

SOUTH BUCKS DISTRICT COUNCIL

WRITTEN REPRESENTATION

HIGHWAYS ENGLAND'S RESPONSE

1. *South Bucks District Council Summary of the Second Environment Hearing on the M4 Smart Motorway Junctions 3-12, 10-11th February 2016.*
2. *Thank you for the opportunity to present our outstanding concerns at the above hearing. As requested below is a summary of what was said in relation to South Bucks District Council (SBDC). We would like to clarify that we support the other Council's concerns raised at the hearing which require resolution ahead of commencement.*
3. *Additionally SBDC would like to raise that Highways England (HE) has not held talks with SBDC since submission of the Statement of Common Ground in October with regard to resolving the outstanding Matters not Agreed.*

Highways England Response

- 3.1 Highways England has continued to engage with South Bucks District Council since the submission of the Statement of Common Ground in October 2015. Such engagement has included:
 - 3.1.1 Accompanied Site Inspection in November 2015;
 - 3.1.2 Emails regarding the revised Environmental Masterplan in November 2015;
 - 3.1.3 the Air Quality policy meeting in February 2016;
 - 3.1.4 Accompanied Site Inspection in February 2016; and
 - 3.1.5 In addition, Highways England responded to South Bucks District Council's comments in its responses to Deadline V and Deadline VI.
- 3.2 Highways England will continue to liaise with South Bucks District Council in order to discuss the 'Matters not Agreed', and to finalise the Statement of Common Ground, but this is likely to be outwith the Examination.

Noise and Vibration

4. *SBDC understand that night time and weekend works are required as part of the process and that this is an aspect that is dealt with through Section 61 with the contractor. Additionally SBDC welcomes the improvement of barrier protection along both sides of the Motorway in the Dorney Reach area as part of the revised Enhanced Noise Mitigation Study.*

Highways England Response

- 4.1 Highways England confirms that the construction noise and vibration levels will be managed through the applications under Section 61 of the Control of Pollution Act 1974 with the relevant local authorities.
- 4.2 Highways England welcomes South Bucks District Council's view on the additional noise barrier proposals in the Dorney Reach area.

Traffic Forecasting

5. *SBDC supports Buckinghamshire County Council (BCC) in its views regarding traffic forecasting with BCC being the lead Traffic Management Authority in Buckinghamshire. SBDC still objects to the impact of the construction of the scheme on the local road network in the district.*

Highways England Response

- 5.1 Highways England notes South Bucks District Council's expression of support for the views of Buckinghamshire County Council in respect of the traffic forecasting for the M4 Junctions 3 to 12 Smart Motorway scheme (the "Scheme"). Highways England refers South Bucks District Council to Highways England's response to Buckinghamshire County Council's written representation, that has been submitted at Deadline VIII.
- 5.2 Highways England also notes that South Bucks District Council has stated its objection to the impact of the construction of the Scheme on the local road network in the district. Highways England will continue to engage with Buckinghamshire County Council, as the local highway authority, in respect of these matters and once again would refer South Bucks District Council to the response to Buckinghamshire County Council's representation.

Air Quality

6. *The air quality specialist at SBDC was content with the assurances provided at the Highways England workshop on the 09/02/2016. However the M4 with the South Bucks District is an Air Quality Management Area and SBDC still has serious concerns with regards to the potential increase in pollutants as traffic on the M4 increases. These pollutants should therefore be continuously monitored and steps taken if there is a risk to health in the future.*

Highways England Response

- 6.1 The air quality effects of the Scheme have been assessed in line with best practice to minimise uncertainty. Significant air quality effects as a result of the Scheme are not predicted overall and nor is a compliance risk in relation to EU Limit Values predicted, as set out in Table 6.22 of Chapter 6 of the Environmental Statement (Application Document Reference 6-1, APP-146). On this basis, air quality monitoring and mitigation is not proposed for the operational phase of the Scheme, as Highways England has explained previously to the Examination, most recently in its written summary of the oral representations made at the Issue Specific Hearing into the Environment, submitted at Deadline VII.

Water Environment

7. *SBDC fully supports BCC in its views regarding Flood Risk with BCC being the Lead Flood Authority in Buckinghamshire.*

Highways England Response

- 7.1 Highways England notes South Bucks District Council's expression of support for the views of Buckinghamshire County Council in respect of the flood risk for the Scheme. Highways England refers South Bucks District Council to Highways England's response to Buckinghamshire County Council's written representation, that has been submitted at Deadline VIII.

Other Matters

8. *SBDC welcomed the update by HE to consider other Significant Infrastructure Projects in its modelling to avoid there being an unmanageable impact on the local roads.*

Highways England Response

- 8.1 Highways England provided its response at Deadline V to the question E4.9.1 (REP5-004), raised by the Examining Authority, in connection with any cumulative construction impacts that would arise as a result of works on HS2 and HEX during the same period as works on the Scheme. Highways England has agreed with Buckinghamshire County Council to undertake traffic surveys during March 2016 at specified locations in the county and which include routes within South Bucks, following which it will review its assessments of the forecast impacts arising during the construction of the Scheme in 2020.
9. *Additionally SBDC objects to the fact that no suitable mitigation has been found to reduce the impact of the Old Slade Lane over-bridge. There will be severe disruption to a prominent Colne Valley Path for the majority of a year and SBDC urge HE and BCC to finalise a suitable action plan that does not involve the use of the 6km detour.*

Highways England Response

- 9.1 Highways England considers that the diversion routes proposed in the Environmental Statement (Application Document Reference 6-1, APP-153) follow the most appropriate route available. However Highways England would be pleased to discuss with South Bucks District Council any alternative routes which they consider to be more suitable.
10. *If Highways England or the Planning Inspectorate require any further information from SBDC on these matters then please do not hesitate to get in touch.*