

DEADLINE IV RESPONSES - SITE INSPECTION REQUESTS

ADDITIONAL REPRESENTATIONS

HIGHWAY ENGLAND'S RESPONSE

1. SITE INSPECTION REQUESTS

1.1 Provide a summary of air quality receptors and Scheme impacts in the Cranford Park area; specifically from Fuller Way to Junction 3

Highways England Comment

1.1.1 Receptors in this area are summarised on Drawing 6.15 (Application Document Reference APP-356 and APP-357), and specifically on insets 6.15c and 6.15d.

1.1.2 All receptors are predicted to experience annual mean concentrations below the annual mean objective value for NO₂ of 40 µg/m³, with a maximum concentration of 34.3 µg/m³ closest to the M4. The maximum predicted increase in NO₂ at these receptors is imperceptible at +0.2 µg/m³. In addition, four receptor points were modelled to the south of the M4, adjacent to the westbound off slip for junction 3, and to the east of Cranford Park. These receptors are also predicted to be under the 40µg/m³ annual mean objective for NO₂, with a maximum concentration of 30.7 µg/m³ and a maximum increase from the Scheme of +0.1 µg/m³ (also imperceptible).

1.1.3 The appropriate air quality limit value (detailed in The Air Quality Standards Regulations (2010)) for public exposure in an area such as Cranford Park for NO₂ would be the 200 µg/m³ air quality hourly objective (not to be exceeded more than 18 times per year), rather than the annual mean objective.

1.1.4 As set out in paragraph 6.2.79 of the ES, if annual mean concentrations are predicted to be below 60 µg/m³ then the hourly average NO₂ objective is unlikely to be exceeded. As all receptors modelled in this area are predicted to experience annual mean concentrations of NO₂ below 40 µg/m³, it can be concluded that the hourly objective would also be achieved at these locations. These receptors are a similar distance from the M4 as Cranford Park. On that basis, Highways England has concluded that the hourly objective is unlikely to be exceeded in the Park and would not contribute to the overall evaluation of significance for the Scheme.

1.2 Provide a table of key air quality receptor locations by site visit location

Highways England Comment

1.2.1 A copy of a table showing the key air quality receptor locations by site visit location is provided in Appendix A.

1.3 Provide information on the existing and proposed noise barriers in the Cranford Park area

1.3.1 The existing and proposed new noise barriers for this area, assumed in the noise assessment and reported in the ES (Application Document Reference 6-1, APP-

152), are shown in Sheet 15 of Drawing 12.2 of the ES (Application Document Reference 6-2).

- 1.3.2 The predicted short term changes in noise levels for this area are shown in Sheet 15 of Drawing 12.4 of the ES (Application Document Reference 6-2, APP-268). Negligible or minor noise reductions are predicted.
- 1.3.3 The predicted long term changes in noise levels for this area are shown in Sheet 15 of Drawing 12.5 of the ES (Application Document Reference 6-2, APP-272). Negligible noise reductions are predicted.
- 1.3.4 “Negligible” is defined differently when referring to short term or long term impacts. For the short term, a negligible change in noise level is less than 1 dB. For the long term, a negligible change in noise level is less than 3 dB.
- 1.3.5 On the accompanied site visit to both sides of the M4 between Fuller Way subway and Junction 3, the Examining Authority and interested parties suggested that there were some inconsistencies between the existing noise barriers and those assumed in the noise modelling work for Cranford Park. Highways England has made the following commitments (secured under Requirement 22, Schedule 2 of the revised Draft DCO submitted at Deadline III):
 - 1.3.5.1 Any existing noise barrier not fit for purpose due to poor condition will be replaced with a new noise barrier; and
 - 1.3.5.2 Any barrier assumed to be a noise barrier in the noise modelling work, and which subsequently is identified as not being a noise barrier, will be replaced with a new noise barrier.
- 1.3.6 Existing noise barriers are included in the Do Minimum (i.e. without the Scheme) and the Do Something (i.e. with the Scheme) scenarios in the noise modelling work. Consequently, where either of the situations above prevail, the actual beneficial noise changes resulting from the operation of the Scheme will be an improvement on those reported in the Environment Statement (Application Document Reference 6-1, APP-152).
- 1.3.7 Highways England is current undertaking further survey work to assess the condition, heights and extents of the existing noise barriers to both sides of the M4 between Fuller Way subway and Junction 3.

THE PLANNING ACT 2008

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

TR010019

Site Inspection Requests - Responses

**Appendix A - Table Showing Locations of Air Quality
Receptor Locations**

Deadline IV - 26 November 2015

M4 J3 – 12 Smart Motorway

Summary Sheet with Site Visit Location

Air Quality summary of receptors above the objective value for annual mean NO₂, where a small or medium increase is predicted with the Scheme.

Site Visit Location	Receptor Reference	Magnitude of Change	Drawing Number	Location Description	AQMA ?	
Day 3 Location 7*	A247	Small	Drawing 6.11c	Spackmans Way, Chalvey	Slough AQMA	
	A248	Small				
	A249	Small				
	A250	Small				
	A251	Small				
	A252	Small				
	A253	Small				
	A254	Small				
Day 3 Location 8*	A322	Small	Drawing 6.11d	Winvale, Upton Park	Slough AQMA	
	A322_1	Small				
Day 3 Location 6*	X30	Small	Drawing 6.11b	Paxton Avenue, Chalvey		
Day 1 Location 1a	X47	Medium	Drawing 6.5b	A329, Emmbrook		Wokingham AQMA
Day 1 Location 1b	A65	Medium	Drawing 6.5a	King St Lane (west), Sindlesham		
	A65a	Medium				
	A65b	Medium				
	X612	Medium		King St Lane (east), Sindlesham		
Day 3 Location 2a	X35	Medium	Drawing 6.10	Lanke End Road, near junction 7	South Bucks AQMA	
Day 3 Location 1 meeting point	X36	Medium	Drawing 6.10a	Meadow Way, Dorney		

* Proposed Site Visit locations – site visits not undertaken on Day 3