teams. Meetings will continue to be held up to and beyond submission of the DCO. - Night working and cumulative effects are addressed in the ES and accompanying Outline CEMP.

13.1.6 Further consultation was undertaken with the 'host' local planning authorities on two specific issues, namely:

Schemes that may result in cumulative effects

13.1.7 An email was sent to the host local planning authorities requesting comments on cumulative developments that were considered in the PEI Report and any further developments or information to be considered in the ES. (A copy of the emails sent are included in **Appendix 34**. The Responses received are also set out in **Appendix 34**, and these have been reviewed and considered in compiling the list of schemes to be addressed in the cumulative assessment in the ES.

Viewpoints

13.1.8 An email was sent to the 'host' local planning authorities explaining that the viewpoints used in the PEI Report would be also used for the ES. This is presented in **Table 70 below**, along with the responses received.

Table 70 Viewpoints Consultation

Email sent
<p>Email 11th February 2015:</p> <p><i>Dear Sirs,</i></p> <p><i>I am writing regarding the SMART Motorway Project that the Highways Agency (the Agency) is proposing along the M4 between junctions 3 and 12. As you may be aware, as part of the recent public consultation on the scheme, a Preliminary Environmental Information (PEI) Report was prepared which includes information on environmental impacts related to the scheme based on assessment work done to date. Copies of the PEI Report were available at all consultation events and information points, as well on the Highways Agency's website: www.highways.gov.uk/roads/road-projects/M4-junctions-3-12.</i></p> <p><i>The PEI Report set out a number of "existing view" photographs, showing winter and summer views, which set the context for the visual impact assessment. Viewpoints were selected to give an indication of the range of existing views available and viewpoint photographs were taken in accordance with the Landscape Institute's Advice Note 01/11. Photographs were then stitched together to generate a panorama spanning approximately 90 degrees in the direction of the Scheme, being the full extent of view that will be experienced by the viewer at the selected viewpoint, when facing in that direction. The panoramas are shown on Drawing 8.3 in Volume 2 of the PEI Report.</i></p> <p><i>We have not received any consultation comments on the locations of these viewpoints, and therefore we are proposing to use the same viewpoints for the Environmental Statement.</i></p> <p><i>I hope that you are the correct person to contact about this? If not please could you pass this information onto the relevant person within your council?</i></p> <p><i>Kind regards,</i> <i>Caroline Soubry-Smith</i></p>
Response: Hillingdon
23rd Feb 2015
<p>Dear Caroline</p> <p>Thank you for your email of 11 February requesting feedback about the proposed locations of existing viewpoints of the M4.</p> <p>The selected viewpoints in the London Borough of Hillingdon are:</p> <ul style="list-style-type: none"> • VP10 From public footpath, Harmondsworth, looking north-west • VP11 From (residential) Wordsworth Way, West Drayton, looking south • VP12 From Repton Avenue (Sam Philips Recreation Ground), Hayes, looking south-east

These appear to be a valid and representative selection of potential visual receptors and correlate with some of the sites to which I previously referred.

One additional view point which should be considered is from Cranford Park (accessed from the roundabout junction of the A312 with the west-bound slip road onto the M4), looking north. As previously noted, this area is a visually / culturally sensitive with listed buildings, Green Belt, Public Open Space and the subject of a current HLF bid.

It is possible that either visual and /or acoustic mitigation will be required in association with the M4 proposals.

Kind regards

Principal Landscape Architect, Resident Services
 London Borough of Hillingdon, Civic Centre (4W.08), High Street,
 Uxbridge, Middlesex UB8 1 UW

27th Feb 2015

Dear Caroline

Our Conservation officer, Sarah Harper has also provided the following feedback with regard to additional views:

We would need to see what the impact would be on the immediate setting of the listed stable buildings and historic walled garden; from St Dunstan's Church and church yard and the views from the listed bridge. Views of the impact on the northern part of the park are also required. I think we may also need to look at more views from the Harlington CA, which directly abuts the M4 and some confirmation that views from the Harmondsworth CA would not be effected.

I trust this is clear, but should you require anything further, please come back to myself or Sarah Harper who is copied into this email.

Kind regards

2nd March 2015

Caroline

I have received the following comments from conservation and landscape officers:

re Cranford we would like to see views from the listed bridge at the main site entrance and also from the open space about half way along the drive, so that the visual impact of the works on the slip road can be considered. A view from the rear of the stables, the listed building nearest to the M4 needs to be included, as well of viewpoints from the back of St Dunstan's Church (shown). Views from the walled garden to the west of the stables, the orchard and from Crane Meadow should also be included. The proposed views from the centre of the park are ok.

The views from Harlington are ok, but could we also have a view from the field directly to the east, as this constitutes part of the setting of the conservation area and has been proposed for inclusion within it

by the local conservation panel. The view from Harmondsworth should be a 180 degree sweep. More generally, while the current view from Wordsworth Avenue (residential street) is representative of several residential streets which are situated along the north side of the motorway, there may be worse impacts on other residential areas - which we can't assess without knowing the precise scope / extent of work (namely the need to alter embankments / retaining walls, the removal of existing vegetation and acoustic fences)?
Kind regards

Response: Slough

Dear Caroline
Thank you your email.
The viewpoints are acceptable but presumably we will get a more detailed visual assessment of the impact of the proposed new bridges.
Kind Regards

Senior Planning Officer
Planning and Building Control Service

Action Taken

A number of additional photomontages are being prepared to address the additional requests received. Further photomontages may be prepared following further discussion to support consultation with local authorities once the DCO Application has been submitted.

14 OVERALL CONCLUSIONS

- 14.1.1 This Report records the full and detailed consultation process that has been undertaken with those consultees and communities, which commenced in earnest in March 2014 before the commencement of the development of the design process for the Scheme. This has continued throughout the pre-application stage up to the submission of the Application for the Scheme.
- 14.1.2 During the initial information exercise and the formal consultation period, the Agency has communicated with stakeholders representing the neighbouring and wider community interests. This includes 37 local authorities, 39 parish councils and 53 local councillors, approximately 150 prescribed consultees, 774 potential land interests and more than 235 local businesses.
- 14.1.3 Letters informing local residents of the Scheme, the initial information exercise and the formal consultation were issued to more than 26,000 addresses and the 11 host authorities were directly engaged in meetings and in working to contact “hard to reach” groups within the communities.
- 14.1.4 The importance of securing a range of consultation responses in line with the Consultation Strategy (set-out in Chapter 3) by involving local people and key stakeholders and gaining their views has been an essential part of this process.
- 14.1.5 The Report records the process of achieving that range of outcomes by referring to the consultation undertaken with the community, in first: providing them with relevant information at an early stage to inform their understanding of the smart motorway Scheme, and secondly to gain their views based on that information to inform the design of the Scheme and to understand any concerns they may have. These views are recorded in full in **Appendix 31** with a summary of the key issues raised and the Agency’s response to those set-out within this Report in relation to the consultation undertaken under s.47 and s.48 of the PA 2008. (See Chapter 10 of this Consultation Report) as to how the issues raised have been taken into account. How the responses to the further consultation undertaken were taken into account is recorded in full in **Appendix 28**.

- 14.1.6 In addition, the Report also records the consultation and engagement undertaken with statutory and technical consultees (along with land interests) relating to a range of possible environmental impacts and following the receipt of technical advice and comment to inform the design and assessment process. Again, the results of this exercise are recorded in full in **Appendices 29 and 30** with a summary of the key issues raised and the Agency's response to these set-out within this Report in relation to the consultation undertaken under s.42 of the PA 2008. (See Chapter 10 of this Consultation Report).
- 14.1.7 The Agency therefore considers, in its role as Promoter of the Scheme, that it has fulfilled its requirements for consultation under the PA 2008, having taken account of the responses received from consultations under s42, s47 and s48, which has resulted in changes and refinements to the Scheme proposals as outlined in Chapters 10 and 11 this Report.
- 14.1.8 The Agency appreciates and recognises the significant value that the consultation has provided to date as a result of information provided by the neighbouring communities and businesses, the local authorities and statutory bodies and other key stakeholders.
- 14.1.9 The communications and relationships during this consultation period have provided an opportunity for the Agency to address some of the concerns expressed during the consultation within the Scheme design. The on-going liaison and communication with the stakeholders identified during the process has provided a valuable foundation for on-going neighbourhood community engagement throughout the development and, should consent be granted, the delivery of the Scheme.