

THE PLANNING ACT 2008

M4 (JUNCTIONS 3 TO 12) (SMART MOTORWAY) DEVELOPMENT CONSENT ORDER APPLICATION

PINS REFERENCE NO: TR010019

Document 1
Note on Response to Relevant Representations
Deadline I - 2 October 2015

Introduction

1. In accordance with the letter of the Examining Authority of 11 September 2015, issued pursuant to Rule 8 of the Infrastructure Planning (Examination Procedure) Rules 2010, this is the response of Highways England, the applicant for the proposed M4 (Junctions 3 to 12) (Smart Motorway) Development Consent Order (the "Application"), to the relevant representations submitted by interested parties.
2. There are three documents which form Highways England's response to the relevant representations as follows:
 - 2.1 **Document 1** - This introductory note to the response to relevant representations.
 - 2.2 **Document 2** - A response to the relevant representations of Campaign for Better Transport ("CBT") and Friends of the Earth ("FOTE"), and those representations that are connected with the campaign against the Scheme of those two bodies, as explained below.
 - 2.3 **Document 3** - A tabulated response to the relevant representations that do not flow from the CBT and FOTE relevant representations.
 - 2.4 **Document 4** - A tabulated response to the representations of the Greater London Authority and Network Rail, which were received after the close of the deadline for receipt of relevant representations.

Document 2

3. As part of its opposition to the Application, CBT launched a campaign in June 2015, urging

its supporters to file relevant representations raising concerns about the M4 (Junctions 3 to 12) Smart Motorway Scheme (the "Scheme"). An example of the information produced by CBT is provided at **Appendix 1** to this document. FOTE launched a similar campaign, details of which can be found at **Appendix 2**. As can be seen from the information provided at **Appendix 1** and **2**, CBT and FOTE suggested that representations were made on the following issues:

- 3.1 Air, noise and light pollution;
 - 3.2 Safety;
 - 3.3 Carbon emissions;
 - 3.4 The consideration of alternatives; and
 - 3.5 Impact on the landscape.
4. As a result of the campaigns by CBT and FOTE, a number of relevant representations were submitted to the Planning Inspectorate that are very similar in nature. As such, Highways England considered that it would be appropriate to respond to these representations collectively.
5. The response to these representations is therefore provided in **Document 2**, via the response to relevant representation number 243, being the relevant representation submitted on behalf of CBT, and relevant representation number 244, which is the relevant representation submitted by FOTE. The relevant representations covered in **Document 2** are: 3-5, 7-10, 13-15, 23-24, 36, 39, 41-43, 48, 55, 57-58, 63-64, 66-67, 76, 78-80, 85-87, 90, 95-96, 98, 103-106, 108-110, 112, 114-117, 122, 127-128, 132, 134-137, 139-142, 144-145, 148, 150-152, 154, 157-160, 164-165, 169, 180-182, 185-186, 188, 191-194, 196, 207, 210, 214-215, 217-218, 222, 225, 228, 230, 243-244, 252, 254-258, 261-262, 270-272, 275, 285-288, 310-312, 315-317, 320-321 and 324.

Document 3

6. Highways England's response to the relevant representations which, in its view, do not relate to the campaign by CBT and FOTE is provided at **Document 3**.

Document 4

7. Highways England's response to the representations of the Greater London Authority and Network Rail, which were received after the close of the deadline for receipt of relevant

representations, but which were accepted for consideration in the Examination by the Examining Authority.

DLA Piper UK LLP

On behalf of Highways England

2 October 2015