

For the attention of Richard Price, Case Manager
Examining Authority
Planning Inspectorate
3/18 Eagle Wing
Temple Quay House
2 The Square
Bristol BS1 6PN

From Robin Brown
Hayes Community Development Forum



Your reference: TR010019

Interested Party reference: 10031720
29th January 2016

Dear Richard Price

Re: Planning Act 2008 (as amended) Section 88 and the Infrastructure
Planning (Examination Procedure) Rules 2010 (as amended)
Application by Highways England for an Order Granting Development Consent for the proposed M4
Junctions 3 to 12 Smart Motorway

For 'Deadline VI': Comments on submissions made for Deadline V, 8th January 2016 by Robin Brown
on behalf of the Hayes Community Development Forum
I refer to the Panel's Questions and the responses made.

Answer to Environment & Noise

4.2.1 Cranford Park & 4.7.3 Enhanced Noise Strategy.

Great concern continues to be voiced at the lack of an effective acoustic and visual barrier alongside Cranford Park, particularly in the vicinity of the heritage assets.

Again, it is not understood why the proposed 3.5m high acoustic barrier (ref EM33) ends at the Park subway (circa 11220 chainage) and does not continue further east, albeit not necessarily at the same height. Previously it was assumed that there existed a circa 1.8m high acoustic barrier along the east bound carriageway and this informed the noise modelling. However, now a substantially higher barrier is proposed which seems to indicate that the noise climate from the scheme is predicted to be greater than could have been mitigated by the original 1.8m high barrier. If this is the case then the noise climate could be geographically more extensive and include homes in Cranford lying to the east of the Park's subway.

Answer to Environment & Noise

4.2.2 Harlington Village CA & 4.7.3 Enhanced Noise Mitigation Strategy

It is noted that additional barriers are recommended (ref EM34) and the Panel will be revisiting this location. This improvement will go some way to tackling the objections and concerns raised at the lack of mitigation in this area.

Air Quality

4.6. Defra's Improving Air Quality in UK Overview document, 17th December 2015 explains at para 191 "that Highways England will aim to, inter alia, explore and implement new and innovative approaches...on the motorway and truck road network to improve air quality". I would request that the M4SM scheme benefit from this and from the building of a clear picture of pollution through improved monitoring and active management to reduce air pollution.

Draft Development Consent Order

8.28 reR22(3) – typing error query.

Answer to Noise

4.7.1 & 4.7.2 hours of working/CEMP

At the open session held on 19th November 2015, on behalf of the Forum, I asked for the acoustic barriers, which were to be part of the (enhanced) noise strategy, to be in place before construction of the scheme. And I would now add, for clarity, relevant stretches of barrier to be in place at those locations where work was about to commence. This would assist in mitigating the likely adverse impact of unsocial hours work on the many residents in the vicinity, as in Cranford. Notwithstanding Highway England's proposed typing correction, I request that this approach to mitigation be adopted. I would also draw attention to the good practice adopted by Crossrail in providing temporary acoustic barriers around noisy work sites and extensively notifying local residents of work activities.