

Answers to Inspector's questions

As part of the DCO process for the Highways England proposal of developing the M4 into a Smart Motorway between junctions 3 to 12 the Inspector has issued a series of 1st round questions. The following are the answers to those that SBDC feel are relevant to the issues concerning the district as a consequence of the scheme.

Question No	SBDC Response
1.3	Although the proposal now includes low-noise surfacing along the whole scheme, it is still not clear whether sufficient mitigation has been proposed in South Bucks District in view of concerns from the Environmental Health Officer as well as local residents near the M4 who consider that the additional lanes will bring traffic noise closer to residents.
1.4	Highways-related issues in South Bucks are dealt with by Buckinghamshire County Council
1.6	Prior to the hiring of the contractor HE mentioned that they planned to use standardised steel constructions that would require minimal maintenance for all bridges along the scheme. However there has been insufficient detail to determine whether this would ensure good design. More information on their likely impact on the setting of historic parks, conservation areas and Green Belt in South Bucks is needed.
2.1	At present the council is preparing a new Local Plan to succeed the current Local Plan and 2011 Core Strategy. However this is due to be adopted in 2018, following the Initial Consultation and Call for Sites closing in April 2015. HE should be aware of any new evidence that may arise as this process progresses.
2.2	<p>The key policy areas of concern for SBDC are:</p> <ul style="list-style-type: none"> - L4 River Thames Setting (how the Thames Bray Bridge development will impact the River Thames setting) - L10 Felling trees protected by a TPO (there is currently no details of how many protected trees will be lost and mitigation guidance should any be knocked down) - TR10 HGVs (details of potential haul routes have still not been provided and there is still concern over the potential impact on Iver as a result of additional HGVs in an area that already experiences an unacceptable volume together with the cumulative impact of other national infrastructure proposals.
2.3	Yes- planning permission has been granted for the redevelopment of the former Wyeth Pharmaceuticals building for office use on Huntercombe Lane South and this may be hindered by the proposal during the construction phase.
2.4	No it is not compatible with local strategies designed to promote sustainable transport. There will be a negative impact on the cycle and walking network within the Colne Valley Park as a result of the proposed year long closure of the bridge at Old Slade Lane and also there will be a possible impact on the Thames Path national trail and Jubilee River rights of way during the construction of bridges in Dorney.
3.1	There will be some localised impacts on openness particularly in Dorney however the majority of the scheme will be located on land that is already developed. The District will mainly be impacted by the need of land for the construction process and the amount of land required to raise the roads enough to service the new bridges, with some needing to be over 1metre higher than they are at present. Precise details of this have not been provided to date.
3.2	Within the South Bucks District it is anticipated that there will be little impact in context of the motorway generally with there being not much permanent land take. The gantries are expected to have no impact on the 5 purposes of the Green Belt.

3.3	There is only 1 compound located within the South Bucks District within the centre of Junction 7. With this being a temporary use, providing it is fully restored to its previous GB use then there are no concerns.
4.1.1	The one aspect of the process which is of concern is that of factoring in potential future developments in emissions reduction from vehicles. Current developments indicate recorded improvements are not always reliable and therefore the impact on No2 and particulates in the district could be larger than predicted. This has ramifications for High and Medium value receptors identified as being at risk due to the scheme.
4.1.4	Due to the large number of national infrastructure projects proposed to be constructed within the district, our main concern is the impact on resources on the Local Authority. As part of the scheme HE should enter into a PPA or SLA to assist in monitoring and processing consents for the M4, HS2, WRA and other projects to reduce the burden on the LPA.
4.1.8	To date there has not been any detailed designs so for this reason we cannot comment
4.2.4	To date there has not been any detailed designs so for this reason we cannot comment
4.2.11	This has not been agreed to date
4.4.3	Issue for Buckinghamshire County Council
4.6.2	South Bucks has not had a formal approach relating to Air quality. See SOCG.
4.6.4	To date this has not been agreed with SBDC
4.6.6	To date this has not been agreed with SBDC
4.6.8	No. All Major infrastructure projects of whatever stage should have regard to each other.
4.7.1	South Bucks is satisfied that the sensitive receptors have been identified; however we are less sure that the full impact on all of them has been fully identified.
4.7.2	No
4.7.12	There is a possibility that the construction of HEX depot at Iver and Langley, WRA at Iver and Langley, M4 widening and Heathrow expansion could all begin construction during the same period and all generate significant HGV movements on the same roads in the Iver area, with the HEX proposal alone set to require 500 HGVs to deliver materials to the construction site. One potential solution to this issue is the proposed Iver Relief road in conjunction with HEX and WRA proposals. Financial support from all scheme promoters requiring HGV movements through the area would help mitigate this issue.
4.8.1	The residents of Burnham Abbey and the surrounding Huntercombe Conservation Area have outlined a number of concerns related to the potential impact of the scheme on the area. This has been summarised and included in the SBDC and BCC LIR.
5.	Highways-related issues in South Bucks are dealt with by Buckinghamshire County Council
5.7	At present the proposal for rebuilding the bridge along Old Slade Lane is still not agreed. The Council supports the Colne Valley CIC's stance with the closure of the bridge causing a major disruption to one of the main footpath and cycleways in the park.
7.1	The current evidence suggests that the proposed scheme would not improve the quality of life for the local residents in South Bucks in close proximity to the M4. Particular concern is for the residents of the Huntercombe Conservation Area and Burnham Abbey where additional noise and vibration pollution would have a serious impact on the quality of life for residents and businesses.
7.2	Not agreed.