From:	Andrew Chugg
То:	M4 Junction 3-12 Smart Motorway
Subject:	FW: SMART M-WAY @ Junctions 3 to 12, M4 Motorway (221310)
Date:	26 May 2022 18:06:44
Attachments:	SMART M-WAY NMA LPA response.pdf
	<u>00148501.pdf</u>
	DCO comments.pdf
	<u>00148500.pdf</u>
	National Highways letter NMA.pdf

Dear PINS

Please find attached this Council's comments on the non-material amendment request to the original SMART M-WAY Development Consent Order (DCO).

Many thanks

Andrew Chugg MRTPI Team Manager, Development Management Development Management and Regulatory Services | Wokingham Borough Council | Shute End | Wokingham | Berkshire | RG40 1BN

Please note, this email is an opinion of an officer of this council which is of an advisory nature only, and is given without prejudice to any formal decision taken in respect of development under the Town and Country Planning Act.

Please submit your application electronically via the Planning Portal website at: <u>https://www.planningportal.co.uk/</u> The Council has introduced a procedure whereby applications which are still missing plans, documentation or a fee after 28 days will be closed and where a fee has been paid it will be returned. This will not prevent you from resubmitting a fresh application at a later date.

Please view our new highways development advice webpage and new Highway Design Guide on <u>https://www.wokingham.gov.uk/planning-policy/advice-for-developers/highways-development-advice/</u>.

Private: Information that contains a small amount of sensitive data which is essential to communicate with an individual but doesn't require to be sent via secure methods.

From: Andrew Chugg Sent: 26 May 2022 14:37 To: M4 J3 to 12 Smart Motorways

Cc: Brian Conlon Subject: SMART M-WAY @ Junctions 3 to 12, M4 Motorway (221310)

FAO Lynn Stinson,

Dear Lynn,

Please find attached the Council's response to the above consultation on a non-material amendment request to the original SMART M-WAY DCO. I have also attached our previous communications for completeness.

Many thanks

Andrew Chugg MRTPI Team Manager, Development Management Development Management and Regulatory Services | Wokingham Borough Council | Shute End | Wokingham | Berkshire | RG40 1BN

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Date: 26 May 2022 Your ref: 20220428-NMC-113800 WBC ref: 221310



Lynne Stinson Programme Manager National Highways 2 Colmore Square Birmingham B4 6BN

Development Management &
Compliance
P.O. Box 157
Shute End, Wokingham
Berkshire, RG40 1BN
Т

Dear Ms. Stinson,

Applicant Name: Ms. Lynne Stinson, National Highways. **Site Address:** Junctions 3 to 12, M4 Motorway.

Proposal: THE M4 MOTORWAY (JUNCTIONS 3 TO 12) (SMART MOTORWAY) DEVELOPMENT CONSENT ORDER 2016 (S.1. 2016/863). SECTION 153 OF THE PLANNING ACT 2008, REGULATION 7 OF THE INFRASTRUCTURE PLANNING (CHANGES TO, AND REVOCATION OF, DEVELOPMENT CONSENT ORDERS) REGULATIONS 2011 (AS AMENDED). CONSULTATION ON AN APPLICATION TO MAKE A NON-MATERIAL CHANGE TO THE ABOVE DEVELOPMENT CONSENT ORDER.

Thank you for consulting Wokingham Borough Council on the above and I confirm that we have no comments to make in respect of highway or landscaping matters.

I have yet to receive any response from our Environmental Health department, however, I would stress that the Council is keen to ensure that these revisions do not renege on the mitigation measures agreed under the Development Consent Order (DCO) for air quality and noise issues.

Moreover, as indicated in our earlier responses (please see attached), we strongly urge National Highways to go much further than just 'adequate' levels of mitigation and implement optimal measures to improve the existing situation for Wokingham residents.

Yours Sincerely,



Andrew Chugg <u>Planning</u> DM Team Leader (Senior Specialist) Date: 22nd January 2016 Your ref: M4312-AFP299 Our ref: CON/2015/1380



WOKINGHAM BOROUGH COUNCIL

Environment Service
Development Management Team
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
DX: 33506 - Wokingham

FAO Richard Price (National Infrastructure Case Manager) Major Applications & Plans Planning Inspectorate Temple Quay House Temple Quay Bristol BS1 6PN

Dear Mr. Price,

APPLICATION BY HIGHWAYS ENGLAND FOR AN ORDER GRANTING DEVELOPMENT CONSENT FOR THE PROPOSED M4 (JUNCTIONS 3 TO 12) SMART MOTORWAY.

Further to my letter of 10th December, I thank you for consulting Wokingham Borough Council on the recent Enhanced Noise Mitigation (ENM) study as proposed by Highways England.

In addition to comments provided by this Council's Planning and Environmental Health departments, I would like to take the opportunity to submit the following comments as the Executive Member of the Council for Planning and Transport, and on behalf of other elected members and residents in the borough.

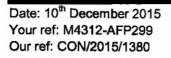
I note that in some places a 3.5m high noise barrier is proposed whereas in others only a 2.0m high structure is intended; e.g. within Embrook on the northern side of the bridge (EM9). I would wish to see a consistent approach to noise attenuation with 3.5m high barriers being provided in the necessary locations throughout the whole of the borough.

Please consider this information in your assessment of the above Development Consent Order.

Yours sincerely,

Councillor John Kaiser

(Executive Member for Planning and Highways)





WOKINGHAM BOROUGH COUNCIL

FAO Richard Price (National Infrastructure Case Manager) Major Applications & Plans Planning Inspectorate Temple Quay House Temple Quay Bristol BS1 6PN

Environment Service	
Development Management Team	
P.O. Box 157	
Shute End, Wokingham	
Berkshire RG40 1WR	
Ν	
DX: 33506 - Wokingham	

Dear Mr. Price,

APPLICATION BY HIGHWAYS ENGLAND FOR AN ORDER GRANTING DEVELOPMENT CONSENT FOR THE PROPOSED M4 (JUNCTIONS 3 TO 12) SMART MOTORWAY.

Thank you for consulting Wokingham Borough Council about this national infrastructure project. I understand that the Statement of Common Ground (SoCG) has been agreed between this Council's Planning (Development Management) department in conjunction with its professional consultees and Highways England. In addition to this, I wanted to take the opportunity to submit my comments as the Executive Member of the Council for Planning and Transport, and on behalf of other elected members and residents of the borough.

I and other elected members of Wokingham Borough Council accept the benefits of having a major infrastructure route running through the borough. In improving traffic flows along the M4, I support the Smart Motorway project in principle especially given the exceptionally high levels of car ownership in the borough. However, I feel that it is highly important to reiterate that within Wokingham borough there are thousands of residential properties that lie within very close proximity of the M4. The residents of these properties have suffered significant noise and air quality problems for many years and I believe that this proposal represents a generational opportunity to significantly improve the quality of life for these people through mitigating the impact of this project.

As a result of the above, I implore that the Planning Inspectorate insists that Highways England go much further than require that just 'adequate' levels of mitigation measures for air quality and noise are implemented. Rather, I strongly urge that optimal mitigation measures to improve the situation for long suffering Wokingham borough residents are secured as a result of this proposal, and controlled through the Development Consent Order should the Planning inspectorate be minded to grant this application.

No doubt that you have already received communications from Wokingham Ward Councillors on this matter and I have appended herewith copies of the original e-mails that have been forwarded to me; I apologise if this causes any unnecessary duplication. For completeness, I reiterate the key concerns of Wokingham Councillors that have been raised below:

• The Planning Inspectorate is under a duty to ensure that applicants not only avoid and mitigate environmental and social impacts and also provide evidence that they considered reasonable opportunities to deliver benefits as part of the scheme; paras. 3.3 and 5.15 of the National Policy Statement for National Networks (Dec 2014) refers.

- Noise barriers should be considered adjacent to Old Forest Road, Ashton Road, Commons Road and Lowther Road, Bredon Road, Beckford Close, Summerfield Close, Toutley Road and Simons Lane, Embrook.
- Noise barriers should be provided on both sides of the motorway, especially around Earley/Shinfield, to avoid noise echo.
- Low noise surfacing should be provided throughout.
- Additional air quality monitoring should be provided.
- Consideration should be given to a 'low-emission zone' along the M4 that would keep vehicles that lead to increased pollution off the motorway.
- Additional bunds and tree/woodland planting should be proposed.
- Comments from the Mid-West Berkshire Local Access Forum (representation no. 209) should be taken into account.
- The Council wishes to be consulted on the 'enhanced mitigation strategy' to be prepared by Highways England.
- Houses closest to the M4 are the estates off Ryhill Way and Bradmore Way; the worst affected being those at 28-34 Finbeck Way and 30-40 Notton Way. Other nearby effected properties include: 39-67 Maitby Way, 5-8 Heacham Close, 42-64 Notton Way, 7-12 Tickhill Close, 17 Worrall Way, 23-27 Bradmore Way, 11-25 Rainworth Close, 1-5 Farnsfield Close and properties in Cutbush Close, Redhouse Close, Manea Close, Wimblington Drive, Bottisham Close, Wild Close, Harlton Close, Gregory Close, Bassett Close, Whitcham Close, Paddick Drive, Chesterment Way, Swanmore Close, Edenham Close, Carters Hill and Toseland Way.
- Closing off the emergency lane (hard shoulder) is not welcome.

Moreover, and as outlined within paragraph 4.5 of the SoCG, the Council wishes to reserve in position in respect of the proposals impact on the local highway network until outstanding questions over the modelling data used by Highways England has been resolved.

I hope this information provides a clear position on this Council's view of this application and reiterate that we wish to continue to have dialogue with Highways England on the matters raised in the SoCG.

Yours sincerely,

Councillor John Kaiser

(Executive Member for Planning and Highways)

Enc:

- Statement of Common Ground (SoCG)
- Further correspondence from Ward Councillors

Warren House, Carters Hill, Arborfield, Reading RG2 9JJ

To whom it may concern:

I understand it is likely that the M4 motorway will become a 4 lane Smart Motorway.

As a resident at Carters Hill close to the M4 we already hear the constant noise of traffic to an uncomfortable level most of the time this increases further with a change of wind direction and when conditions are wet. We are concerned that the changes to the motorway together with the continual increase in traffic levels will add to an already significant problem for us.

I understand there has been mention of barriers being erected to lessen the effect on Lower Earley. Should this happen it will then rebound noise in this direction. Also, should barriers be erected in the Winnersh area this will funnel noise this way. Woodland planting would be a more acceptable barrier but on both sides.

Please put forward our above views should any barriers be considered.

Thank you,

Liz Connolly

From:Sent:30 November 2015 15:13To:Clare Lawrence; Jacqui DuGard; Andrew Chugg; John Kaiser(private)Subject:FW: M4 Submissions

Clare

Here is another submission made to the Planning Inspectorate.

Best wishes

Norman Jorgensen

From: Tim Holton	
Sent: 19 November 2015 17:40	
To: 'M4Junction3to12@pins.gsi.gov.uk'	< <u>M4Junction3to12@pins.gsi.gov.uk></u>
Cc: 'Norman Jorgensen'	
Subject: M4 Submissions	

Talking with my fellow Wokingham Borough Councillor Norman Jorgensen I have been informed you are requesting additional information as to areas which suffer from the excessive noise that the M4 currently produces. So as a further submission I would like to mention

Cutbush Lane Red house Close Manea Close Wimblington Drive Bottisham Close Wild Close Harlton Close Gregory Bassett Close Whitcham

Paddick Drive Chesterment Way Swanmore Close Edenham Close

I personally live on Toseland Way which has numerous roads between us and the M4. During the summer it can be tough call between the continual drone of the cars on the motorway and the heat if the window remains closed.

Regards

Tim Holton 23 Toseland Way Lower Earley RG6 7YA

Representation No. 153 Clir Gary Cowan 1 Barker Close Arborfield RG2 9NQ

Dated 26th November 2015

My initial comments remain but I would like to add some additional points which I would like the Inspector to consider. They are as follows. The M4 Motorway was constructed a very long time ago and it would not meet the modern criteria for motorway construction if applied today.

The environmental impact on residents is a key consideration and need to be considered along with my previous comments which state that the additional traffic generated noise and increased air pollution levels need to be addressed initially with a low noise surface, air quality monitoring and ideally a low emission zone so keeping vehicles that lead to increased pollution are not permitted on the motorway.

Noise can be affected by wind direction, funnel effect, rebounding and echo and for this reason barriers must extend along both sides of the motorway to minimise this as if not the noise depending on environmental conditions that would protect some residents will be doing so at the expense of others.

In addition bunds and tree planting along with noise barriers which are very common practices on continental motorways should be considered as well as noise barriers as they have the added advantage of muffling noise and significantly reducing pollution while providing some respite for local wildlife. Where at all possible a combination of all these along with a low noise surface must be the best environmental option available.

I note and support the comments from representations numbers 2, 47 and 56 which raise very similar concerns to me mainly centering on the most important need to protect existing residents from the environmental impacts the Smart Motorway will bring.

To that I would add those of the Mid West Berkshire Local Access Forum (representation number 209) which are very comprehensive and I would ask the inspector to take them into consideration.

For the record my previous comments were "The motorway must use low noise surfaces and have proper noise suppression barriers along both sides of the section in question. Increased traffic will increase noise levels to which all residents must be protected against. In addition air quality monitors must be in place to guard against rises in pollution as a direct result of increased traffic plus consideration given to establishing a low emission zone".

Councillor Gary Cowan. Wokingham Borough Council Member for Arborfield

From:Sent:30 November 2015 12:53To:Clare Lawrence; Jacqui DuGard; Andrew Chugg; John Kaiser(private)Subject:FW: M4 Junctions 3 to 12 Smart Motorway - 151106_TR010019_NormanJorgensen
re North Wokingham

Clare

Here is another additional submission I made to the Examination.

Best wishes

Norman

From: Norman Sent: 24 November 2015 13:43 To: M4 Junction 3-12 Smart Motorway Subject: M4 Junctions 3 to 12 Smart Motorway = 151106_TR010019_NormanJorgensen re North Wokingham

Dear Richard and James

At the Issue Specific Hearing on Environment on 18 November I was asked by the Inspectors to submit details of roads in parts of Wokingham Borough in addition to Earley that would benefit from further noise reduction measures. I have therefore consulted the Borough Councillors for other Wards alongside the motorway including those for the Emmbrook Ward covering the area of North Wokingham just South of the M4 and near the intersection with the A329M. One of the Councillors UllaKarin Clark has provided the following list of properties she believes are the most adversely affected by noise.

Old Forest Road RG41 1JA Ashton Road RG41 1HL Bredon Road RG41 1HW Beckford Close RG41 1HW Summerfield Close RG41 1HN Toutley Road RG41 1QN Lowther Road RG41 1JB Commons Road RG41 1JG Simons Lane RG41 3HH

My Borough Councillor colleague Tim Holton, also registered as an interested Party, and representing the Hawkedon Ward of Earley last week submitted a list of streets he feels are most affected and I provided a list of what I believe are the worst affected in Earley.

I believe you are already aware of the houses in Sindlesham near the motorway, however for completeness I will mention these again. This is an area where the plan in the scheme is to upgrade the existing barriers.

I am also expecting two other Borough Councillors who are registered Interested Parties to submit lists of properties in their areas. These are Philip Houldsworth Member for Winnersh and Gary Cowan Member for Arborfield.

Best wishes

Dr Norman Jorgensen Member for Hillside Ward, Earley

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From:Sent:30 November 2015 12:51To:Clare Lawrence; Jacqui DuGard; Andrew Chugg; John Kaiser(private)Subject:FW: 151106_TR010019_Norman Jorgensen

Dear Clare

This is an additional submission I made to the M4 Smart Motorway Planning Inspectorate Examination.

Best wishes

Norman Jorgensen WBC Member for Hillside Ward, Earley

From: Norman Sent: 20 November 2015 To: M4 Junction 3-12 Smart Motorway Subject: RE: 151106_TR010019_Norman Jorgensen

Dear James and Richard

I would like to make the following additional submission in relation to the Highways England Application for an Order Granting Development Consent for the M4 Junctions 3 to 12 Smart Motorway (Case ref TR010019).

"During the Accompanied Site Visit in Earley on Tuesday 10 November and at Open Floor Hearing 1 on Monday 16 November I was asked by the Planning Inspector to provide a list of the properties in Earley that I felt are most badly affected by noise.

There are many properties in Earley affected by noise because of the topography of the area. Earley is a Town of population approximately 30,000 people and approximately 13,000 dwellings. Around a third of the Town is close to and on a slope rising from the motorway hence there are people some way from the motorway that experience high levels of noise if they are not screened by other houses or natural features.

The level of noise is also very dependant on ambient weather conditions. It is worse when the wind is blowing from the motorway across Earley, ie from the South West, the prevailing wind direction, and when the road is wet.

I live more than half a mile from the motorway and have hundreds of houses between there and the motorway and still have to close my door at times to keep out noise from the M4.

The houses closest to the motorway with little or no protection from noise are in the housing estates off Ryhill Way and off Bradmore Way. More specifically I believe the worst affected houses are those at 28-34 Finbeck Way (RG6 4AH) and 30 to 40 Notton Way (RG6 4AJ). Standing in front of these properties there is direct line of sight to the vehicles going by on the motorway.

Other properties in the vicinity are close behind and these include 39-67 Maltby Way, 5-8 Heacham Close, 42-64 Notton Way, 7-12 Tickhill Close, 17 Worrall Way, 23-27 Bradmore Way, 11-25 Rainworth Close, 1-5 Farnsfield Close and properties in Cutbush Close and Redhouse Close.

will be happy to take the Planning Inspectors and/or Highways England to these locations if that would help.

I welcome the introduction of lower noise surface materials into the scheme but feel more should be done within the scheme to decrease the noise nuisance to residents of Earley and other locations along the proposed scheme. I am encouraged that Highways England is now developing an enhanced noise mitigation strategy and that consideration of noise barriers for the stretch of motorway passing Earley is a priority within that. At the Issue Specific Hearing on the Environment we were told this strategy would be available in three weeks so I look forward to reviewing this. It would be helpful if I can see it prior to Christmas please so I have the opportunity to comment by the January submission deadline."

Best wishes

Norman Jorgensen

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From: Sent: To: Subject: Andrew Chugg 08 December 2015 09:26 Andrew Chugg FW: M4 J3-12 Smart Motorway - Issue of draft SoCG with Wokingham BC ~[OFFICIAL]~

From: Ullakarin Clark(Private) Sent: 20 November 2015 18:14 To: Clare Lawrence Cc: Philip Mirfin; Chris Singleton(private); John Kaiser; John Halsall Subject: Re: M4 J3-12 Smart Motorway - Issue of draft SoCG with Wokingham BC ~[OFFICIAL]~

Dear Clare,

I am disappointed that no representation has been made in respect of the residents in Emmbrook living along Old Forest Road, Ashton Road, Commons Road and Lowther Road. We have been trying to get a noise barrier in place for the last 20 years. Some years ago, WBC ringfenced money to put a barrier in place only to be told by the Highways Agency that reinforcement of the embankment was needed and could only be done by themselves when they had the money to do so. That was in 2005 and the last we heard from them.

I therefore would like to reinstate our claim for a noise barrier.

Regards,

UllaKarin

Sent from my iPad UllaKarin Clark

On 20 Nov 2015, at 14:29, Jacqui DuGard

wrote:

Message sent on behalf of Clare Lawrence, Head of Development Management and Regulatory Services

Dear Members

You may be aware that over the past year, the Council has been working on assessing the proposal for the M4 Smart Motorway and actively involved in assessing the impact of this on the Wokingham Borough. Details of this are available on the Council's website under reference CON/20105/1380. Full details of the proposal are available

at <u>http://infrastructure.planningportal.gov.uk/projects/south-east/m4-junctions-3-to-12-smart-motorway/?ipcsection=overview</u>

The Council is not the determining body for this proposal as it is a National Infrastructure Project and as such, the Planning Inspectorate (PINS) will determine this application. The Council is a consultee only with responsibility to put forward its observations and conclusions following an assessment of the information within the application. The Council's position will be put forward in a Statement of Common Ground (SoCG) which will set out those technical issues in the application that the Council does and does not agree with.

When the Council received the formal consultation about the application, we wrote to local residents in the vicinity of the relevant section of the M4. Approximately 300 letters were sent in addition to consultation letters to ward members explaining that the Council is not the decision making body and that representations should be sent to PINS direct. Consequently, the Council received only one letter of comment from local residents in respect of the proposal.

Our technical experts in Highways, Environmental Health, Archaeology and Ecology etc. have been consulted and are still assessing the proposal. There are some outstanding matters that need to be resolved in respect of the traffic modelling to determine if this fully factors in the growth in the Wokingham Area. Therefore, at present the Council is not in a position to finalise the SoCG and has been granted an extension of time until 10 December for its submission. However, I can confirm that throughout the process, officers have sought to address all of the technical issues and in many cases, requested further details to enable them to establish the acceptability of the proposal. In respect of noise, officers expressed concern about the potential effect of the scheme on local residents and have requested that Highways England provide additional noise mitigation. Two new sections of noise barrier are now proposed across the M4 at Mill Lane Underbridge and existing noise barriers will be retained, or replaced with equivalent barriers in terms of height and length, but to modern specification for noise reduction.

If you would like to comment on the proposal, please could you let me have your representations by 4th December and we will ensure that these are provided to PINS as part of an additional submission to the SoCG to inform its assessment of the application. In the meantime, if you would like any further information please contact either myself or the case officer Andrew Chugg.

Kind Regards

Clare Lawrence

Head of Development Management and Regulatory Services (Development Management, Planning Enforcement and Compliance, Trees and Landscape, Building Control, Shared Service (Environmental Health, Licensing and Trading Standards)

Telephone

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From:	Clare Lawrence
Sent:	24 November 2015 14:06
То:	; Jacqui DuGard; John Kaiser(private) Andrew Chugg
Cc:	RE: M4 J3-12 Smart Motorway - Issue of draft SoCG with Wokingham
Subject:	BC~ [OFFICIAL]~ ~[UNCLASSIFIED]~

Thanks Norman

We will collate all members comments and provide these to PINS with a Covering letter from John. Therefore, if you would like to forward your comments and any other comments that you receive from members we will make sure that these are submitted with the technical submission.

Kind Regards

Clare Lawrence

Head of Development Management and Regulatory Services (Development Management, Planning Enforcement and Compliance, Trees and Landscape, Building Control, Shared Service (Environmental Health, Licensing and Trading Standards)

Telephone

From: Norman.Jorgensen Sent: 24 November 2015 13:28 To: Jacqui DuGard; Clare Lawrence; John Kaiser(private) Subject: RE: M4 J3-12 Smart Motorway - Issue of draft SoCG with Wokingham BC~[OFFICIAL]~

Dear Clare

Thanks for your note below explaining where we are in the process.

As I have indicated in other emails I participated in the Hearing held by the Planning Inspectorate on 16, 17 and 18 November. The Planning Inspectorate appears to have taken on board pleas for more noise abatement than the minimum required to be built into the scheme. It remains to be seen what Highways England offer as part of the enhanced noise mitigation strategy they are preparing. We should keep up the pressure for further noise mitigation while the scheme is at this critical stage of development.

There are four Borough Councillors who made submissions to the Enquiry and are registered Interested Parties. These are Tim Holton, Philip Houldsworth, Gary Cowan and me. We have or will make additional submissions to PINS before the 26 November deadline detailing properties in the Borough that would benefit from additional noise mitigation. It would be useful to gather our submissions and also include them in the WBC input.

Best wishes

Norman Jorgensen

From: Jacqui DuGard

Sent: 20 November 2015 14:29

To: Abdul Loyes;Alison Swaddle;Alistair Auty;Angus Ross;Anthony Pollock;Barrie Patman;Beth Rowland;Bill Soane;Bob Pitts;Bob Wyatt;Charlotte Haitham Taylor;Chris Bowring;Chris Singleton;Chris Smith;David Chopping;David Lee;David Sleight;Dianne King;Gary Cowan;Guy Grandison;Ian Pittock;John Halsall;John Jarvis;John Kaiser;Julian McGhee-Sumner;Kate Haines;Keith Baker;Ken Miall;Laura Blumenthal;Lindsay Ferris;Malcolm Richards;Mark Ashwell;Michael Firmager;Mike Gore;Mike Haines;Nick Ray;Nicky Jerrome;Norman Jorgensen;Parry Batth;Paul Swaddle;Pauline Helliar-Symons;Pauline Jorgensen;Philip Houldsworth;Philip Mirfin;Prue Bray;Rachelle Shepherd-DuBey;Rob Stanton;Shahid Younis;Simon Weeks;Stuart Munro;Tim Holton;Tom McCann;Ullakarin Clark;Wayne Smith

Cc: Clare Lawrence

Subject: M4 J3-12 Smart Motorway - Issue of draft SoCG with Wokingham BC~[OFFICIAL]~

Message sent on behalf of Clare Lawrence, Head of Development Management and Regulatory Services

Dear Members

You may be aware that over the past year, the Council has been working on assessing the proposal for the M4 Smart Motorway and actively involved in assessing the impact of this on the Wokingham Borough. Details of this are available on the Council's website under reference CON/20105/1380. Full details of the proposal are available at <u>http://infrastructure.planningportal.gov.uk/projects/south-east/m4-junctions-3-to-12-smartmotorway/?ipcsection=overview</u>

The Council is not the determining body for this proposal as it is a National Infrastructure Project and as such, the Planning Inspectorate (PINS) will determine this application. The Council is a consultee only with responsibility to put forward its observations and conclusions following an assessment of the information within the application. The Council's position will be put forward in a Statement of Common Ground (SoCG) which will set out those technical issues in the application that the Council does and does not agree with.

When the Council received the formal consultation about the application, we wrote to local residents in the vicinity of the relevant section of the M4. Approximately 300 letters were sent in addition to consultation letters to ward members explaining that the Council is not the decision making body and that representations should be sent to PINS direct. Consequently, the Council received only one letter of comment from local residents in respect of the proposal.

Our technical experts in Highways, Environmental Health, Archaeology and Ecology etc. have been consulted and are still assessing the proposal. There are some outstanding matters that need to be resolved in respect of the traffic modelling to determine if this fully factors in the growth in the Wokingham Area. Therefore, at present the Council is not in a position to finalise the SoCG and has been granted an extension of time until 10 December for its submission. However, I can confirm that throughout the process, officers have sought to address all of the technical issues and in many cases, requested further details to enable them to establish the acceptability of the proposal. In respect of noise, officers expressed concern about the potential effect of the scheme on local residents and have requested that Highways England provide additional noise mitigation. Two new sections of noise barrier are now proposed across the M4 at Mill Lane Underbridge and existing noise barriers will be retained, or replaced with equivalent barriers in terms of height and length, but to modern specification for noise reduction.

If you would like to comment on the proposal, please could you let me have your representations by 4th December and we will ensure that these are provided to PINS as part of an additional submission to the SoCG to inform its assessment of the application. In the meantime, if you would like any further information please contact either myself or the case officer Andrew Chugg.

Kind Regards

Clare Lawrence Head of Development Management and Regulatory Services

From: Sent: To: Subject: Clare Lawrence 24 November 2015 13:57 Andrew Chugg FW: M4 J3-12 Smart Motorway - Issue of draft SoCG with Wokingham BC ~[OFFICIAL]~

Kind Regards

Clare Lawrence Head of Development Management and Regulatory Services (Development Management, Planning Enforcement and Compliance, Trees and Landscape, Building Control, Shared Service (Environmental Health, Licensing and Trading Standards)

Telephone

From: Robert Stanton Sent: 23 November 2015 20:16 To: Jacqui DuGard Cc: Clare Lawrence Subject: RE: M4 J3-12 Smart Motorway - Issue of draft SoCG with Wokingham BC ~[OFFICIAL]~

Jacqui/Clare

I assume this is about widening the M4 as well as noise barriers which are welcome.

Not welcome at all by me is the ongoing push to close off emergency lanes (hard Shoulder) on any motorway.

I think that is a very dangerous thing to do and while I understand and support additional lanes on the M4 taking it up to 4 I could never subort doing that at the expense of closing the emergency lane.

The emergency lane is one of the best features of the UK road system.

Rob Stanton.

From: Jacqui DuGard

Sent: 20 November 2015 14:29

To: Abdul Loyes;Alison Swaddle;Alistair Auty;Angus Ross;Anthony Pollock;Barrie Patman;Beth Rowland;Bill Soane;Bob Pitts;Bob Wyatt;Charlotte Haitham Taylor;Chris Bowring;Chris Singleton;Chris Smith;David Chopping;David Lee;David Sleight;Dianne King;Gary Cowan;Guy Grandison;Ian Pittock;John Halsall;John Jarvis;John Kaiser;Julian McGhee-Sumner;Kate Haines;Keith Baker;Ken Miall;Laura Blumenthal;Lindsay Ferris;Malcolm Richards;Mark Ashwell;Michael Firmager;Mike Gore;Mike Haines;Nick Ray;Nicky Jerrome;Norman Jorgensen;Parry Batth;Paul Swaddle;Pauline Helliar-Symons;Pauline Jorgensen;Philip Houldsworth;Philip Mirfin;Prue Bray;Rachelle Shepherd-DuBey;Rob Stanton;Shahid Younis;Simon Weeks;Stuart Munro;Tim Holton;Tom McCann;Ullakarin

Message sent on behalf of Clare Lawrence, Head of Development Management and Regulatory Services

Dear Members

You may be aware that over the past year, the Council has been working on assessing the proposal for the M4 Smart Motorway and actively involved in assessing the impact of this on the Wokingham Borough. Details of this are available on the Council's website under reference CON/20105/1380. Full details of the proposal are available at <u>http://infrastructure.planningportal.gov.uk/projects/south-east/m4-junctions-3-to-12-smart-</u> motorway/?ipcsection=overview

The Council is not the determining body for this proposal as it is a National Infrastructure Project and as such, the Planning Inspectorate (PINS) will determine this application. The Council is a consultee only with responsibility to put forward its observations and conclusions following an assessment of the information within the application. The Council's position will be put forward in a Statement of Common Ground (SoCG) which will set out those technical issues in the application that the Council does and does not agree with.

When the Council received the formal consultation about the application, we wrote to local residents in the vicinity of the relevant section of the M4. Approximately 300 letters were sent in addition to consultation letters to ward members explaining that the Council is not the decision making body and that representations should be sent to PINS direct. Consequently, the Council received only one letter of comment from local residents in respect of the proposal.

Our technical experts in Highways, Environmental Health, Archaeology and Ecology etc. have been consulted and are still assessing the proposal. There are some outstanding matters that need to be resolved in respect of the traffic modelling to determine if this fully factors in the growth in the Wokingham Area. Therefore, at present the Council is not in a position to finalise the SoCG and has been granted an extension of time until 10 December for its submission. However, I can confirm that throughout the process, officers have sought to address all of the technical issues and in many cases, requested further details to enable them to establish the acceptability of the proposal. In respect of noise, officers expressed concern about the potential effect of the scheme on local residents and have requested that Highways England provide additional noise mitigation. Two new sections of noise barrier are now proposed across the M4 at Mill Lane Underbridge and existing noise barriers will be retained, or replaced with equivalent barriers in terms of height and length, but to modern specification for noise reduction.

If you would like to comment on the proposal, please could you let me have your representations by 4th December and we will ensure that these are provided to PINS as part of an additional submission to the SoCG to inform its assessment of the application. In the meantime, if you would like any further information please contact either myself or the case officer Andrew Chugg.

Kind Regards

Clare Lawrence Head of Development Management and Regulatory Services (Development Management, Planning Enforcement and Compliance, Trees and Landscape, Building Control, Shared Service (Environmental Health, Licensing and Trading Standards)

Telephone 01189 746444

From:	Andrew Chugg
Sent:	08 December 2015 09:36
To:	Andrew Chugg
Subject:	FW: Smart motorway ~[OFFICIAL]~

From: Gary Cowan Sent: 20 November 2015 16:11 To: Andrew Chugg Cc: John Kaiser(private); Clare Lawrence; Ian Bailey Subject: Re: Smart motorway ~[UNCLASSIFIED]~

Andrew, re the submission I do have concerns which I have expressed which cover the need for noise barriers on both sides of the motorway especially the Early/Shinfield section. Noise echo if only one side is fitted is a serious problem which may ease the noise for some at the expense of others.

In addition I have requested low noise surfaces plus a requirement for air pollution monitoring also.

My understanding from Norman Jorgensen is the Senior Inspector recognises that the age of the M4 means it is not compliant with modern motorway standards especially those associated with environmental considerations.

Can I request that your submission takes these considerations into account in your submission plus can I see it prior to its submission to PINS etc.

Finally can you confirm that you have directly consulted with the various Parish Councils whose boundaries are along the affected parts of the M4? Cheers Gary

Sent from my iPad

From:	Andrew Chugg
Sent:	08 December 2015 10:15
To:	Andrew Chugg
Subject:	FW: M4 Smart Motorway Inquiry ~[OFFICIAL]~

From: Gary Cowan Sent: 19 November 2015 18:27 To: <u>Norman_Jorgensen</u> Cc: John Kaiser(private); <u>Keith Baker</u> Andrew Chugg; Clare Lawrence; Matthew Gould; Matt Davey; Ian Bailey; Chris Easton; Heather Thwaites Subject: Re: M4 Smart Motorway Inquiry ~[OFFICIAL]~

John, Norman is right environmental conditions go beyond a low noise surface. From what Norman says I would interpret that to mean that the Lead Inspector is mindful of wider environmental issues.

We must recognise as the inspector alluded to is upgraded motorways should comply to standards that would apply in a new motorway being constructed.

We have fought many battles in the past for noise barriers at various parts of the M4 so the opportunity to make a powerful case in front of a public inquiry is too good an opportunity which must not be missed.

This is the opportunity not to be lost to make the case for lots of noise barriers along with the control of emissions etc. should not be missed.

If the case is not made very positively in our residents interests they will suffer. Cheers Gary

Sent from my iPad

On 19 Nov 2015, at 17:21, Norman Jorgensen wrote:

John

When the Lead Planning Inspector told Highways England during the Hearing that she wished them to consider environmental enhancements I believe she was making reference to Clause 5.153 and maybe also 3.3 in the National Policy Statement for National Networks. If I am correct please will we refer to this in our submission.

She also said the M4 was established when standards were different and that modern motorways and schemes had greater environmental features (noise barriers etc) built in. Just a comment but gives a view of her thinking which we can hook onto.

Best wishes

Norman

From: John Kaiser Sent: 19 November 2015 16:55 To: Gary Cowan Cc:

norman.jorgensen@btinternet.com;keith@bakersat33.co.uk;Andrew.Chugg@wokingham.gov.uk;Cl are_Lawrence@wokingham.gov.uk;Matthew.Gouid@wokingham.gov.uk;Matt.Davey@wokingham.g ov.uk;lan.Bailey@wokingham.gov.uk;Chris.Easton@wokingham.gov.uk;heather.thwaites@wokingh am.gov.uk

Subject: Re: M4 Smart Motorway Inquiry ~[OFFICIAL]~

Gary

I agree there are many residents effected by the M4 in one way or another and your point about noise bounce as one residents solution is another's problem, is an important consideration

I am assured the road surface will be of the modern low noise variety and our submission will be in on time

I will be writing to all members before the weekend with regards the officers submission

Regards John Kaiser

Sent from my BlackBerry 10 smartphone on the O2 network.

Tel: (0118) 974 6126 (Direct Line) Email: Andrew.chugg@wokingham.gov.uk Date: 15th February 2016 Your ref: M4312-AFP299 Our ref: CON/2015/1380



WOKINGHAM BOROUGH COUNCIL

Environment Service
Development Management Team
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
DX: 33506 - Wokingham

FAO Richard Price (National Infrastructure Case Manager) Major Applications & Plans Planning Inspectorate Temple Quay House Temple Quay Bristol BS1 6PN

Dear Mr. Price,

APPLICATION BY HIGHWAYS ENGLAND FOR AN ORDER GRANTING DEVELOPMENT CONSENT FOR THE PROPOSED M4 (JUNCTIONS 3 TO 12) SMART MOTORWAY.

Further to my letters of 10th December 2015 and 22nd January 2016, I wish to take the opportunity to submit the following additional comments as an elected member of the Council and on behalf of my constituents.

It has come to my attention that there would be a significant gap in the 3.5m high noise barrier which is proposed within Embrook (EM9). This would fail to provide adequate noise protection measures for the future Hatch Farm development of 400 new homes (as permitted under Outline planning permission O/2006/8687) which would be sited directly north of the M4 at this point. A copy of the latest reserved matters (152359) Site Layout plan is appended for your information.

In terms of traffic issues, and following consultation with the Council's Highways team, the traffic modelling information provided by Highways England is considered insufficient to determine the impact, or not, on the borough's network taking into account future planning housing growth; and particularly those links that feed onto the M4.

Please consider this information in your assessment of the above Development Consent Order.

Yours sincerely,

Councillor John Kaiser

(Executive Member for Planning and Highways)



Ref: 20220428-NMC-113800

The Chief Executive Wokingham Borough Council - Highways Department Civic Offices Shute End Wokingham RG40 1BN Lynne Stinson Programme Manager National Highways 2 Colmore Square Birmingham B4 6BN

28 April 2022

Dear Sir/Madam,

Re: THE M4 MOTORWAY (JUNCTIONS 3 TO 12) (SMART MOTORWAY) DEVELOPMENT CONSENT ORDER 2016 (S.I. 2016/863)

SECTION 153 OF THE PLANNING ACT 2008, REGULATION 7 OF THE INFRASTRUCTURE PLANNING (CHANGES TO, AND REVOCATION OF, DEVELOPMENT CONSENT ORDERS) REGULATIONS 2011 (AS AMENDED)

CONSULTATION ON AN APPLICATION TO MAKE A NON-MATERIAL CHANGE TO THE ABOVE DEVELOPMENT CONSENT ORDER

We are writing in accordance with Regulation 7 of the 2011 Regulations to consult you on a proposed non-material change to the above Development Consent Order ('DCO').

In September 2016, the Secretary of State for Transport granted the DCO authorising construction of the M4 Smart Motorway Junctions 3 to 12 ("**the Scheme**"). Since the DCO came into force on 23 September 2016, we have been working to ensure the Scheme is delivered effectively and efficiently. As a result of this process, we are now proposing to seek consent from the Secretary of State for non-material changes to the DCO ("**the Application**").

Non-material change

The Application seeks a non-material change to the DCO that authorised National Highways to undertake the improvement and alteration of 51 kilometres (32 miles) of the M4 Motorway between Junction 3 (Hayes) and Junction 12 (Theale) to upgrade it to a "smart motorway", with the hard shoulder transformed into a permanent additional running lane and traffic flow moderated by the use of variable speed limits. The Scheme includes the replacement of overbridge structures, the extension of underbridge structures, changes to junctions and slip roads, the provision of new gantries and signs, and other infrastructure such as emergency areas.

The amendment seeks to achieve the following:

- a) No-Through Junction Running (No-TJR) is proposed at Junctions 5, 6, 8/9 and 11 where previously Through Junction Running had been proposed;
- b) To facilitate the detailed design of three bridges where the height of these new bridges (Huntercombe Spur, Oldway Lane and Wood Lane) is outside of the limits of deviation provided for by the DCO;
- c) The asymmetric widening of Sipson Road Subway to the north instead of the previously proposed widening to the south, due to site constraints;
- d) To amend the "principles set out in the engineering and design report" to facilitate the detailed design of the Scheme which are not consistent with the principles previously

approved. This will facilitate changes such as to the number of spans, footway locations and extensions to culverts required; and

e) Changes to acoustic barriers.

The environmental effects associated with the proposed changes have been considered and there are no new or materially different likely significant effects on the environment which arise from the changed Scheme. There is no need for a Habitats Regulation Assessment, nor is additional third-party land required and the proposed amendments will not have a material impact on businesses and residents. This is explained further in the Application materials available at the website set out below.

I enclose a copy of the Notice, a copy of which can also be seen in

London Gazette 28/4/2022 London Metro 28/4/2022 and 05/5/2022 Reading Chronicle 28/4/2022 and 05/5/2022 Maidenhead Advertiser 28/4/2022 and 05/5/2022 Slough & South Bucks Express 29/4/2022 and 06/5/2022 Windsor Express 29/4/2022 and 06/5/2022 Hounslow Chronicle 28/4/2022 and 05/5/2022

announcing the Application.

If you wish to make a representation to the Planning Inspectorate on the Application, you can do so by writing to them at <u>M4Junction3to12@planninginspectorate.gov.uk</u> quoting 'M4 Junctions 3 to 12 Smart Motorway (TR10019)'.

You can read the full Application on the National Infrastructure Planning at the following webpage

https://infrastructure.planninginspectorate.gov.uk/projects/south-east/m4-junctions-3-to-12-smart-motorway/

The Application documents will remain available on the above websites until at least 11.59pm on 03 June 2022.

If you have any questions or require further information, please contact:

- Email: <u>M4J3to12SmartMotorways@highwaysengland.co.uk</u>
- Post: 2 Colmore Square, Birmingham, B4 6BN
- Telephone: 0300 123 5000

The deadline for receipt of any comments or representations is 11:59pm on 03 June 2022.

Yours sincerely,

Lynne Stinson Programme Manager, M4 Junctions 3 to 12 Smart Motorway M4J3to12SmartMotorways@highwaysengland.co.uk NATIONAL HIGHWAYS

SECTION 153 OF THE PLANNING ACT 2008, REGULATION 6 OF THE INFRASTRUCTURE PLANNING (CHANGES TO, AND REVOCATION OF, DEVELOPMENT CONSENT ORDERS) REGULATIONS 2011 (AS AMENDED)

NOTICE OF AN APPLICATION TO MAKE A NON-MATERIAL CHANGE TO THE FOLLOWING DEVELOPMENT CONSENT ORDER:

THE M4 MOTORWAY (JUNCTIONS 3 TO 12) (SMART MOTORWAY) DEVELOPMENT CONSENT ORDER 2016 (S.I. 2016/863)

NOTICE IS HEREBY GIVEN that National Highways of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ, has made an application ("the Application") to the Secretary of State for Transport, for a non-material change to be made to the M4 Motorway (Junctions 3 to 12) (Smart Motorway) Development Consent Order 2016/863 ("the DCO").

The Application seeks a non-material change to the DCO that authorised National Highways to undertake the improvement and alteration of 51 kilometres (32 miles) of the M4 Motorway between Junction 3 (Hayes) and Junction 12 (Theale) to upgrade it to a "smart motorway", with the hard shoulder transformed into a permanent additional running lane and traffic flow moderated by the use of variable speed limits. The scheme includes the replacement of overbridge structures, the extension of underbridge structures, changes to junctions and slip roads, the provision of new gantries and signs, and other infrastructure such as emergency areas. The amendment seeks to achieve the following:

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- b) To facilitate the detailed design of three bridges where the height of these new bridges (Huntercombe Spur, Oldway Lane and Wood Lane) is outside of the limits of deviation provided for by the DCO;
- c) The asymmetric widening of Sipson Road Subway to the north instead of the previously proposed widening to the south, due to site constraints;
- d) To amend the "principles set out in the engineering and design report" to facilitate the detailed design of the scheme which are not consistent with the principles previously approved. This will facilitate changes such as to the number of spans, footway locations and extensions to culverts required; and
- e) Changes to acoustic barriers.

How to view the Application documents

A copy of the Application documents, plans and maps showing the nature and location of the changes are available to be viewed and downloaded for inspection, free of charge, at the National Infrastructure Planning Portal at the following webpage:

https://infrastructure.planninginspectorate.gov.uk/projects/south-east/m4-junctions-3-to-12-smart-motorway/

Any enquiries on the documents can be sent to National Highways at the following contact details:

Email: M4J3to12SmartMotorways@highwaysengland.co.uk

Telephone: 0300 123 5000

Post: 2 Colmore Square, Birmingham, B4 6BN

The Application documents will remain available on the above websites until at least 11.59pm on 03 June 2022.

A paper copy of the application can be obtained but a charge, up to a maximum of £100 (plus VAT at 20%), will be made to cover printing and postage. To request a paper copy of the Application and accompanying documents, or for details regarding payment methods, please contact National Highways using the contact details provided above.

Making representations about the Application

If you wish to respond to this notice or make comments or representations in respect of the Application, these should be sent to the Planning Inspectorate by either:

Email:

M4Junction3to12@planninginspectorate.gov.uk

Post: letters to - National Infrastructure Planning, The Planning Inspectorate, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN quoting 'M4 Junctions 3 to 12 Smart Motorway (TR10019)'.

If you have any difficulty in submitting a representation by email, please contact <u>M4Junction3to12@planninginspectorate.gov.uk</u> or 0303 444 5000 and a member of the Planning Inspectorate's case team will be able to assist.

Please note that any representations received by the Planning Inspectorate in response to the consultation will be handled in compliance with the United Kingdom's General Data Protection Regulations and published on the relevant page of the Planning Inspectorate's Infrastructure Planning Portal

(<u>https://infrastructure.planninginspectorate.gov.uk/projects/south-east/m4-junctions-3-to-12-smart-motorway/</u>), with all personal information removed.

Any comments or representations on the Application must be received no later than 11.59pm on 03 June 2022.