

M42 Junction 6 Improvement

TR010027

5.2 Annex K (part 1)

S47 Consultation Materials

Regulation 5(2)(q)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed

Forms and Procedure) Regulations 2009

Infrastructure Planning

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

M42 Junction 6 Improvement

Development Consent Order 202 []

5.2 Consultation Report

Annex K (part 1): S47 Consultation Materials

Regulation Number	Regulation 5(2)(q)
Planning Inspectorate Scheme Reference	TR010027
Application Document Reference	5.2 Consultation Report Annex K (part 1)
Author	M42 Junction 6 Improvement, Project Team, Highways England

Version	Date	Status of Version
Rev 1	January 2019	DCO Application

Annex K Content

Part 1

1. s48 Notice
2. Statutory Public Consultation Brochure
3. Copy of the S47 Letters which went out to the local community, businesses, local organisations and people who had previously contacted Highways England about the Scheme
4. Copy of S47 Notice in the Birmingham Mail (04/01/2018)
5. Copy of S47 Notice in the Solihull News (05/01/2018)
6. Statutory Public Consultation poster/flyer
7. Statutory Public Consultation Exhibition Boards
8. Statutory Public Consultation Public Advert in the Birmingham Mail (21/12/2017)
9. Statutory Public Consultation Public Advert in the Solihull News (12/01/2018)
10. Statutory Public Consultation Public Advert in the Solihull News (22/12/2017)
11. Preliminary Environmental Information Report – Non-Technical Summary

Part 2

12. Scheme Plans – Overview of Scheme plan, aerial imagery of Scheme plan and redline boundary plan

Part 3

13. Preliminary Environmental Information Report

Part 4

14. Preliminary Environmental Information Report – Appendices (a)

Part 5.1

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1. s48 Notice

Section 48 - Planning Act 2008

M42 Junction 6 Improvement scheme

Notice publicising a proposed application for a Development Consent Order

Regulation 4 Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Notice is hereby given that **Highways England Company Limited** (“Highways England”) of Bridge House, Walnut Tree Close, Guildford, GU1 4LZ proposes to make an application (“the Application”) to the Secretary of State for Transport under Section 37 of the Planning Act 2008 for a Development Consent Order.

The Application relates to a comprehensive upgrade of the M42 junction 6, near Birmingham Airport, allowing better movement of traffic on and off the A45, supporting access to the airport and preparing capacity for the new HS2 station.

The project is situated wholly in the Metropolitan Borough of Solihull in the West Midlands and is a Nationally Significant Infrastructure Project (NSIP) under Sections 14 and 22 of the Planning Act 2008.

The scheme’s main proposals in summary are:

- A new 1.5 mile (2.4 km) dual carriageway link road between the Clock Interchange on the A45 and a new junction on the M42, north of the Solihull Road, allowing traffic travelling northbound to exit the M42 and traffic travelling southbound to join the M42.
- The new dual carriageway would be to the west of Bickenhill and would generally be below ground level and pass beneath the B4438 (Catherine de Barnes Lane), at both the north west and south west corners of Bickenhill.
- Improvements will be made to the Clock Interchange and the A45 between the Clock Interchange and the M42, including potential improvements to non-motorised user routes.
- Free flow links will be provided around the north west and the north east of the M42 junction 6.
- Improvements will also be included on the south east side of the M42 junction 6, the A45 westbound (east of the M42 junction 6) and the M42 junction 6 southbound slip roads to improve the performance around this quadrant of the junction.

The scheme is an Environmental Impact Assessment development (“EIA development”) as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

This means that the proposed works constitute development for which an Environmental Impact Assessment will be required. An Environmental Statement will therefore be submitted as part of the proposed application containing Preliminary Environmental Information (“PEI”) can be found in the PEI report which forms part of the consultation material.

Consultation on the proposals will take place from 9 January to 19 February 2018. Copies of the consultation materials—including documents, plans and maps showing the nature and location of the proposed development, and the PEI— will be available for inspection free of charge during the consultation at the following deposit locations and times:

Birmingham City Council Offices

(Mon - Thurs 09.00 to 17.00; Fri 09.00 to 16.00)

1 Lancaster Circus, Queensway, Birmingham, B4 7DG

Balsall Common Library

(Mon and Thurs 10.00 to 18.00; Tues 10.00 to 17.00; Fri 14.00 to 17.00 and Sat 10.00 to 16.00)

283 Kenilworth Road, Balsall Common, Coventry, CV7 7EL

Hampton-in-Arden Library

(Tues 10.00 to 12.00 and 13.00 to 18.00; Fri 13.00 to 17.00)

39 Fentham Road, Hampton-in-Arden, Solihull, B92 0AY

Hobs Moat Library

(Mon and Tues 10.00 to 17.00; Thurs 10.00 to 18.00; Fri 10.00 to 17.00; Sat 10.00 to 13.00)
Ulleries Road, Hobs Moat, Solihull, B92 8EB

Marston Green Library

(Mon and Thurs 10.00 to 13.00 and 14.00 to 18.00; Wed 11.00 to 13.00; Sat 10.00 to 13.00)
Land Lane, Marston Green, Birmingham, B37 7DQ

Meriden Library

(Mon and Thurs 10.00 to 18.00; Sat 10.00 to 13.00)
The Green, Coventry, CV7 7LN

Solihull Central Library

(Mon and Thurs 09.00 to 20.00; Tues, Wed and Fri 09.00 to 18.00; Sat 09.00 to 17.00)
The Core, Homer Road, Solihull, B91 3RG

South Yardley Library

(Mon, Tues, Fri and Sat 11.00 to 13.00 and 14.00 to 17.00; Thurs 11.00 to 13.00 and 14.00 to 19.00)
Yardley Road, Birmingham, B25 8LT

Warwick Library

(Mon-Thurs 08.00 to 17.30; Fri 08.00 to 17.00; Sat 09.00 to 16.00)
Shire Hall, Market Square, Warwick CV34 4UB

Copies of the consultation material will also be available online during this period on the project website at www.highways.gov.uk/m42-j6. They may also be provided on request from Highways England using the contact details below. A CD copy can be provided free of charge.

Paper copies of the scheme summary leaflet, this Section 48 Notice and the Statement of Community Consultation will be available at deposit locations and will be supplied free of charge. For paper copies of any other consultation materials a reasonable copying charge will be made up to a maximum of £64.00 for the full suite of documents. Prices include VAT at 20% and UK postage. Please contact Highways England for details regarding payment methods, this notice, the consultation or the scheme using the contact details below.

Highways England, M42 J6 Project Team, The Cube, 199 Wharfside Street, Birmingham, B1 1RN

or by email: M42Junction6@highwaysengland.co.uk, or phone: 0300 123 5000.

Comments must be received no later than **23:59 hours on Monday 19 February 2018**.

Any person may comment on the proposals or otherwise respond to this publicity. A consultation feedback form / questionnaire is available as part of the consultation materials. Highways England requests that when providing your response, state the ground of representation, the nature of your interest in the proposed project, indicate who is making it and provide an address to which any correspondence relating to the representation may be sent or, if you would prefer your comments to be anonymous, your postcode only.

Highways England will consider and have regard to all responses when developing the Application for a Development Consent Order once consultation has closed. Responses will form the basis of a Consultation Report that will be one of the factors taken into consideration by the Secretary of State when deciding whether the Application can be accepted for examination. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the Consultation Report.

If you would like further information about this notice, the consultation or the scheme, please contact the project team by using one of the contact methods provided above.



Jonathan Pizzey, Senior Project Manager, Highways England, The Cube, 199 Wharfside Street, Birmingham, B1 1RN.

2. Statutory Public Consultation Brochure

M42 junction 6

Improvement scheme

Statutory public consultation



9 January 2018 to 19 February 2018

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Introduction

Highways England is a Government-owned company. We are responsible for the operation, maintenance and improvements of England's Strategic Road Network (SRN) of motorways and major A roads. This includes delivery of the Government's Road Investment Strategy (RIS) commitments, published in 2014 by the Department for Transport.

The RIS outlines how the Government plans to invest in the SRN and commits us to undertake a comprehensive upgrade of the M42 junction 6 near Birmingham Airport, allowing better movement of traffic on and off the A45, supporting access to the airport and preparing capacity for the new HS2 station.

Junction 6 of the M42 connects the M42 motorway to the A45 to the east of Birmingham, near the National Exhibition Centre (NEC). It has almost reached capacity causing severe congestion and delays across the network. This congestion will increase as traffic levels grow due to the planned and aspirational developments in the area.

During 2016, we identified and assessed a number of options to improve the junction. Following a public consultation of the viable options, the preferred route for the scheme was announced on 7 August 2017.

This brochure is in relation to the proposed M42 junction 6 improvement consultation. It is a statutory consultation giving the community and other stakeholders an opportunity to comment on the proposed design of the scheme and held in accordance with the Planning Act 2008 in advance of an application for a Development Consent Order (DCO) to authorise construction of the project.

We propose to submit our DCO application to the Secretary of State by August 2018.



Consultation

This consultation is your opportunity to express your views on the design of the proposed scheme. Businesses, local authorities, public bodies, road users and communities can play an important part in the development of the scheme design.

Your feedback is therefore essential to this consultation as it will enable us to improve the

scheme before we start the planning process.

This consultation brochure provides further information and includes a printed questionnaire at the end (also available online at www.highways.gov.uk/m42-j6). The questionnaire can help you to make a formal response to us, although you may respond to us by other means such as an email or letter, see page 27 for additional contact details.

The consultation process

The proposed scheme is categorised as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we are required to make an application for a DCO in order to obtain permission to construct the scheme.

This consultation exercise is a prescribed process as set out in the Planning Act 2008. It requires the developer of a proposed scheme – in this case Highways England – to consult with statutory bodies, local authorities, landowners, those significantly affected by the scheme proposals and the wider community. Consultation is intended to provide the community and other stakeholders with the opportunity to comment in detail on our scheme proposals – including the route, engineering, environmental, construction and land-take impacts of the proposed scheme – before we submit our DCO application. Feedback

received from this consultation exercise will be used to help shape the scheme proposals ahead of DCO application.

We have worked closely with local authorities in the area to define how we will undertake consultation with local communities and this is set out in our Statement of Community Consultation (SoCC). In addition to the SoCC, we have published a statutory notice under Section 48 of the Planning Act 2008, which was published in local and national papers to notify the wider public about the proposed scheme.

In addition to the statutory consultation process, we will continue to meet local stakeholder groups and interested parties in order to discuss their ideas and concerns with the proposed scheme.

The consultation will run for **6 weeks**, commencing on **9 January 2018** and closing at 23.59 on **19 February 2018**.

This scheme has continually evolved in light of the views received from the consultations undertaken to date.

During this pre-application statutory consultation, we welcome your further comments to help us to continue to shape and develop the scheme before we submit our DCO application.

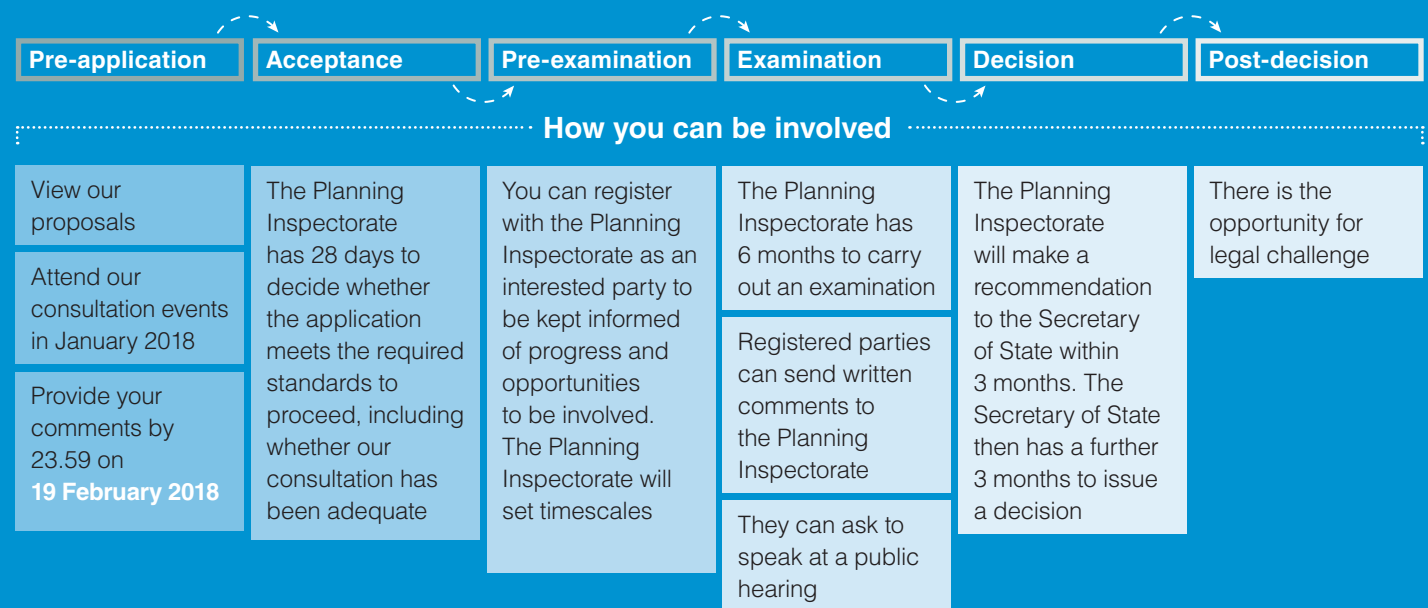
Following the consultation period, we will review and take account of the responses received in developing the proposals which are taken forward to the DCO application stage. We will produce a consultation report summarising this process.

This is not your only opportunity to be involved. You will have further opportunities to provide comments and the chance to tell the Planning Inspectorate (acting on behalf of the Secretary of State) what you think, once our DCO application has been submitted in August 2018.

The Planning Inspectorate may examine the DCO application in public hearings and then make a recommendation to the Secretary of State for Transport, who will decide on whether or not the project will go ahead.

More information about the DCO process can be found on the Planning Inspectorates website: <http://infrastructure.planningportal.gov.uk>.

The Planning Act 2008 process for nationally significant infrastructure projects



Why do we need this scheme?

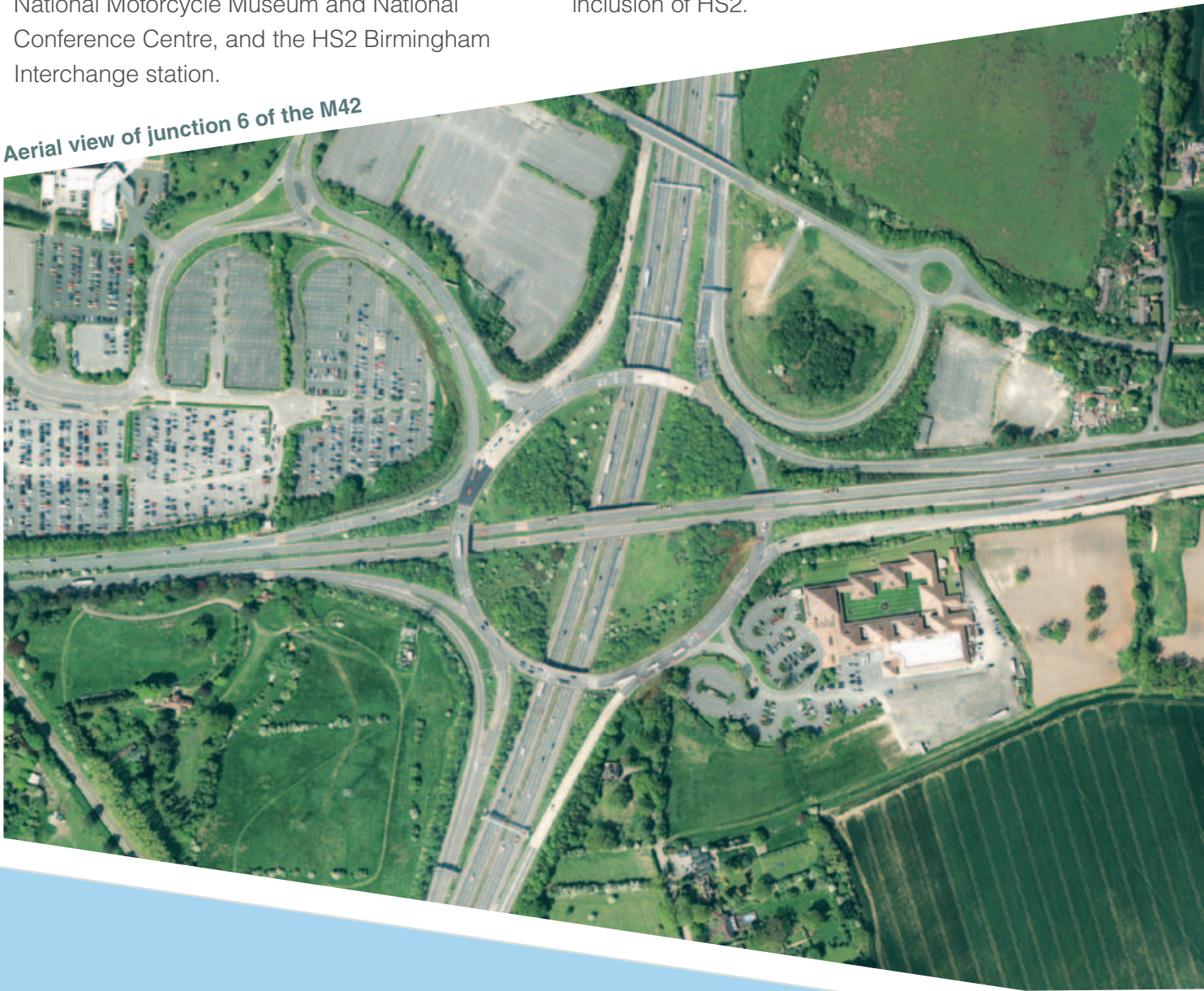
Junction 6 of the M42 sits on the eastern side of Birmingham. It is an important junction on the SRN and part of a collection of roads referred to as the Birmingham Box (M5 on the west side, M6 on the north side, M42 east and south side).

The junction lies at the heart of an area of dynamic growth and is surrounded by a unique mix of major assets that serve both the local and wider economy. It is located north of Solihull and provides the main access on to the SRN for Birmingham Airport, the NEC, Birmingham Business Park, Jaguar Land Rover (JLR), the National Motorcycle Museum and National Conference Centre, and the HS2 Birmingham Interchange station.

In addition to these major assets, the area adjacent to junction 6 of the M42 (immediately to the north-east) is earmarked for development by others to maximize the growth opportunity HS2 will bring.

The junction has almost reached capacity causing severe congestion and delays across the network. Current congestion and journey reliability issues are a significant constraint to future investment and economic growth. Junction 6 does not have sufficient capacity to accommodate predicted traffic growth beyond 2019, even without the inclusion of HS2.

Aerial view of junction 6 of the M42



Scheme benefits and objectives

The Government's strategic vision for the SRN is to make journeys better in the Midlands by operating, maintaining and improving major A roads and motorways, by delivering a programme of investment to ensure that the region's roads are fit for now and the future.

Specific objectives of the M42 junction 6 improvement scheme are to:

- **Promote the safe and reliable operation of the road network**

The scheme will improve the safety of the network by providing additional capacity, reducing driver stress and enabling safer access to and from the motorway. It will also improve the non-motorised user (NMU) routes in the area, providing improved access across the A45 to link with other NMU provision in the area.

- **Increase the capacity of the junction**

The scheme will improve traffic flow by removing a significant amount of vehicles from the roundabout at junction 6. It will also provide improvements to Clock Interchange on the A45 to the west of junction 6 to increase its capacity and to ensure it can manage the increased traffic using it.

- **Improve access to key businesses**

Junction 6 provides a connection between the SRN, and the A45 Coventry Road, providing strategic access to Birmingham (to the west) and Coventry (to the east). It provides the main access to an expanding Birmingham Airport, Birmingham International Railway Station and JLR, the NEC, the National Motorcycle Museum and National Conference Centre, and the HS2 Birmingham Interchange station, expected to be operational by 2026.

- **Support economic growth**

Current congestion and journey time reliability issues on the M42 and at junction 6 are significant constraints to future investment and economic growth. An improvement to the junction will encourage continued investment in the regional economy and support new corporate, commercial and residential opportunities, for example the proposals by UK Central for a mixed-use development immediately north-east of junction 6, which will maximise the benefits HS2 can bring to the region.

Promote the safe and reliable operation of the road network **1**

Increase the capacity of the junction **2**

Improve access to key businesses **3**

Support economic growth **4**

Evolution of the scheme

The Government announced funding of £282 million for the proposed M42 junction 6 Improvement scheme as part of the RIS in 2014. Highways England has carried out assessment work to identify the best option to take forward to improve the junction, which culminated in the Preferred Route Announcement (PRA) in August 2017.

A detailed explanation of this process is available in the Scheme Assessment Report, published by Highways England in August 2017 is available at:

<https://highwaysengland.citizenspace.com/he/m42-junction-6-improvement/>

Stage 1







We identified 40 options which would meet our objectives for the scheme.

40 options

A high level assessment was undertaken and 6 themes remained.

Stage 2

The 6 themes were then assessed in more detail to identify viable options to take to the public consultation.

Theme 1 North and south junctions  Discounted	Theme 2 Southern junction  Taken forward	Theme 3 Southern junction with link to HS2  Discounted	Theme 4 Interchange  Discounted	Theme 5 Northern junction  Discounted	Theme 6 Free flow left turns  Taken forward
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Stage 3

The work identified that the only viable solution is to have a new junction to the south, with a connection to the A45 Clock Interchange. We have identified three options to match this solution. In addition, one or more free flow left turns at M42 junction 6 could be included with these options.

Option 1

Option 2

Option 3

Stage 4

The 3 viable options were presented at a public consultation in December 2016 / January 2017. Feedback responses were supportive of the scheme, with 71% of responses in favour of a junction improvement and 64% of responses being in favour of Option 1. Following further assessment of the responses, Highways England announced a slightly modified Option 1 as the preferred route.

Preferred route

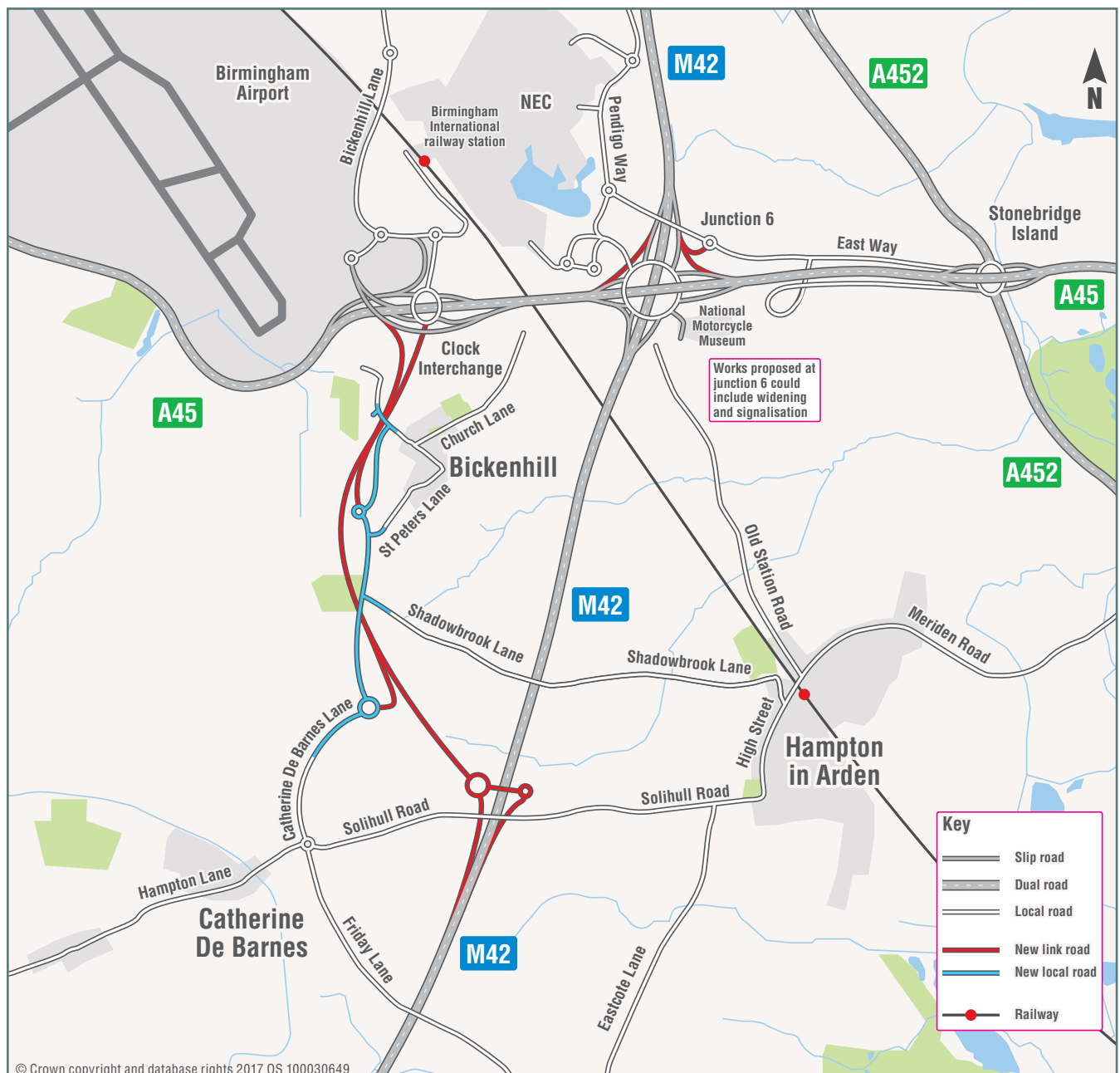
The preferred route

Following the consultation in December 2016 / January 2017, Highways England continued to develop the presented options taking into account comments and issues raised. Our assessment demonstrated that a slightly modified version of Option 1 would provide the best performing route overall, by minimising the impact on local communities and a nearby Site of Special Scientific Interest (SSSI) while maximising the resilience and performance of the road network so it can cope with future traffic impact.

The proposed modifications to Option 1 were incorporated into the preferred route announced on 7 August 2017 and is available to view at: www.highways.gov.uk/m42-j6.

The key features of the preferred route are:

- A new junction on the M42, south of junction 6
- Improvements to junction 6 including free flow links around the north-west and north-east of the M42 junction 6
- Improvements to Clock Interchange and the A45 between Clock Interchange and the M42
- A new 1.5 mile (2.4 km) dual carriageway link road to the west of Bickenhill, will link Clock Interchange and a new junction on the M42, south of junction 6



Incorporating your views

It is important for Highways England to understand the views of the community and other stakeholders and to consider these as we continue to develop our scheme proposals. After the PRA and in addition to the consultation held in 2016 / 2017, Highways England also used an online consultation platform called Commonplace to engage with, and seek the views of, interested parties about the scheme. To read these comments in full you can visit the website: <https://m42junction6.commonplace.is/>.

Feedback from Commonplace has highlighted some key themes and concerns, such as:

Local footpaths

Customers raised concerns about the footpath that runs west to Castle Hills and Elmdon and the safe crossing of pedestrians over the new dual carriageway.

The scheme proposals include two crossings of the new cutting (where the road is below the existing ground level), to the south close to the current junction of Shadowbrook Lane and Catherine de Barnes Lane, and to the north near the current junction of St. Peters Lane and Catherine de Barnes Lane, close to the caravan park. Both crossing points will include provision for pedestrians and cyclists. We are also looking closely at safe connectivity across the A45 corridor. This may include a new footbridge crossing.

Poor signage

Customers said the current signage at junction 6 is somewhat confusing and some people change lanes inappropriately.

We are working with Solihull Metropolitan Borough Council (SMBC) to develop revised signing arrangements as part of the scheme. This will include a review of existing signing on the A45 and Airport Way.

Southern junction connectivity

Customers asked whether Hampton-in-Arden traffic could join the M42 at the new junction.

We undertook extensive traffic modelling to establish the best option, the results showed that direct connections from Solihull Road and the southern junction would increase traffic on local roads through Catherine de Barnes and Hampton-in-Arden and would encourage drivers to use local roads as a rat-run. Discouraging this driver behaviour was raised as an important local issue and we have developed our proposed local road strategy with this in mind.

Cycle management

Customers said they would like improved north / south cycle links and safe cycle traffic to be enabled out of Solihull toward Coleshill and Tamworth.

Highways England is working with SMBC and other stakeholders to explore opportunities to enhance the rights of way network beyond mitigating direct impacts of the scheme. Improving NMU provision is an objective of the scheme to improve connections between local communities, major assets and places of employment.

What are we proposing?

Since the PRA, we have continued to develop the scheme proposals. We are now in a position to present this next stage of scheme development as part of the statutory consultation, in accordance with the Planning Act 2008.

The plans in this brochure show proposed carriageways, accesses and access roads, proposed landscaping and water features and indicate the impact on existing footpaths, bridleways and other rights of way. The plan also indicates where the road is above the existing ground level on an embankment or below the existing ground level in a cutting.

A 1.5 mile (2.4 km) dual carriageway link road will connect a new southern junction to the Clock Interchange on the A45. The link road has been designed to be below existing ground level for much of its length to minimise potential visual and environmental impacts.

The link road will pass beneath Catherine de Barnes Lane at two locations, by the Gaelic Athletic Association sports ground, and close

to the junction of St. Peters Lane to the west of Bickenhill. Catherine de Barnes Lane will be realigned and new bridges built at existing ground level to cross over the link road.

A new roundabout will be built to the north-west of the southern junction, near to Birmingham Dogs Home. This will allow traffic travelling north to join the new link road from Catherine de Barnes Lane. Another roundabout junction will be built in between the link road and Bickenhill to allow traffic from the link road travelling south to join Catherine de Barnes Lane, Shadow Brook Lane and Clock Lane. As with Solihull Road Bridge, this strategy was developed to discourage the use of the link as a rat-run on the local road network to Solihull, which is a local concern.

At the northern end of the new link road, prior to Clock Interchange, a dedicated slip road will rise to connect directly to Airport Way.



Cycle routes and non-motorised user (NMU)

The proposed scheme will enhance connections by creating integrated and safe routes for the movement of NMUs between local communities, attractions and places of employment.

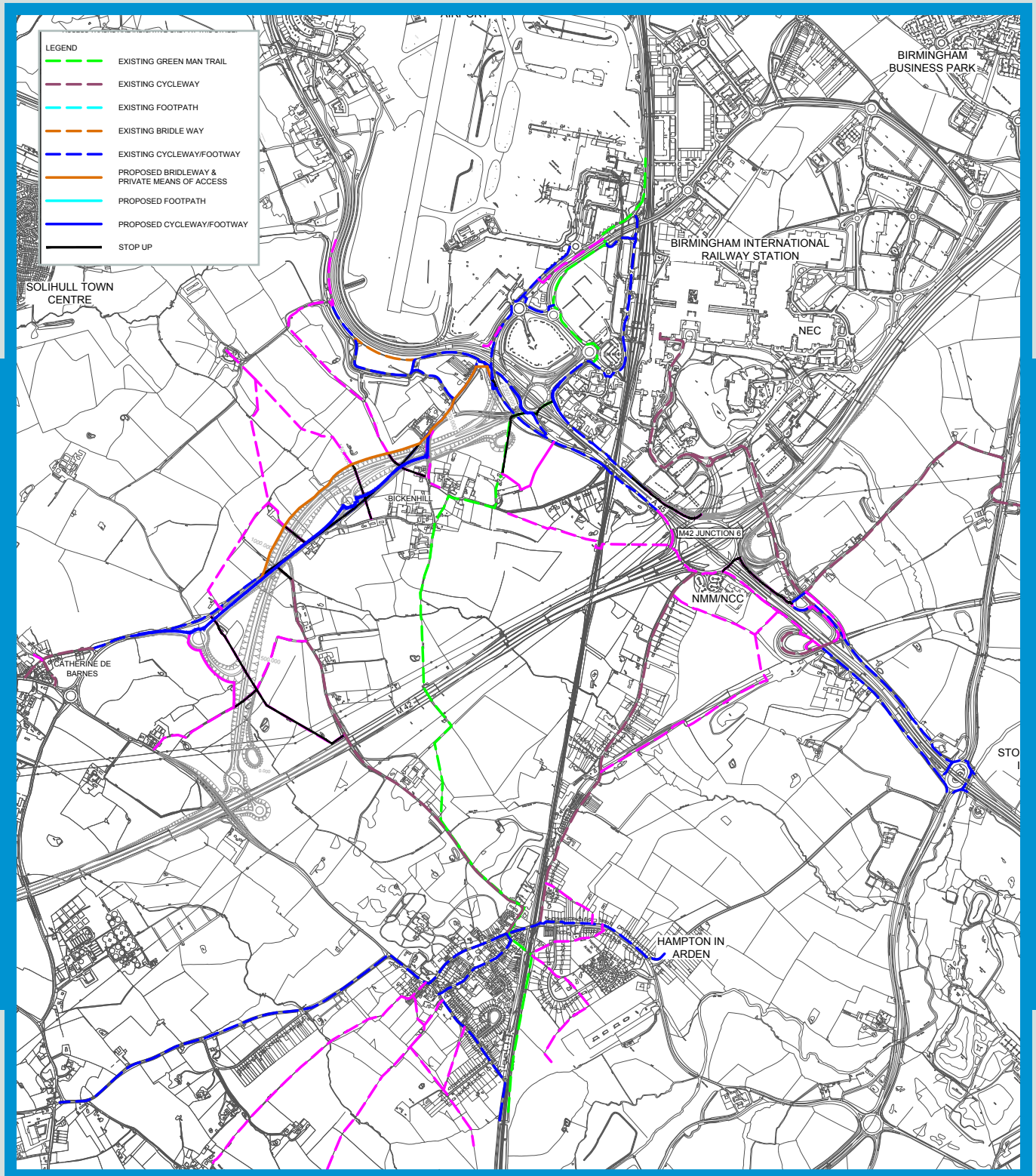
We propose a shared cycleway / footway alongside the realigned Catherine de Barnes Lane to provide a continuous NMU route, linking Catherine de Barnes and Bickenhill to the larger communities towards Solihull and Marston Green.

The cycleway / footway will be surfaced and will be slightly separated from the carriageway to provide protection to the NMUs. A bridleway / footpath is also proposed to the west of the link road which will also reconnect severed footpaths. A footbridge / cycle bridge could be provided over the A45, from Clock Lane providing safe movement to Birmingham Airport and wider NMU network.

The Principles of the NMU design are presented below:

- The integrity and sensitivity of existing NMU routes will be taken into account in the design development process.
- Maintain existing levels of NMU route connectivity and, where possible, improve for all types of users including vulnerable users.
- Understand local demand and desire lines informed by usage survey, questionnaires and consultation.
- Liaise with local stakeholders and Solihull Metropolitan Borough Council (SMBC) to identify opportunities to integrate the scheme with existing NMU routes, public transport facilities and local communities within the corridor.
- Where possible, the scheme will utilise redundant sections of carriageway as NMU routes.
- Incorporate NMU requirements and provisions into the design of side roads and accesses.

Cycle routes and non-motorised user (NMU)



Traffic

We have analysed the existing traffic flows and delays in the area to understand the congestion problem. We have used a number of computer-based traffic models to analyse the impact of our proposed scheme on the road network, vehicle movements and travel times.

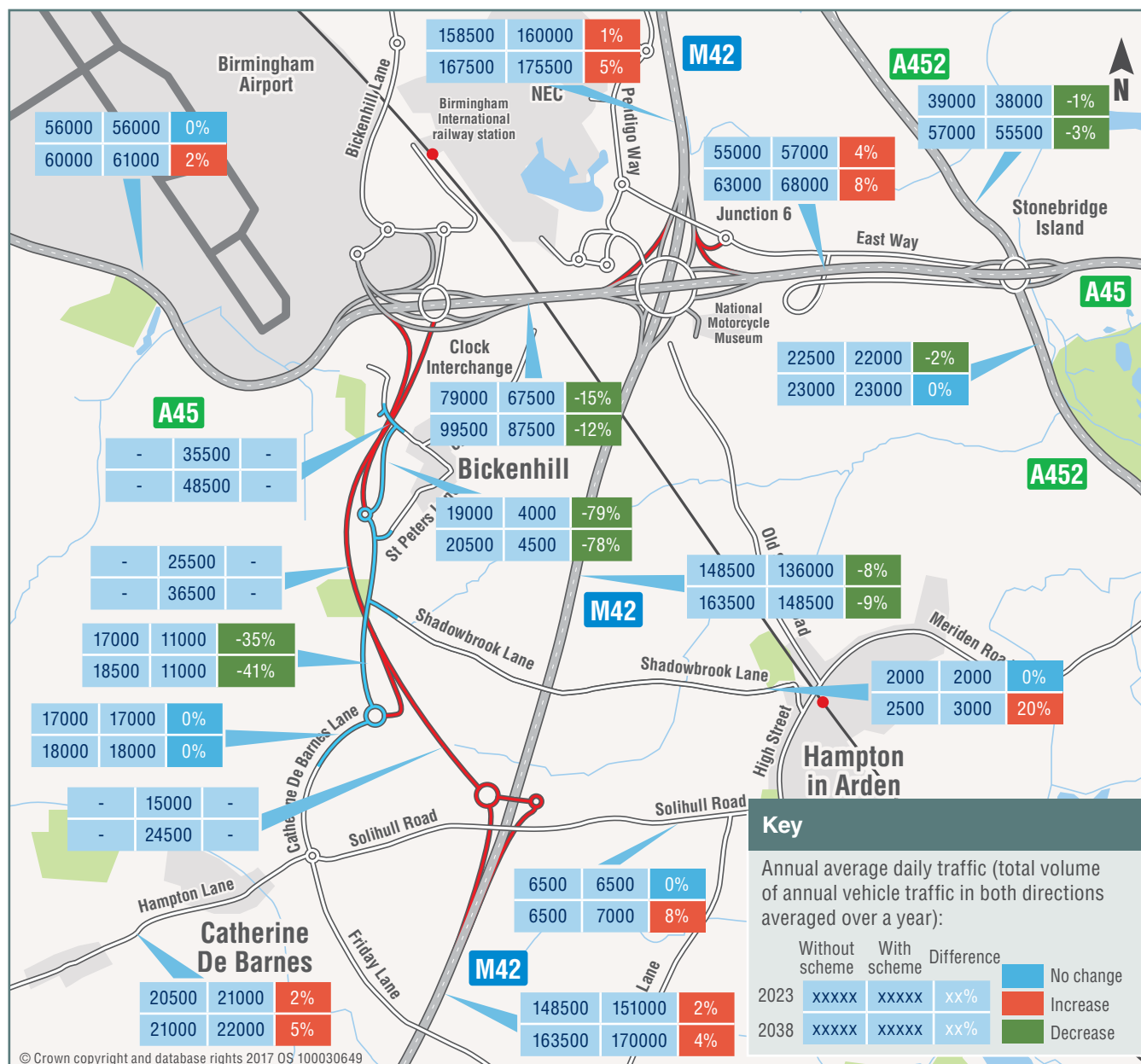
This information is being used to understand the detailed requirements of the scheme as follows:

- Highway design, such as the number of lanes required and types of junctions
- Environmental assessment, such as the potential for noise and air quality impacts
- Economic assessment, to determine value for money

We have estimated traffic flows for 2023, the expected scheme opening year, and for 2038, 15 years after opening. The highway design is based on predicted 2038 traffic flows.

The diagram below provides an overview of the traffic predictions showing:

- Slight reductions on M42 south of junction 6
- Slight reductions on A45 west of junction 6
- Major reductions on B4438 Catherine de Barnes Lane
- Slight increases to some of the other surrounding roads



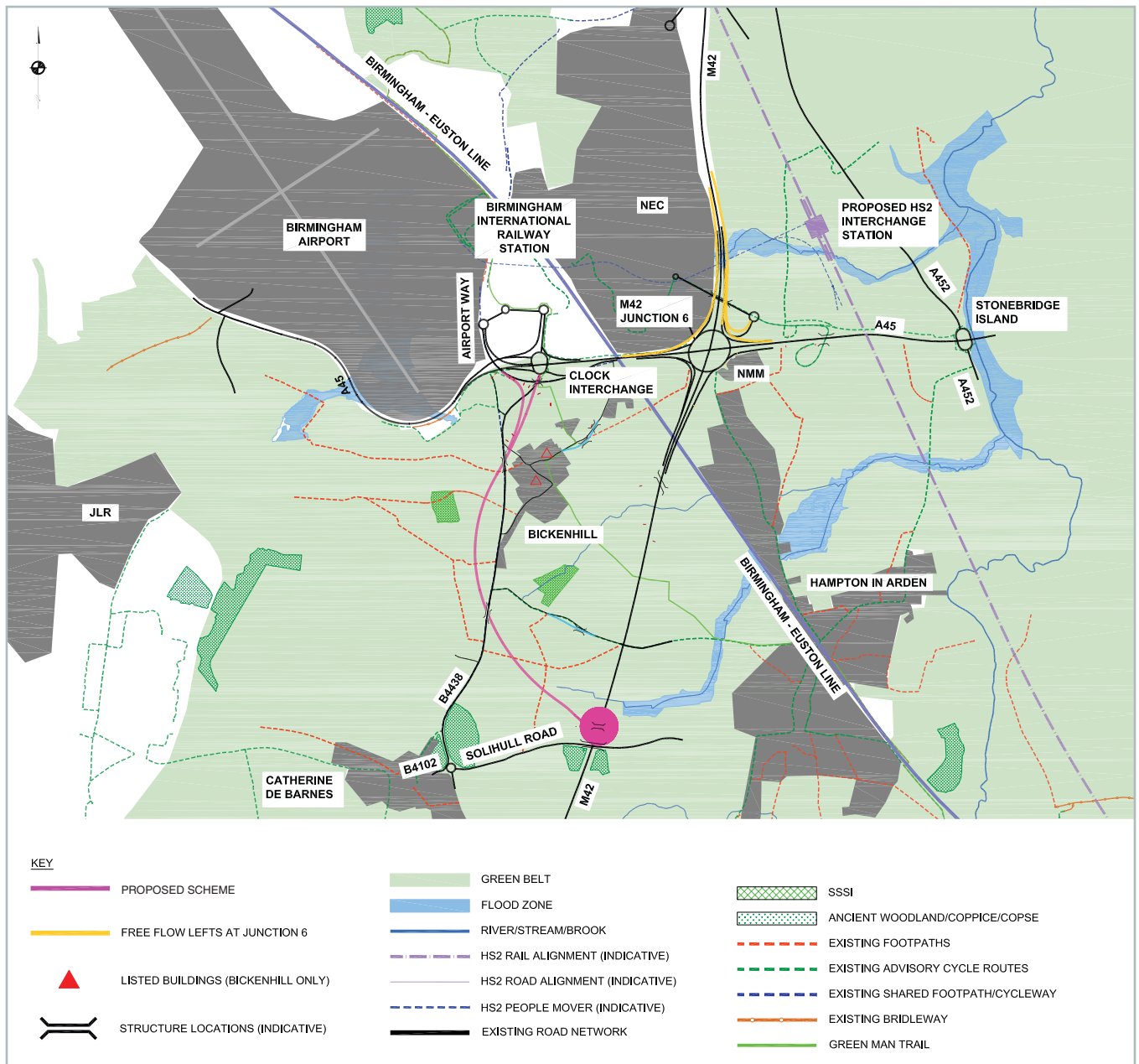
Impacts on the environment

The proposed scheme would pass through a predominantly rural environment to the west of the existing M42, known as the Meriden Gap green belt. Highways England is seeking to minimise the potential effects of road construction, operation and maintenance on the environment and aims to make its activities as sustainable as possible.

We are currently undertaking an assessment to identify the potential environmental impacts and subsequent effects of the proposed scheme. This includes identifying where mitigation measures may be required and what form they might take.

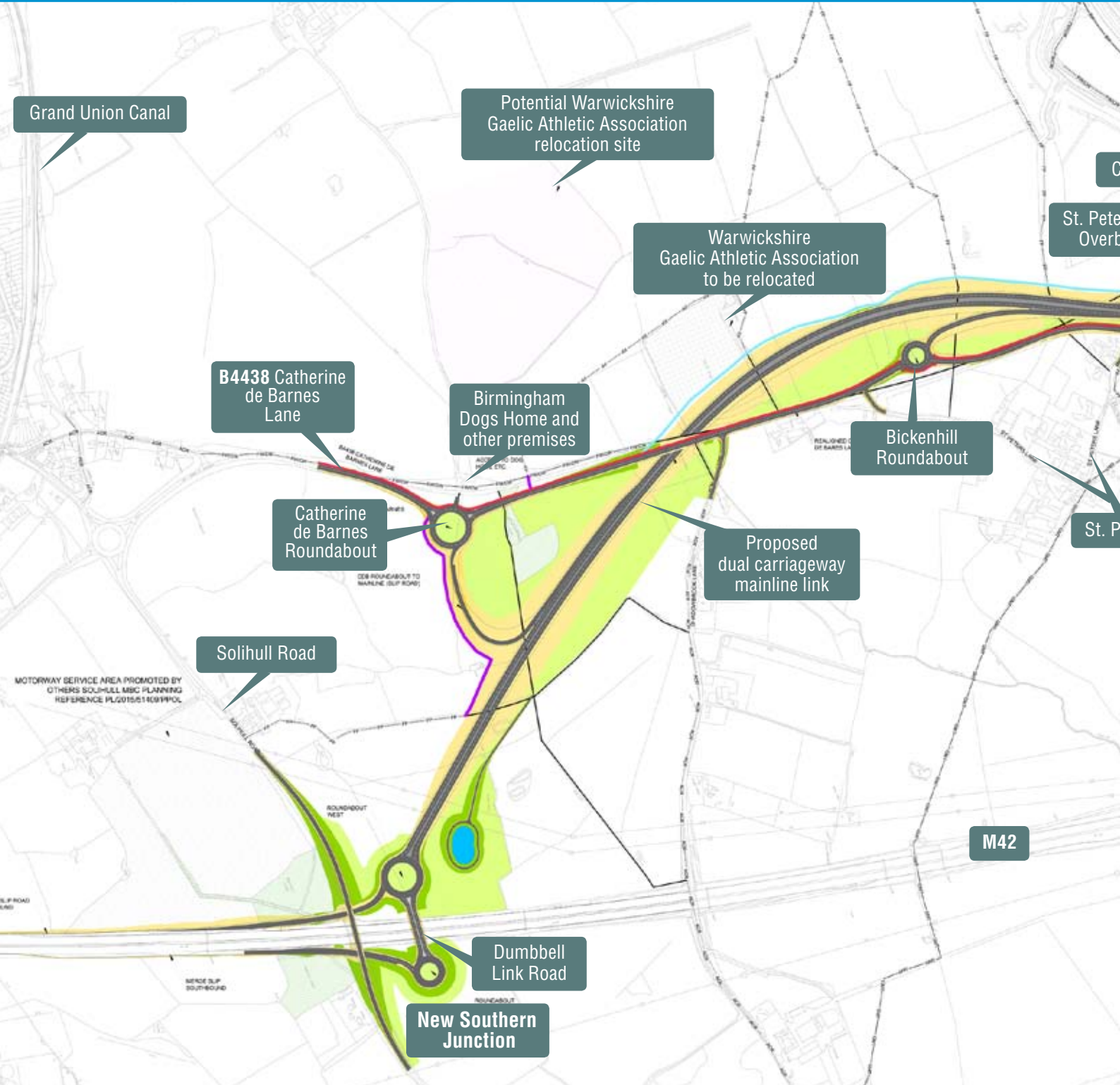
A summary of the proposed scheme's potential environmental effects is available in the form of a Preliminary Environmental Information Report (PEIR). Following consultation, the proposed scheme design will be further developed and a full assessment of the environmental impacts will be undertaken – this will be reported in the form of an Environmental Statement which will be submitted as part of the DCO application.

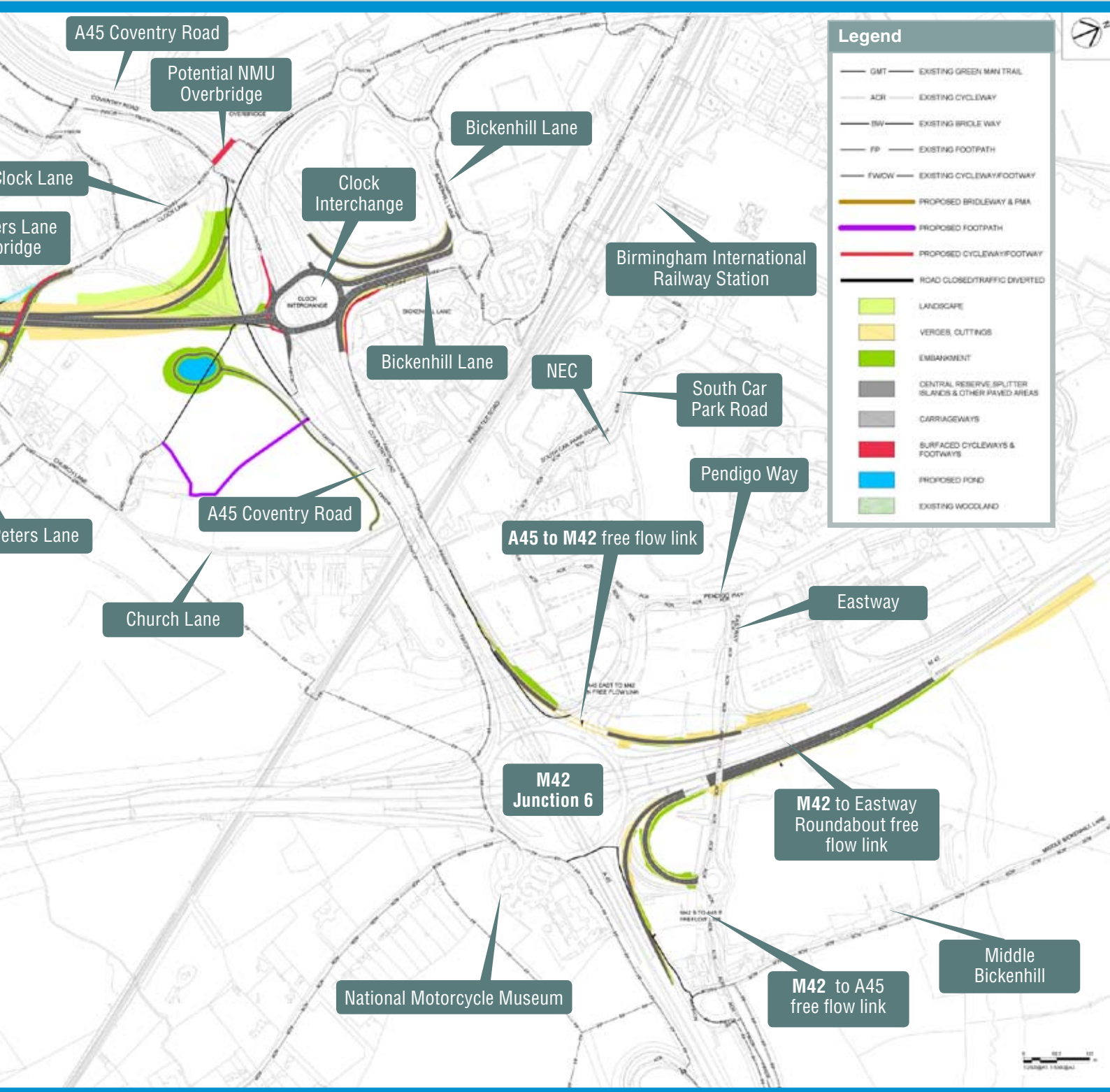
Environmental map



Scheme in more detail

Overview of scheme



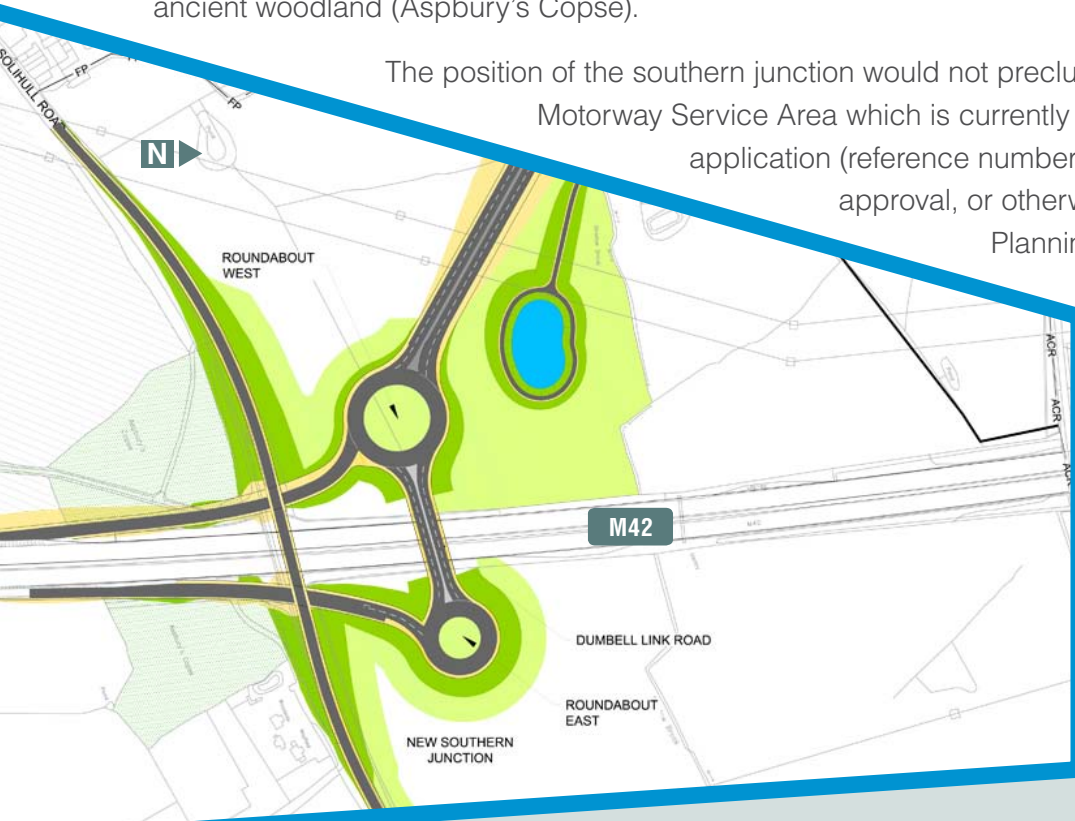


Southern junction and Solihull Road

The new southern junction is located just over one mile south of junction 6 of the M42. Traffic analysis shows that relatively few vehicles would use north-facing slip roads at the new junction; therefore these are not included in the design. Although the slip roads would add resilience to the network, operational and safety impacts were assessed as outweighing the resilience benefit.

The position of the south-facing slip road layouts have been designed to reduce the impact to the ancient woodland (Aspbury's Copse).

The position of the southern junction would not preclude the development of a Motorway Service Area which is currently the subject of a planning application (reference number PL/2015/51409/PPOL) whose approval, or otherwise, will be from the Local Planning Authority, SMBC.

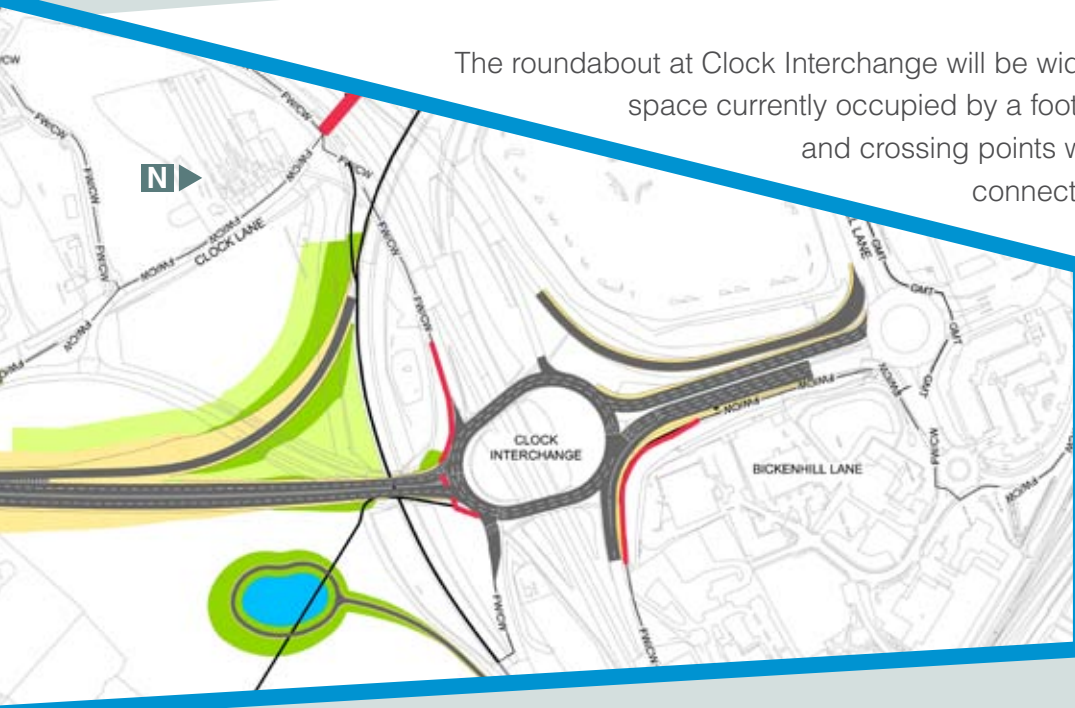


The new south-facing slip roads also require Solihull Road Bridge to be rebuilt. The rebuilt bridge would not provide connections to the southern junction so as to prevent traffic wishing to access the motorway from using roads through local villages.

Clock Interchange

The roundabout at Clock Interchange will be widened to three lanes using space currently occupied by a footway. Alternative footpaths and crossing points will be included to provide connectivity between the north and south side of the A45 corridor and provide a safer access for NMUs and cyclists to cross the A45.

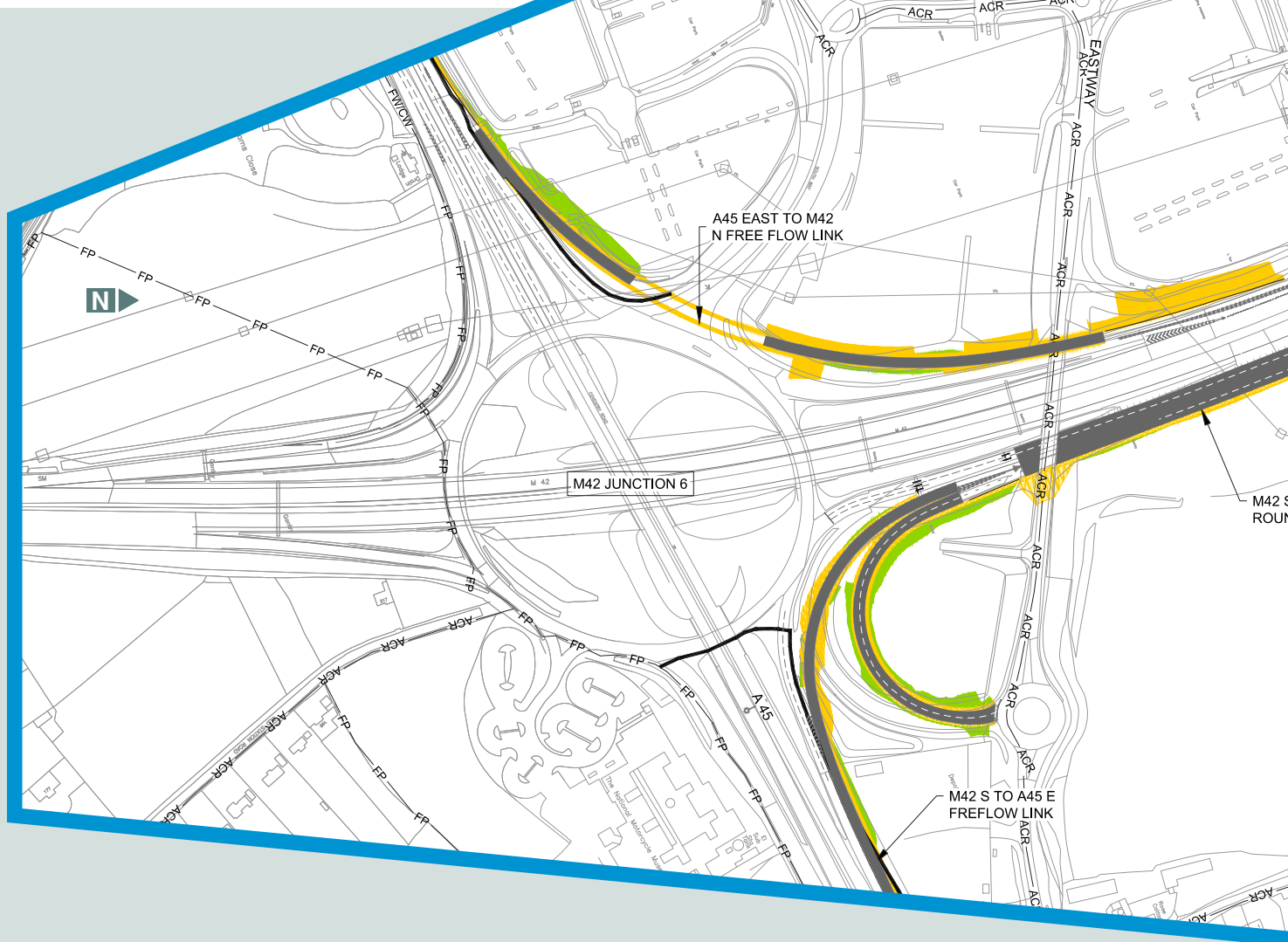
In order to provide further capacity, traffic signals will also be provided.



M42 junction 6

At junction 6 free-flow left turn lanes will be built for A45 eastbound traffic to the M42 northbound, and for M42 southbound traffic to the A45 eastbound. The existing free-flow left turn between M42 northbound and A45 westbound would be retained.

Free flow left turn lanes benefit the junction by reducing the number of vehicles having to use the roundabout, reducing vehicle conflicts and allowing signal timings at the junction to be improved.



Proposed land requirements

As part of the DCO process we are consulting on the proposed areas of land required for the development of the scheme before we submit our DCO application and working with affected landowners to mitigate the impact on them and their businesses / properties. This includes land needed for the construction of the new junction and link road and land required temporarily, for example construction compounds and working space.

The DCO application would seek powers to enable Highways England to acquire land and rights over land compulsorily, and take temporary possession of land following discussions with the relevant land owners. Further information can be found on the Planning Inspectorate (PINS) website at <http://infrastructure.planningportal.gov.uk>.

How this scheme may impact you

Air quality

Monitoring data suggests that air quality around junction 6 and the A45 is poor, although it improves with distance from the main roads and is considered very good in the rural areas in and around Bickenhill. The nearest air quality management area (AQMA) is located 1.2 miles to the west of the M42 and covers the majority of the city of Birmingham.

There is the potential that air quality could improve as a result of the proposed scheme operation at junction 6, due to the redistribution of traffic and traffic movement improvements at junction 6 and Clock Interchange. No impacts on air quality within the AQMA are currently envisaged. However, there is the potential that air quality may change in areas where the proposed new link road would be located, but not to an extent that air quality standards would be breached.

Noise and vibration

The future noise environment is likely to be broadly dominated by a mix of road and aircraft traffic, with some localised commercial and industrial sources. Further detailed assessment is required to confirm the change in noise as a result of the proposed scheme.

Various techniques including the use of low noise surfacing, fencing and embankments are being investigated which aim to minimise adverse noise effects and will be published within the Environmental Statement.

Cultural heritage

There is the potential for heritage assets to be adversely affected either directly (eg through loss or damage during construction) or indirectly (eg through adverse effects upon the setting of heritage areas).

Archaeological investigations, historic building and landscape recording will be undertaken in advance of construction. This would help to mitigate potential effects on heritage assets. Design choices and landscaping proposals are being developed that will help to mitigate effects upon historic buildings and other cultural heritage features.

Landscape and visual impacts

The proposed scheme has the potential to impact upon views and the surrounding landscape. We are exploring mitigation proposals including sensitive scheme design, construction planning, consultation and provision of a suitable landscaping design incorporating tree planting and screening to reduce effects as far as possible.

In the table opposite, we identify some key actions that we will take to reduce the impacts of the proposed scheme on the environment, as well as setting out why we would put these measures in place.

	What we are doing	Why are we doing it
Air quality	<ul style="list-style-type: none"> Identify measures to control and reduce construction dust and emissions Model and assess the impacts of the scheme on air quality during construction and after the road is open 	<ul style="list-style-type: none"> To reduce the air quality effects of scheme construction To understand the effect of the scheme, including potential air quality improvements
Noise	<ul style="list-style-type: none"> Identify measures to control and reduce construction noise impacts, such as restricted hours of work Install noise barriers where appropriate 	<ul style="list-style-type: none"> To reduce the adverse effects of scheme construction To mitigate potential increases in levels of traffic noise caused by the scheme
Cultural heritage	<ul style="list-style-type: none"> Carry out archaeological investigations in advance of construction Design the scheme sensitively in relation to known heritage features Preserve archaeological remains by recording findings and features where applicable 	<ul style="list-style-type: none"> To avoid or reduce impacts to known archaeological remains historic buildings and landscapes where possible To deal sensitively with unknown archaeological remains, which may be uncovered during scheme construction
Landscape and visual impacts	<ul style="list-style-type: none"> Seek to integrate the road and associated structures into the landscape through sensitive design, including alignment, earth modelling and planting Plant trees and shrubs in keeping with the local landscape character 	<ul style="list-style-type: none"> To optimise the fit of the scheme into the landscape where practicable To mitigate potential impacts to views, local landscape character and features
Biodiversity	<ul style="list-style-type: none"> Protect specific bird nesting and breeding sites and programme certain construction activities to avoid or reduce disturbances Incorporate infrastructure, fencing and planting to guide animals under, over and away from road where appropriate Enhance and / or create replacement habitats as required 	<ul style="list-style-type: none"> To avoid or reduce the impact of the scheme on important habitats and protected species such as great crested newts, bats, badgers and birds
The water environment	<ul style="list-style-type: none"> Develop measures to reduce the risk of water pollution during construction Create ponds and shallow channels (swales), where appropriate 	<ul style="list-style-type: none"> To help slow the flow of surface water from the road to the surrounding environment and prevent inadvertent discharges of silt and pollutants into watercourses To prevent flood risk arising from the scheme
Geology and soils	<ul style="list-style-type: none"> Develop a soil management strategy Carry out site investigations to identify potentially contaminated land 	<ul style="list-style-type: none"> To avoid or reduce loss, damage and contamination of valuable soil resources. To prevent harm to people and the environment from contaminated land
Materials and waste	<ul style="list-style-type: none"> Investigate the potential for locally-sourced construction materials Design for materials reuse where practicable 	<ul style="list-style-type: none"> To limit the carbon footprint of the scheme To reduce the number of construction traffic movements
People and communities	<ul style="list-style-type: none"> Consider alternative routes and crossing points where the scheme would affect routes used by pedestrians, cyclists and equestrians Provide alternative access routes for farmers as appropriate Restore land to appropriate uses where applicable 	<ul style="list-style-type: none"> To avoid or reduce diversions or severance of public rights of way and other routes To mitigate the potential impact of the scheme on access or use of community facilities, as well as on local homes, businesses, potential developments and agricultural land
Climate	<ul style="list-style-type: none"> Quantifying greenhouse gas (GHG) emissions across the lifecycle of the scheme (construction, operation use, maintenance) To consider the operational resilience of the scheme to the impacts of future climate change 	<ul style="list-style-type: none"> To identify the impact the proposed scheme may have on the UK Government meeting its GHG reduction targets To identify opportunities to mitigate GHG emissions To identify mitigation measures to reduce disruption to future operations caused by climate change

Ecology and biodiversity

The ecological value of much of the proposed scheme area has been compromised by intensive agriculture and existing roads. However, there are some existing areas of notable habitat, including Aspbury's Copse Ancient Woodland, Bickenhill SSSI and a number of other local wildlife sites. There are also species of nature conservation importance, including protected species, which could be affected by the proposed scheme. Other possible impacts may include the direct loss and fragmentation of habitat, disturbance to wildlife from noise and lighting, and animal mortalities from collisions with traffic.

The ongoing environmental assessment will help to identify ways to avoid and mitigate potential ecological effects due to land take requirements, through sensitive design and the use of appropriate management practices during construction and operation.

The water environment

The proposed scheme area includes surface water features such as field drains, ponds, wet grassland and streams or tributaries that flow into the River Blythe. There are also areas susceptible to flood risk. The proposed scheme is located close to Shadow Brook (which flows into the River Blythe) and it would cross a number of field drains.

Mitigation will be developed with input from the Environment Agency and will follow established construction practice guidelines. Mitigation will include managing pollution risks during construction and operation. Highway drainage design standards have been developed to protect the water environment from highway pollution and to prevent increases in flood risk.

Soils and material resources

The proposed scheme would impact upon agricultural land. A suitable soil management strategy will help retain as much soil as possible in good condition for re-use within the scheme landscape proposals and the reinstatement of land disturbed by temporary construction impacts.

The proposed scheme, as a major infrastructure project, would require large volumes of material and potentially generate large quantities of waste. The implementation of a waste management plan will help to reduce waste and re-use suitable materials wherever possible.

People and communities

Various public and private assets would be affected by the proposed scheme, in particular agricultural and farming businesses. There is also likely to be potential impacts on the local communities and the wider economy.



There are likely to be impacts upon journey patterns and amenity due to the proposed scheme. Whilst some diversions of public rights of way would be required, there are also opportunities to improve facilities for pedestrians, cyclists and equestrians. Such proposals will be investigated as part of the environmental assessment in consultation with local authorities and other interested groups.

Climate

We will assess the quantity of greenhouse gas (GHG) emissions arising during the lifetime of the proposed scheme and identify the impact this may have on the UK meeting its legally binding GHG reduction targets. We will also identify opportunities for the proposed scheme to be designed in a manner that reduces GHG emissions, for example through the increased use of recycled materials and considerate construction methods. We will also consider the resilience of the proposed scheme to the impacts of future climate change – this includes issues such as the deterioration of the road surface due to higher temperatures, and the risk of increased flooding due to higher rainfall, and the mitigation measures required to reduce disruption during operation of proposed scheme upon completion.

Cumulative effects

Cumulative effects can result from the impacts of multiple projects, or from a number of different impacts from a single project, accumulating to affect a single environmental resource or area.

There are several large-scale proposed developments within the study area, such as HS2, which may contribute to cumulative effects on the environment. Possible effects may include the incremental loss of agricultural land; fragmentation of wildlife habitat; loss of tranquillity or rural setting, including increased effects of lighting; increased pressure on recreational and community land.

Improved practices in mitigation and design may also lead to positive effects upon biodiversity from incremental enhancements of habitats as a result of landscaping schemes for a variety of projects. The potential cumulative effects will be investigated further and recommendations to improve environmental outcomes will be provided where appropriate.



Construction impacts

Planning for construction

The construction would inevitably have some impacts on the local community and businesses, the environment, and road users.

We will work closely with our stakeholders, including local authorities, land owners and local communities, to identify the specific issues that are likely to occur and the measures that can be used to address them.

Typical impacts may include (but are not limited to):

- Construction noise and vibration
- Dust, odours and other air-quality issues
- Light pollution
- Construction vehicle movements on local roads
- Site safety and security and site access / egress arrangements
- Road safety through roadworks and traffic management arrangements
- Delays and disruption to road users on the M42, A45 and local roads
- Maintaining access for employees and customers of businesses
- Temporary impacts on landscape character and visual intrusion
- Temporary closures of roads, other public rights-of-way and private accesses

Construction impacts on the environment will be assessed and reported in the outline Construction Environmental Management Plan (CEMP) which will form part of the DCO application. This will include how trees, hedgerows and other natural features would be retained, wherever possible, and access and haul roads required during the construction process would be reinstated to their natural form as soon as possible after completion of the works.

There will be numerous developments in construction at the same time, such as HS2, and we are working closely with them to align our works in order to minimise the overall construction impact.

Timing and phasing of construction works

If development consent for the proposed scheme is granted, construction of the main works would be expected to commence in 2020 and continue for a period of approximately three years to 2023.

Construction phasing arrangements would be developed to mitigate disruption to road users and the surrounding community during the period of construction. The safety of vulnerable road-user groups such as pedestrians and cyclists would be a particular consideration.

Construction of the main works may be preceded by site preparation activities in the six to nine months leading up to the start of the main construction. This may include works by utility companies to divert their services away from the proposed scheme.

Site compounds and use of public roads

Working areas close to the proposed scheme would be required for site compounds, the storage of materials and equipment. The location of site compounds will be identified in our DCO application, together with proposed access and egress arrangements. Contractors will also need to use public roads to gain access to working areas. Highways England will work closely with the local highway authorities, to identify the routes which are appropriate and any restrictions that may apply.

Stakeholder engagement

Liaison officers will be appointed as a point of contact for the local community, businesses and other stakeholders during the period of construction to help address any concerns or issues as the scheme is built.

Regular schemes progress updates will be provided via the scheme website, as well as regular updates via post and one-to-one meetings with interested parties.

What happens next

This consultation is an opportunity to share your views. It will run for six weeks, commencing on 9 January 2018 and closing at 23.59 on 19 February 2018.

Once the consultation ends, your feedback, together with our ongoing technical work and environmental assessments will influence the design of the scheme which will be included in the DCO application. Once the consultation has closed and we have had time to consider the comments, we will publish a report presenting the finding.

Proposed timeline

August 2017	Preferred route announcement	Summer 2017
January 2018	Public consultation on preferred route design	Winter 2018
August 2018	Submit Development Consent Order (DCO) application	Summer 2018
August 2018	Individuals / organisations register with the Planning Inspectorate (PINS) to be heard during DCO examination	Summer 2018
December 2018	Start of DCO examination	Winter 2018
June 2019	End of DCO examination	Summer 2019
September 2019	PINS recommendation report	Autumn 2019
December 2019	Secretary of State decision on DCO application	Winter 2019
2020	Start of construction	2020
2023	End of construction	2023

Consultation events

We want to hear your views

Your opinion is important to us. Visit one of our consultation events to meet our project team and learn more about the proposed scheme, or find out more about how you can tell us what you think on our website at www.highways.gov.uk/m42-j6

Questionnaire

We encourage you to complete the attached questionnaire. This will help us to make sure that we capture and record your views and accurately log all of your comments on the proposed scheme. Your feedback will continue to feed into the evolving scheme design.

The questionnaire can also be found online by visiting www.highways.gov.uk/m42-j6

Location	Date and time
The Arden Hotel Coventry Road, Bickenhill, B92 0EH	Tuesday 09/01/2018 1pm – 8pm
St Peter's Church Hall Church Lane, Bickenhill, B92 0DN	Thursday 11/01/2018 12pm – 8pm
Catherine de Barnes Village Hall Hampton Lane, B91 2TJ	Saturday 13/01/2018 10am – 4pm
Marston Green Parish Hall 38 Elmdon Road, Marston Green, B37 7BT	Wednesday 17/01/2018 12pm – 8pm
Fentham Hall Marsh Lane, Hampton-in-Arden, B92 0AH	Friday 19/01/2018 12am – 8pm
Warwickshire Gaelic Athletic Association The Clubhouse, Catherine de Barnes Lane, Bickenhill, B92 0DB	Saturday 27/01/2018 10am – 4pm
The Core Touchwood, Homer Road, Solihull, B91 3RG	Wednesday 31/01/2018 10am – 5.45pm A selection of presentation boards will remain at The Core until 19 February 2018

Consultation information available

- Proposed scheme drawings which show our developing design proposals and the land required permanently and temporarily to deliver the scheme, and which would form the boundary of the DCO application
- A copy of the PEIR and a non-technical summary (NTS), which include information on potential environmental impacts related to the proposed scheme
- A copy of the SoCC and Section 48 Notice which details how we will undertake our consultations
- Consultation brochure which is available at deposit points, consultation events and online

Deposit point locations

There are a number of venues where you can find further copies of this brochure and questionnaire during the consultation period. These are as follows:

Birmingham City Council offices

Council House, Waterloo Street, Birmingham,
B1 1BB

Warwickshire County Council offices

Shire Hall, Warwick, CV34 4RL

Balsall Common Library

283 Kenilworth Road, Balsall Common, Coventry,
CV7 7EL

Hampton-in-Arden Library

39 Fentham Road, Hampton-in-Arden, Solihull,
B92 0AY

Hobs Moat Library

Ulleries Road, Hobs Moat, Solihull, B92 8EB

Marston Green Library

Land Lane, Marston Green, Birmingham, B37 7DQ

Meriden Library

The Green, Coventry, CV7 7LN

Solihull Central Library

The Core, Homer Road, Solihull, B91 3RG

South Yardley Library

Yardley Road, Birmingham, B25 8LT

Contact information

You can use the following methods to respond to the public consultation:

- **Website:** www.highways.gov.uk/m42-j6
- **Email:** m42junction6@highwaysengland.co.uk
- **Post:**
M42 J6 Project Team
Highways England
The Cube
199 Wharfside Street
Birmingham B1 1RN
- **Telephone:** 0300 123 5000

We will continue to keep you updated with the progress of this scheme by publishing a report on this statutory public consultation and continuing to engage with statutory bodies, local authorities, landowners, those significantly affected by the scheme proposals and the wider community. Updates will appear on the scheme web page www.highways.gov.uk/m42-j6. You can register on the scheme web page to receive updates as the scheme progresses.

M42 junction 6 Improvement scheme

Public consultation questionnaire

Please complete this questionnaire to share your views. You can also complete this on our website at: www.highways.gov.uk/m42-j6

The consultation will run for 6 weeks, commencing on 9 January 2018 and closing at 23.59 on 19 February 2018.

If you're returning this to us by post, please remove the questionnaire pages from the back of this booklet and pop it in the post: **M42 J6 Project Team, Highways England, The Cube, 199 Wharfside, Street, Birmingham, B1 1RN.**

Please submit your completed questionnaire by 23:59 on 19 February 2018.

Please provide us with your name and address. If you'd prefer for your comments to be anonymous, please just provide your postcode.

Name: _____

Address: _____

Postcode: _____

If you want to be kept informed by email about the project please give us your email address below:

Email: _____

If you are responding on behalf of an organisation, please tell us the name of the organisation and your role in it.

Name of organisation: _____

Your role in the organisation: _____

1. How does the M42 junction 6 improvement scheme affect you? *(select all that apply)*

Local resident Business owner Employed locally Land owner

Other (please state)

2. To what extent do you agree that M42 junction 6 needs improving?

Strongly agree Agree Neither Disagree Strongly disagree

3. How frequently do you travel past or use M42 junction 6?

5+ days a week 2-4 days a week Weekly Monthly

Less often Never

4. How do you normally travel through or use M42 junction 6 *(select all that apply)*

Car/van HGV Bus Motorcycle

On foot Bicycle Other (please state)

5. What is your working status?

Employed full time/part time Looking after the home Student full time/part time

Unemployed Retired Prefer not to say

Other (please state)

6. Please provide the postcode for your home and workplace *(This information helps us to understand where you live and work in relation to the scheme. It is not used to identify individuals and will be treated in accordance with the Data Protection Act.)*

Home postcode Work postcode

If you would like to be part of a community engagement group please provide us with your contact details and tick the box

Contact details

Email

7. How well do you think the proposed scheme addresses Highways England objectives?

Objective	Very well	Well	Neither	Not well	Not at all well	Not applicable
a) Reduce congestion at M42 J6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Maintain road safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Improve network resilience (how junction copes when accidents occur)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Improve journey time reliability when travelling on the M42	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Improve journey time reliability when travelling to Birmingham Airport/NEC or other destinations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Supports future development in the area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8. Do you have any comments regarding the design proposals presented at the consultation?

9. Do you have any general comments or observations about the consultation, including anything you think that we have missed or overlooked?

10. How did you hear about this consultation? (tick all that apply)

Letter Poster Local radio Newspaper advert

Word of mouth Other (please specify)

Social media (please specify)

Thank you for taking the time to complete this questionnaire.

Information provided in response to this consultation, including personal information, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want the information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on Highways England. Highways England will process your personal data in accordance with the DPA and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties. Confidential responses will be included in any statistical summary of number of comments and views expressed.

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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This document is also available on our website at www.gov.uk/highways

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000***. Please quote the Highways England publications code **PR149/17** Highways England, Creative BHM170369

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

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Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
Highways England Company Limited registered in England and Wales number 09346363

3. Copy of the s47 Letters which went out to the local community, businesses, local organisations and people who had previously contacted Highways England about the Scheme

«AddressBlock»

Jonathan Pizzey
Senior Project Manager
M42 Junction 6 Improvement
Highways England
The Cube
199 Wharfside Street
Birmingham B1 1RN

<http://www.highways.gov.uk/m42-j6>

4th January 2018

«GreetingLine»

M42 JUNCTION 6 IMPROVEMENT SCHEME: PUBLIC CONSULTATION

Highways England is proposing to improve M42 Junction 6. This Scheme is a Nationally Significant Infrastructure Project (NSIP) under the Planning Act (PA) 2008. As part of the pre-application process we will be holding the formal public consultation about the Scheme from the **9th January 2018 through to 19th February 2018**.

I am writing to you as someone whose business, organisation or members may be affected by the proposed M42 Junction 6 Improvement scheme, in order to give you the opportunity to get involved and attend the planned exhibitions, to view and comment on the proposed scheme.

Please find enclosed for your information a consultation leaflet identifying the dates, times and location of the planned exhibitions and method for contacting Highways England. Further copies (or an e-copy) can be provided. The Highways England Website will also host an electronic version of the exhibition material and questionnaire during the consultation period.

This is the public's opportunity to comment on the proposals for the Scheme and influence them before the preliminary design is completed. As you are an employer in the vicinity of the scheme, we would welcome you sharing this information about the consultation events with your employees.

Highways England Website: www.highways.gov.uk/m42-j6

Email: at M42J6@highwaysengland.co.uk

Post: M42 Junction 6 Improvement, Highways England, The Cube, 199 Wharfside Street, Birmingham B1 1RN

Yours faithfully,



Jonathan Pizzey
Senior Project Manager - M42 Junction 6 Improvement scheme
T: +44 (0) 300 123 5000 **E:** m42junction6@highwayengland.co.uk

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I am writing to you as someone whose business is located close to the proposed M42 Junction 6 Improvement scheme, in order to give you the opportunity to get involved and attend the planned exhibitions, to view and comment on the proposed scheme.

Please find enclosed for your information a consultation leaflet identifying the dates, times and location of the planned exhibitions and method for contacting Highways England. Further copies (or an e-copy) can be provided. The Highways England Website will also host an electronic version of the exhibition material and questionnaire during the consultation period.

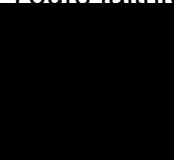
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ADD ADDRESS

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Senior Project Manager
M42 Junction 6 Improvement
Highways England
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Birmingham B1 1RN

<http://www.highways.gov.uk/m42-j6>

January 2018

Dear **XX**

M42 JUNCTION 6 IMPROVEMENT SCHEME: PUBLIC CONSULTATION

Highways England is proposing to improve M42 Junction 6. This Scheme is a Nationally Significant Infrastructure Project (NSIP) under the Planning Act (PA) 2008. As part of the pre-application process we will be holding the formal public consultation about the Scheme from the **9th January 2018 through to 19th February 2018**.

I am writing to you as someone who represents a local voluntary group whose membership may be interested in the scheme, in order to give you the opportunity to get involved and attend the planned exhibitions, to view and comment on the proposed scheme.

Please find enclosed for your information a consultation leaflet identifying the dates, times and location of the planned exhibitions and method for contacting Highways England. Further copies (or an e-copy) can be provided. The Highways England Website will also host an electronic version of the exhibition material and questionnaire during the consultation period.

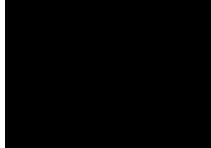
This is the public's opportunity to comment on the proposals for the Scheme and influence them before the preliminary design is completed. We would welcome your assistance in publicising these events to your membership.

Highways England Website: www.highways.gov.uk/m42-j6

Email: at M42J6@highwaysengland.co.uk

Post: M42 Junction 6 Improvement, Highways England, The Cube, 199 Wharfside Street, Birmingham B1 1RN

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4th January 2018

Dear **XX**

M42 JUNCTION 6 IMPROVEMENT SCHEME: PUBLIC CONSULTATION

Highways England is proposing to improve M42 Junction 6. This Scheme is a Nationally Significant Infrastructure Project (NSIP) under the Planning Act (PA) 2008. As part of the pre-application process we will be holding the formal public consultation about the Scheme from the **9th January 2018 through to 19th February 2018**.

I am writing to you, as someone who has previously provided comments on the proposed M42 Junction 6 Improvement scheme, in order to give you the opportunity to get involved and attend the planned exhibitions, to view and comment on the proposed scheme.

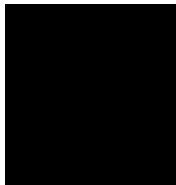
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Post: M42 Junction 6 Improvement, Highways England, The Cube, 199 Wharfside Street, Birmingham B1 1RN

Yours faithfully,



Jonathan Pizzey
Senior Project Manager - M42 Junction 6 Improvement scheme

T: +44 (0) 300 123 5000 **E:** m42junction6@highwayengland.co.uk

The Occupier

Jonathan Pizzey
Senior Project Manager
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Highways England
The Cube
199 Wharfside Street
Birmingham B1 1RN

<http://www.highways.gov.uk/m42-j6>

3rd January 2018

Dear Sir / Madam,

M42 JUNCTION 6 IMPROVEMENT SCHEME: PUBLIC CONSULTATION

Highways England is proposing to improve M42 Junction 6. This Scheme is a Nationally Significant Infrastructure Project (NSIP) under the Planning Act (PA) 2008. As part of the pre-application process we will be holding the formal public consultation about the Scheme from the **9th January 2018 through to 19th February 2018**.

I am writing to you as someone whose property is located within 2km of the proposed M42 Junction 6 Improvement scheme, in order to give you the opportunity to get involved and attend the planned exhibitions, to view and comment on the proposed scheme.

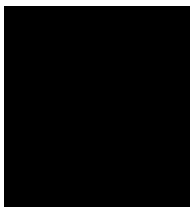
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Post: M42 Junction 6 Improvement, Highways England, The Cube, 199 Wharfside Street, Birmingham B1 1RN

Yours faithfully,



Jonathan Pizzey
Senior Project Manager - M42 Junction 6 Improvement scheme

T: +44 (0) 300 123 5000 **E:** m42junction6@highwayengland.co.uk

4. Copy of s47 Notice in the Birmingham Mail (04/01/2018)

HIGHWAYS AD BOOKING

Date: 04/01/2018

Penna Ref : _____

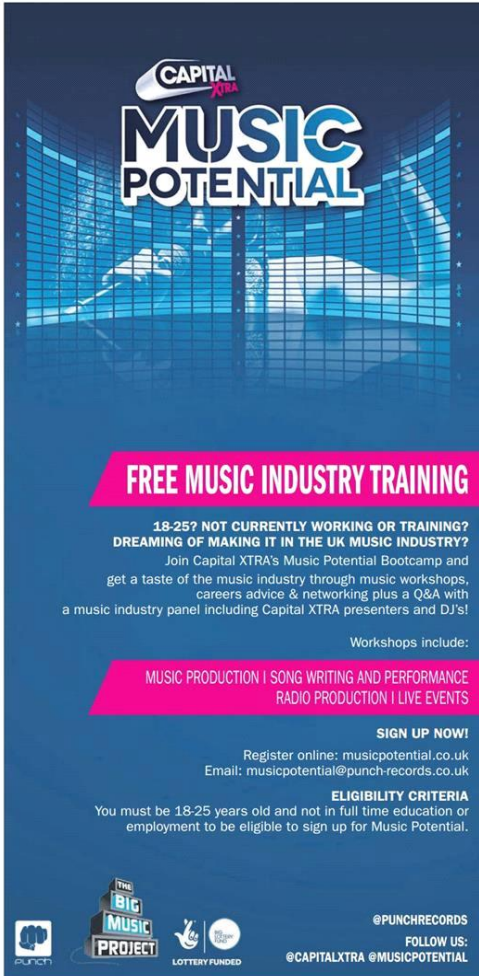
GPC Code : _____

Publication : Birmingham Mail

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M42 JUNCTION 6 IMPROVEMENT SCHEME
Publication of Statement of Community Consultation

Highways England is planning to undertake a comprehensive upgrade of the M42 junction 6, near Birmingham Airport, allowing better movement of traffic on and off the A45, supporting access to the airport and preparing capacity for the new HS2 station.

The scheme is an Environmental Impact Assessment development, which means a Preliminary Environmental Information Report (PEIR) will be produced (to describe the environmental effects of the scheme) and consulted on.

The Statement of Community Consultation (SoCC) sets out how we will be consulting with the local community about our scheme and how they can get involved. The SoCC can be inspected online at www.highways.gov.uk/m42-j6 or at a range of deposit locations. For further details see our Planning Act 2008 Section 48 notice.

The consultation will be held between **Tuesday 9 January 2018 and Monday 19 February 2018**. You can view our consultation materials (including: plans, brochure, SoCC, PEIR) at our consultation events where you can speak with the Project Team and share your views. Consultation events will be held at the following locations:

The Arden Hotel Coventry Road Solihull B92 0EH Tuesday 9 January 2018 1pm - 6pm	St Peter's Church Hall Church Lane Bickenhill B92 0DN Thursday 11 January 2018 12pm - 8pm	Catherine De Barnes Village Hall Village Hall Hampton Lane B91 2TJ Saturday 13 January 2018 10am - 4pm
Marston Green Parish Hall 38 Elmton Road, Marston Green B37 7BT Wednesday 17 January 2018 12pm - 8pm	Fenham Hall Marsh Lane Hampton in Arden B92 0AH Friday 19 January 2018 12pm - 8pm	Warwickshire Gaelic Athletic Association The Clubhouse, Catherine de Barnes Lane, Bickenhill B92 0DB Saturday 27 January 2018 10am - 4pm

The Core
Touchwood, Solihull B91 3RG
Wednesday 31 January*
10am - 5.45pm

Contact us
Write to: Highways England, M42 junction 6 Project Team, The Cube, 199 Wharfside Street, Birmingham, B1 1RN
Email: m42junction6@highwaysengland.co.uk
Telephone: 0300 123 5000

*A selection of presentation boards will remain at The Core until 19 February 2018.

Our consultation materials can also be viewed via the deposit locations as detailed in our Planning Act 2008 Section 48 notice, or via the scheme website at www.highways.gov.uk/m42-j6. Consultation materials will be available from the start of the consultation date detailed above, not in advance.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
Highways England Company Limited registered in England and Wales number 09346363

BIRMINGHAM CITY COUNCIL
(HARFORD STREET & BARR STREET, ASTON)
(TEMPORARY NO WAITING AND ONE WAY TRAFFIC ORDER)
(No.1171/0821)
ORDER 2017

NOTICE is hereby given that Birmingham City Council have made an order, the effect of which will be to introduce Temporary No Waiting and to prohibit any vehicle from proceeding along HARFORD STREET other than towards the junction with Barr Street and along BARR STREET other than towards the junction with Great Hampton Street, Aston.

The temporary No Waiting and One Way Traffic sign is required to facilitate Major Construction works adjacent to Harford Street and Barr Street, Aston.

The diversion route for traffic travelling in a South Westerly direction is via Barr Street, Great Hampton Row and Great Hampton Street and North Westerly via Great Hampton Row, Great Hampton Street and Harford Street.

The restrictions shall apply only during such times and to such extent as shall from time to time be indicated by traffic signs prescribed by The Traffic Signs Regulations and General Directions 2016. The aforementioned length of road will remain open for the purpose of pedestrians, for contractor's plant and for local authority and emergency services.

The Order will come into operation on 8th January 2018 and remain in force for a period of EIGHTEEN MONTHS or until the works are completed whichever is the earlier.

Dated 4th day of January 2018
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Solihull
B92 0EH

Tuesday 9 January 2018
1pm – 8pm

Marston Green Parish Hall

38 Elmdon Road
Marston Green
B37 7BT

Wednesday 17 January 2018
12pm – 8pm

The Core

Touchwood
Solihull
B91 3RG

Wednesday 31 January*
10am – 5.45pm

St Peter's Church Hall

Church Lane
Bickenhill
B92 0DN

Thursday 11 January 2018
12pm – 8pm

Fentham Hall

Marsh Lane
Hampton in Arden
B92 0AH

Friday 19 January 2018
12pm – 8pm

Catherine De Barnes Village Hall

Village Hall
Hampton Lane
B91 2TJ

Saturday 13 January 2018
10am – 4pm

Warwickshire Gaelic Athletic Association

The Clubhouse, Catherine de Barnes
Lane, Bickenhill, B92 0DB

Saturday 27 January 2018
10am – 4pm

Contact us

Write to: Highways England, M42 junction 6 Project Team,
The Cube, 199 Wharfside Street, Birmingham, B1 1RN
Email: m42junction6@highwaysengland.co.uk
Telephone: 0300 123 5000

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5. Copy of s47 Notice in the Solihull News (05/01/2018)

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The Core
 Touchwood, Solihull B91 3RG
Wednesday 31 January*
 10am - 5.45pm

Contact us
 Write to: Highways England, M42 junction 6 Project Team, The Cube, 199 Wharfside Street, Birmingham, B1 1RN
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 Highways England Company Limited registered in England and Wales number 09346363

SOLIHULL METROPOLITAN BOROUGH COUNCIL

PLANNING PUBLICITY

The Metropolitan Borough of Solihull
 (Footpath M267 - Fillongley Road, Meriden to Footpath M268)
 (Temporary Footpath Closure) Order 2018

The Council gives notice that it has made the above Order under Sections 14 and 15 of the Road Traffic Regulation Act 1984 (as amended by the Road Traffic (Temporary Restrictions) Act 1991), being satisfied that pedestrian traffic should be restricted or prohibited to allow bridge reconstruction works to be undertaken in safety. The works will require the following roads to be closed from 0800hrs on Tuesday 2nd January 2018 to 1600hrs on Tuesday 2nd July 2018:

Temporary Footpath Closure (M267) Footpath - section from junction of footpath (M268) to junction with Fillongley Road, at road bridge. Alternative routes for pedestrians will be signed via footpath M268, B4102 Fillongley Road, Walsh Lane and footpath (M267). Vice versa for the other direction. Informatory warning signs will be deployed, not less than seven days before any footpath is closed. Access for emergency services will not be maintained at all times. Pedestrian access to all properties within the restriction will be maintained along defined routes throughout the period of the closure. For further information contact: Mr E Chapman, Solihull MBC Projects Team - 07837 319237.

The Metropolitan Borough of Solihull (B4102 Fillongley Road, Meriden) (Temporary Traffic Restrictions) Order 2018

The Council gives notice that it has made the above Order under Sections 14 and 15 of the Road Traffic Regulation Act 1984 (as amended by the Road Traffic (Temporary Restrictions) Act 1991), being satisfied that traffic should be restricted or prohibited to allow bridge reconstruction works to be undertaken in safety. The works will require the following roads to be closed from 0800hrs on Tuesday 2nd January 2018 to 1600hrs on Tuesday 2nd July 2019:

Temporary Road Closure - Fillongley Road B4102 - from 50m south and 100m north of Fillongley Road Bridge. Alternative routes for traffic will be signed via B4102 Fillongley Road, B4102 Hampton Lane, A452 Kenilworth Road, A452 Chester Road, A446 Stonebridge Road, B4114 Birmingham Road, B4114 Blythe Road, B4114 Coleshill Road, B4114 Church Road, B4114 Coleshill Road, B4098 Nuneaton Road, B4098 Tamworth Road and B4102 Meriden Road. Vice versa for the other direction. Informatory warning signs will be deployed, not less than seven days before any road is closed. Access for emergency services will not be maintained at all times. Pedestrian access to all properties within the restriction will be maintained along defined routes throughout the period of the closure. For further information contact: Mr E Chapman, Solihull MBC Projects Team - 07837 319237.

The Metropolitan Borough of Solihull (Eaves Green Lane, Lodge Green Lane, Showell Lane, and Walsh Lane, Meriden) (Temporary Traffic Restrictions) Order 2018

The Council gives notice that it has made the above Order under Sections 14 and 15 of the Road Traffic Regulation Act 1984 (as amended by the Road Traffic (Temporary Restrictions) Act 1991), being satisfied that traffic should be restricted or prohibited to allow bridge reconstruction works to be undertaken in safety. The works will require the following roads to be closed from 0800hrs on Tuesday 2nd January 2018 to 1600hrs on Tuesday 2nd July 2019:

- Temporary Road Closure**
 Eaves Green Lane - from junction with Walsh Lane to junction with Lodge Green Lane. Alternative routes for northbound traffic will be signed via Walsh Lane, Fillongley Road B4102 and Lodge Green Lane. Alternative routes for southbound traffic will be signed via Showell Lane, Birmingham Road, Old Road and Eaves Green Lane.
- Temporary One Way**
 Walsh Lane - a One-Way System will be in place for traffic travelling in a northerly direction from the junction with Eaves Green Lane to the junction with Fillongley Road B4102. Alternative routes for southbound diverted traffic will be signed via Fillongley Road B4102, Lodge Green Road, Showell Lane, Birmingham Road, Old Road and Eaves Green Lane.
- Lodge Green Lane - a One-Way System will be in place for traffic travelling in a southerly direction from the junction with Fillongley Road B4102 to the junction with Eaves Green Lane and Showell Lane. Alternative routes for northbound diverted traffic will be signed via Showell Lane, Birmingham Road, Old Road, Walsh Lane and Fillongley Road B4102.
- Showell Lane - a One-Way System will be in place for traffic travelling in a southerly direction from the junction with Lodge Green Lane and Eaves Green Lane to the A45 eastbound on-slip. Alternative routes for northbound diverted traffic will be signed via Showell Lane, Birmingham Road, Old Road, Walsh Lane and Fillongley Road B4102.
- Temporary reduction of speed limit (from Unrestricted National Speed Limit 60mph to 30mph speed limit)**
 Walsh Lane, Lodge Green Lane and Showell Lane - entire lengths.
- Informatory warning signs will be deployed, not less than seven days before any road is closed. Access for emergency services will be maintained at all times. Pedestrian access to all properties within the restriction will be maintained along defined routes throughout the period of the closure. For further information contact: Mr E Chapman, Solihull MBC Projects Team - 07837 319237.

WWW.SOLIHULL.GOV.UK

DOMINIC CAIN (Deceased)
 Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the aforementioned deceased, late of 36 Trinity Apartments 1 Trinity Way Shirley Solihull West Midlands B90 3FE, who died on 06/06/2017, are required to send particulars thereof in writing to the undersigned Solicitors on or before 09/03/2018, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice.

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6. Statutory Public Consultation poster/flyer

M42 junction 6 Improvement scheme

Public consultations

We want to hear your views

Highways England is holding a public consultation on the proposed M42 junction 6 improvement scheme from **9 January 2018 until 19 February 2018**.

Your opinion is important to us.

Visit one of our consultation events to meet our project team and learn more about the proposed scheme, or find out more about how you can tell us what you think on our website: www.highways.gov.uk/m42-j6

Contact us

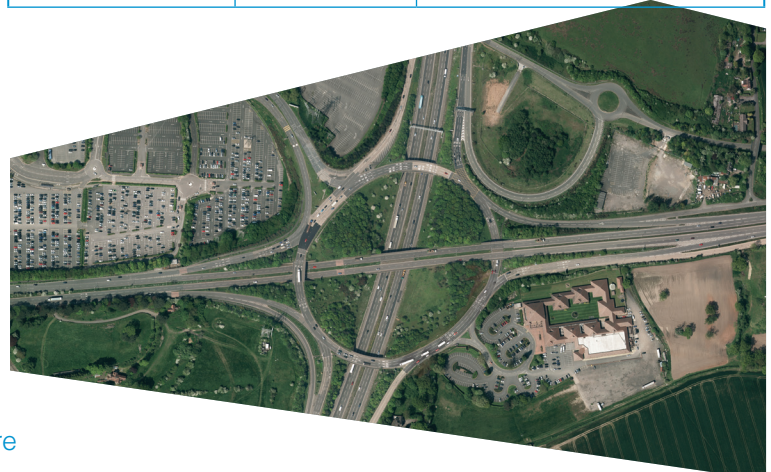
Write to: **Highways England**,
M42 junction 6 Project Team, The Cube, 199
Wharfside Street, Birmingham, B1 1RN

Email:
m42junction6@highwaysengland.co.uk

Telephone: **0300 123 5000**



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Wednesday 31 January 2018 *	10am – 5.45pm	The Core Touchwood, Solihull, B91 3RG



*A selection of presentation boards will remain at The Core until 19 February 2018.

7. Statutory Public Consultation Exhibition Boards

Statutory public consultation

We want to hear your views

Highways England is holding a public consultation on the proposed M42 junction 6 improvement scheme from 9 January 2018 to 19 February 2018.

Your opinion is important to us. Please visit our website or one of our consultation events to meet our project team and learn more about the proposed scheme. You can also tell us what you think by completing our online questionnaire, which you can access at www.highways.gov.uk/m42-j6

Location	Date and time
The Arden Hotel Coventry Road, Bickenhall, B92 0EH	Tuesday 9 January 2018 1pm - 8pm
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Catherine de Barnes Village Hall Hampton Lane, B91 2TJ	Saturday 13 January 2018 10am - 4pm
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Contact us

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The Cube, 199 Wharfside Street
Birmingham, B1 1RN

Email us: m42junction6@highwaysengland.co.uk

Go online: www.highways.gov.uk/m42-j6

Call us: 0300 123 5000



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code with your
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M42 junction 6 improvement scheme

Statutory public consultation event

From 9 January 2018 to 19 February 2018

Welcome



What are we doing and why?

Junction 6 of the M42 lies at the heart of an area of dynamic growth. Current levels of congestion are having a serious effect on communities and businesses and will constrain future development planned in the area.

To relieve the congestion and improve journey times, we plan to carry out a comprehensive upgrade of the junction to allow better movement on and off the A45, promoting the safe and reliable operation of the road network.

The upgrade of the junction will accommodate predicted traffic growth and provide added resilience to ensure that developments, such as Birmingham Airport and the HS2 Birmingham Interchange Station, can be accommodated.



Evolution of the scheme: from options to preferred route

Stage 1







We identified 40 options which would meet our objectives for the scheme.

40 options

A high level assessment was undertaken and 6 themes remained.

Stage 2

The 6 themes were then assessed in more detail to identify viable options to take to the public consultation.

Theme 1	Theme 2	Theme 3	Theme 4	Theme 5	Theme 6
North and south junctions	Southern junction	Southern junction with link to HS2	Interchange	Northern junction	Free flow left turns
					
Discounted	Taken forward	Discounted	Discounted	Discounted	Taken forward

Stage 3

The work identified that the only viable solution is to have a new junction to the south, with a connection to the A45 Clock Interchange. We have identified 3 options to match this solution. In addition, one or more free flow left turns at M42 junction 6 could be included with these options.

Option 1

Option 2

Option 3

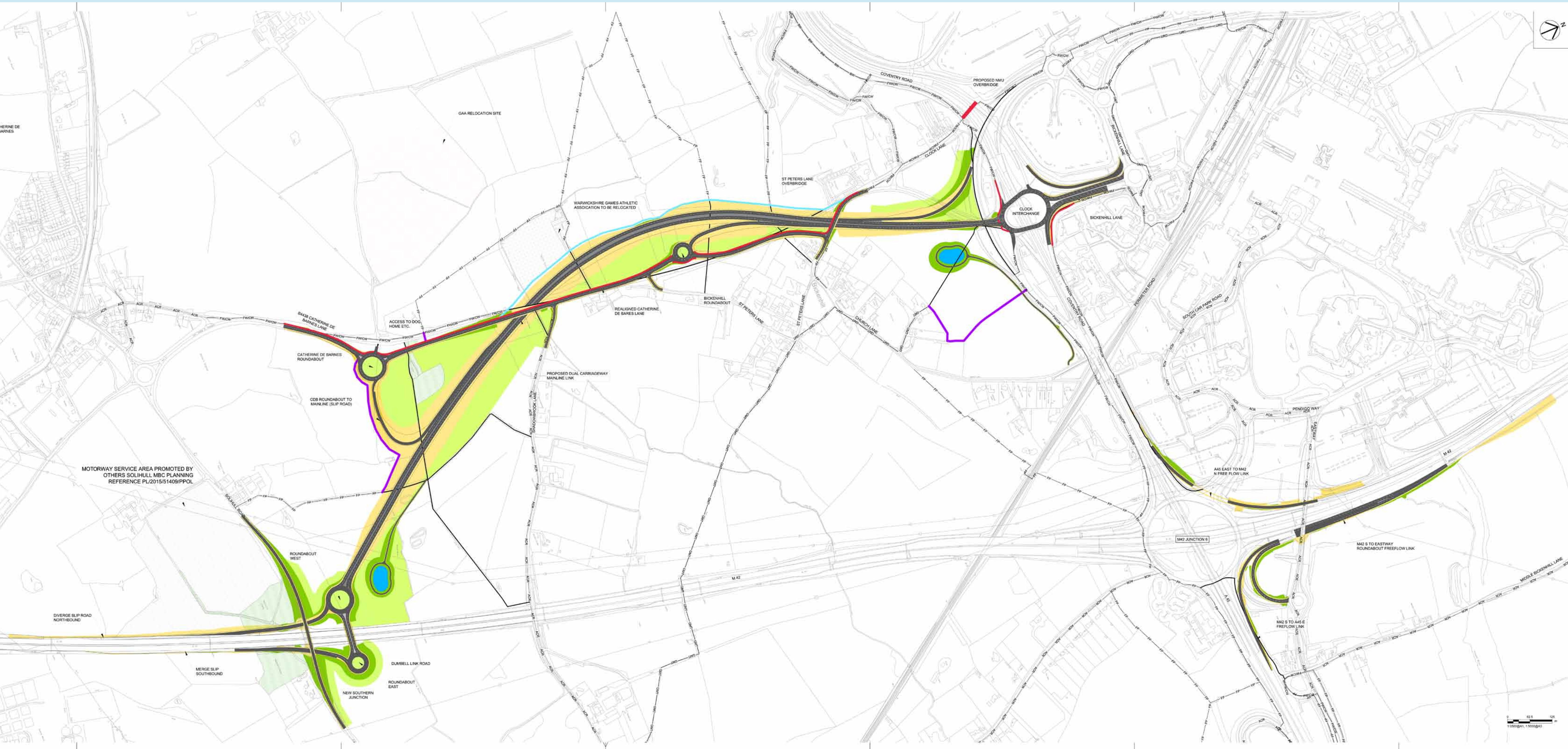
Stage 4












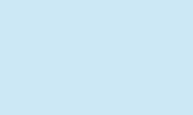
The 3 viable options were presented at a public consultation in December 2016 / January 2017. Feedback responses were supportive of the scheme, with 71% of responses in favour of a junction improvement and 64% of responses being in favour of Option 1. Following further assessment of the responses, we announced a slightly modified Option 1 as the preferred route.

Preferred route

The proposed scheme

Your views on these proposals will help us to continue to shape and develop the scheme before we submit our Development Consent Order application.



LEGEND			
— GMT —	EXISTING GREEN MAN TRAIL		LANDSCAPE
— ACR —	EXISTING CYCLEWAY		VERGES, CUTTINGS
— BW —	EXISTING BRIDLE WAY		EMBANKMENT
— FP —	EXISTING FOOTPATH		CENTRAL RESERVE, SPLITTER ISLANDS & OTHER PAVED AREAS
— FW/CW —	EXISTING CYCLEWAY/FOOTWAY		CARRIAGEWAYS
	PROPOSED BRIDLEWAY & PMA		SURFACED CYCLEWAYS & FOOTWAYS
	PROPOSED FOOTPATH		PROPOSED POND
	PROPOSED CYCLEWAY/FOOTWAY		EXISTING WOODLAND
	ROAD CLOSED/TRAFFIC DIVER		

The proposed scheme

The proposed scheme is designed to remove 50% of traffic movements from junction 6 of the M42, by building a new link road from a new southern junction to the Clock Interchange on the A45.

The 1.5 mile long link road is designed to be below existing ground level for much of its length to minimise potential visual and environmental impacts.

It would pass beneath Catherine de Barnes Lane near the south-west and north-west corners of Bickenhill, where 2 new bridges will be built to maintain access from Bickenhill to the local road network.

To discourage the use of the link as a rat-run on the local road network to Solihull, the new link road will be connected to Catherine de Barnes Lane via two slip roads, which will connect at roundabout junctions near to the Birmingham Dogs Home and Bracey's Nursery.



Southern junction and Solihull Road

- Located just over one mile south of junction 6.
- Would enable access to and from the M42 southbound only.
- Location would not preclude the proposed Motorway Service Area.
- Designed to reduce the impact to the ancient woodland (Aspbury's Copse).
- Will require Solihull Road Bridge to be rebuilt.

The proposed scheme

Clock Interchange

- Widen the roundabout to 3 lanes.
- Add traffic signals to improve the flow of traffic.
- Improve access from the link road to the A45 Westbound.
- Provide safer access for pedestrians and cyclists to cross the A45.



In addition to the link road, there will be two dedicated left-hand links around the M42 junction 6, reducing the number of vehicles having to use the roundabout.



M42 Junction 6

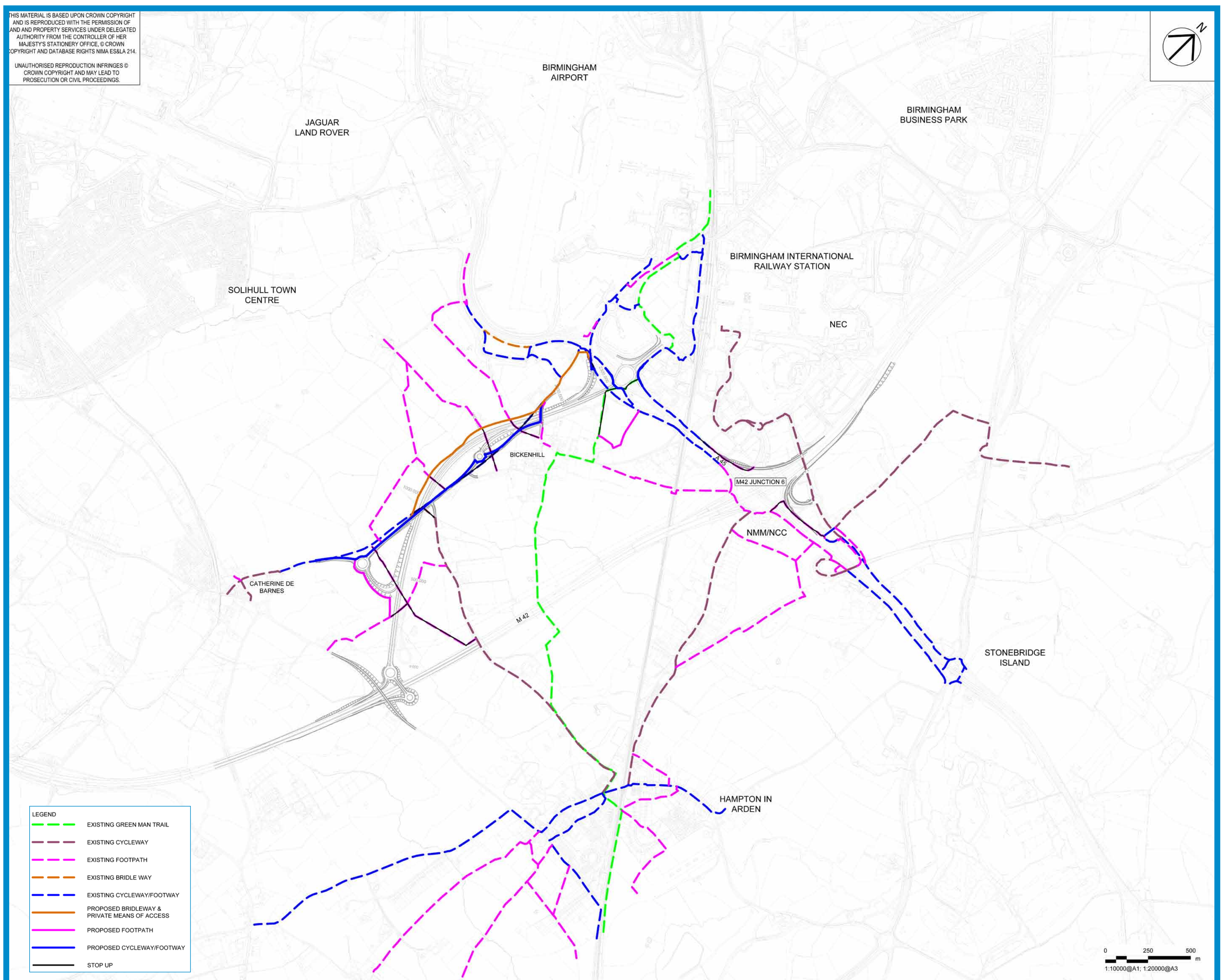
- Free flow left turn lanes.
- From the A45 eastbound the link would pass underneath the NEC access onto junction 6 of the M42 northbound.
- From the M42 southbound the link would enable a direct connect to the A45 eastbound.
- The access from the A45 eastbound to Eastway would be closed.

Cycle routes and non-motorised users

The proposed scheme will create integrated and safe routes for the non-motorised users (NMUs), connecting local communities, attractions and employment sites on either side of the A45.

We propose to:

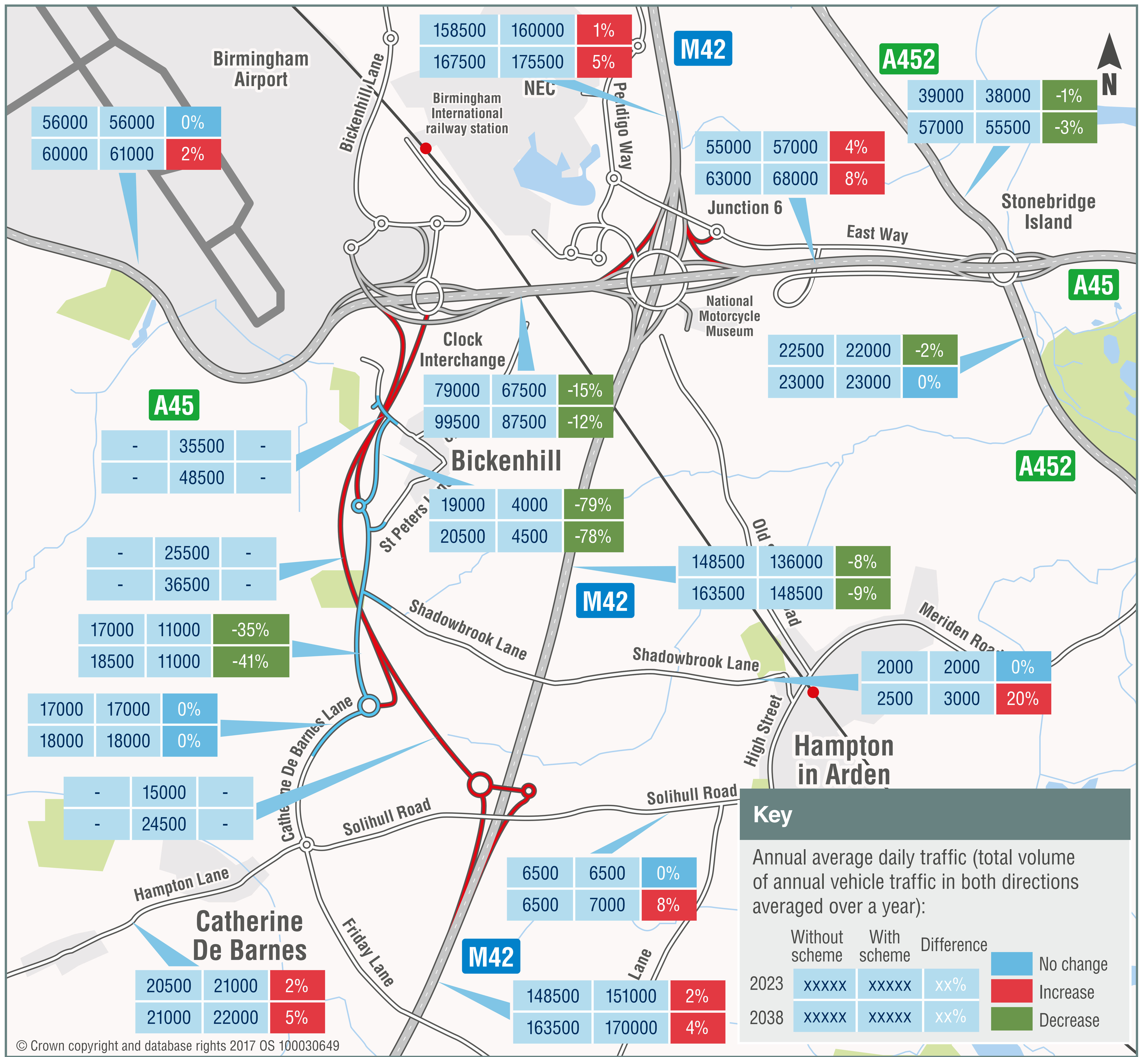
- provide a shared cycleway / footway alongside the realigned Catherine de Barnes Lane to provide a continuous route, linking Catherine de Barnes to Bickenhill and across the A45 to Birmingham Airport, the NEC, Birmingham International Station, and cycle tracks north of the A45, via a new bridge over the A45
- build a local access track to the west of the new link road connecting to Catherine de Barnes Lane at the two new bridges to provide access and a safe bridleway to fields on the west of the link road



M42 junction 6 Improvement scheme

Traffic

The plan shows the predicted traffic flows on the major roads in the area as a result of the scheme in 2023 (opening year) and in 2038.



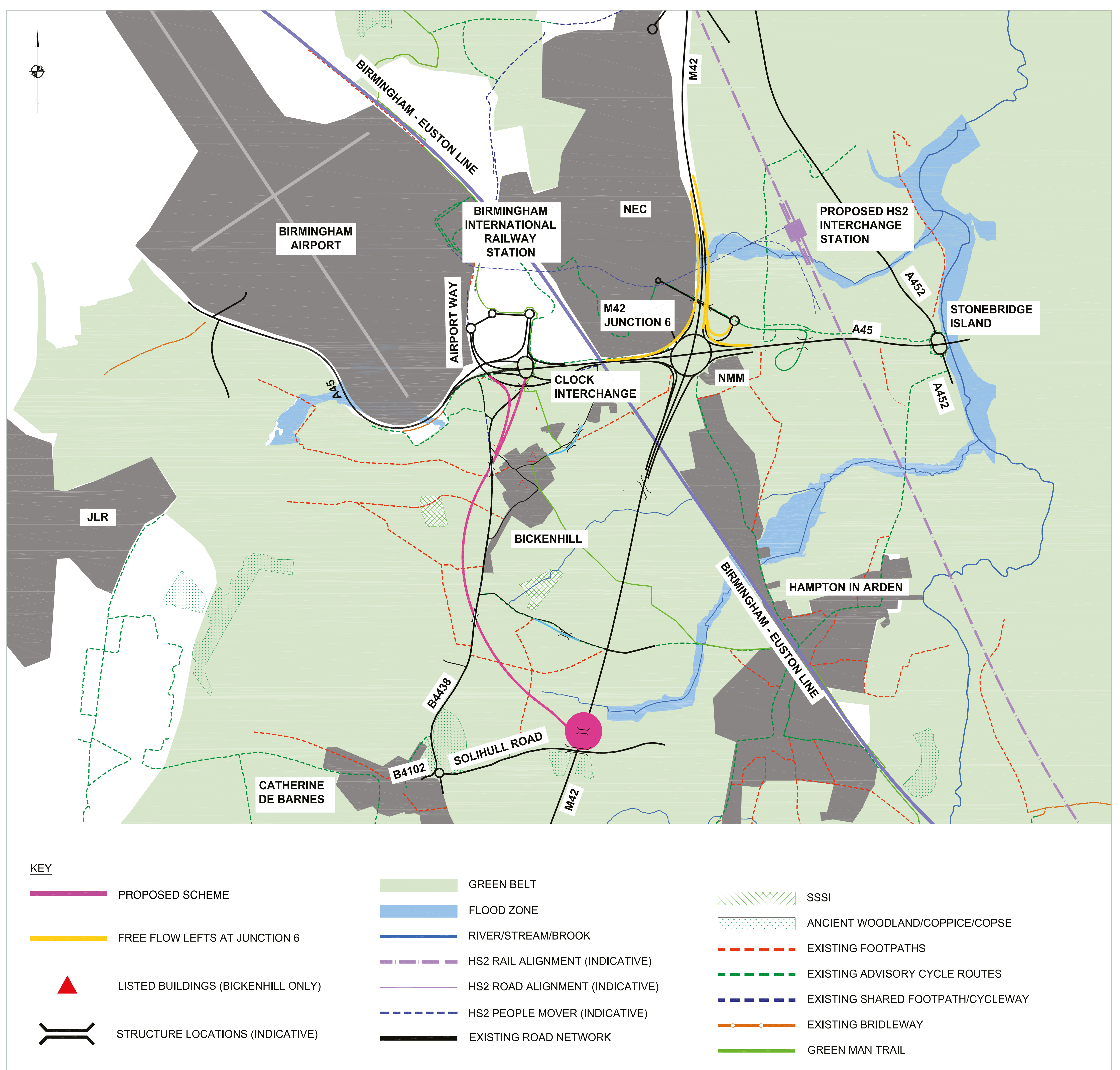
Impacts on the environment

We attach great importance to the environment. This plan identifies the important environmentally sensitive areas, in relation to our proposed scheme.

We are currently undertaking surveys to understand the existing environment, before identifying and agreeing the mitigation proposed as part of the scheme.

Our preliminary views of the impact on the environment are detailed in the scheme's Preliminary Environmental Impact Report.

The assessment of the potential environmental impacts of the proposed scheme including agreed mitigation will be reported in the Environmental Statement, which will be produced before we submit the DCO application.



Impacts on the environment

The table below provides a summary of the Preliminary Environmental Impact Report, which is available on our website.

Topic	Potential Impact of the Scheme
Air quality	<ul style="list-style-type: none"> ■ New traffic will be introduced along the proposed bypass, but will reduce on the M42. ■ Impact on air quality expected near Bickenhill, although unlikely to breach EU standards.
Cultural heritage	<ul style="list-style-type: none"> ■ Changes in setting (lighting and views of the new link road) may impact cultural heritage.
Landscape	<ul style="list-style-type: none"> ■ There will be potential impacts to the landscape during construction. ■ Replanting, improving green infrastructure and sympathetic design planned to blend the scheme into the wider landscape post-construction. ■ Impact on greenbelt due to 1 mile (1.5km) new link road from Clock Interchange to Southern junction.
Biodiversity	<ul style="list-style-type: none"> ■ Temporary and permanent land requirements, changes in noise, air quality and light emissions may impact on a range of species including bats, birds, great crested newts, badgers and woodland species. ■ Potential loss of approx. 4000m² of Aspbury's Copse ancient woodland.
Soils, geology and groundwater	<ul style="list-style-type: none"> ■ Potential adverse impact to soils and ground water during construction. ■ A drainage system will be in place that will capture possible incidents and pollution spillages, minimising future impact.
Materials	<ul style="list-style-type: none"> ■ All opportunities will be taken to re-use materials during construction, including using excavated material to provide embankment screening for the surrounding area and implementing sustainable construction materials and methods.
Noise and vibration	<ul style="list-style-type: none"> ■ Properties closest to construction activities may experience temporary adverse impacts during construction. ■ The new link road would provide a new noise source to the west of Bickenhill, with an adverse impact on properties in and around Bickenhill and those situated on the proposed bypass alignment. ■ Low-noise surfacing, fencing and retaining walls would be employed to minimise long-term effects.
People and communities	<ul style="list-style-type: none"> ■ Temporary adverse impacts during the construction phase. ■ 7 public rights of way will be permanently impacted upon by the proposed scheme. ■ We are committed to replacing any loss with similar routes. ■ Long-term beneficial impact to driver stress throughout the local road network and on the M42 and supporting junctions.
Road drainage and the water environment	<ul style="list-style-type: none"> ■ Unlikely to see adverse impacts to the surface water environment during construction. ■ Improvements to the existing drainage network for the M42 and structures conveying watercourses beneath it potentially beneficial. ■ Impact of the drainage / water environment design on the operational safety requirements of Birmingham Airport and other key stakeholders will be considered.
Climate	<ul style="list-style-type: none"> ■ Construction of a scheme of this nature allows for the installation of systems that can accommodate climate change.

Construction impacts



There will be a number of construction impacts on the local community, businesses, environment and road users as we build the scheme. We will work closely with local communities, businesses and the local council to identify issues and measures to address them.

The results of these discussions will be included in the Construction Stage Environmental Management Plan, which will form part of the DCO application.

We are working with partners such as HS2, to minimise overall construction impacts across the area.

Proposed land requirements

We will need to buy land to build the scheme. Once the preliminary design has been completed, we will be able to accurately identify our requirements.

We will continue to work with affected landowners to mitigate the impact on their businesses and properties.

M42 junction 6 Improvement scheme

Next steps

This consultation is your opportunity to share your views on the proposed M42 junction 6 improvement scheme.

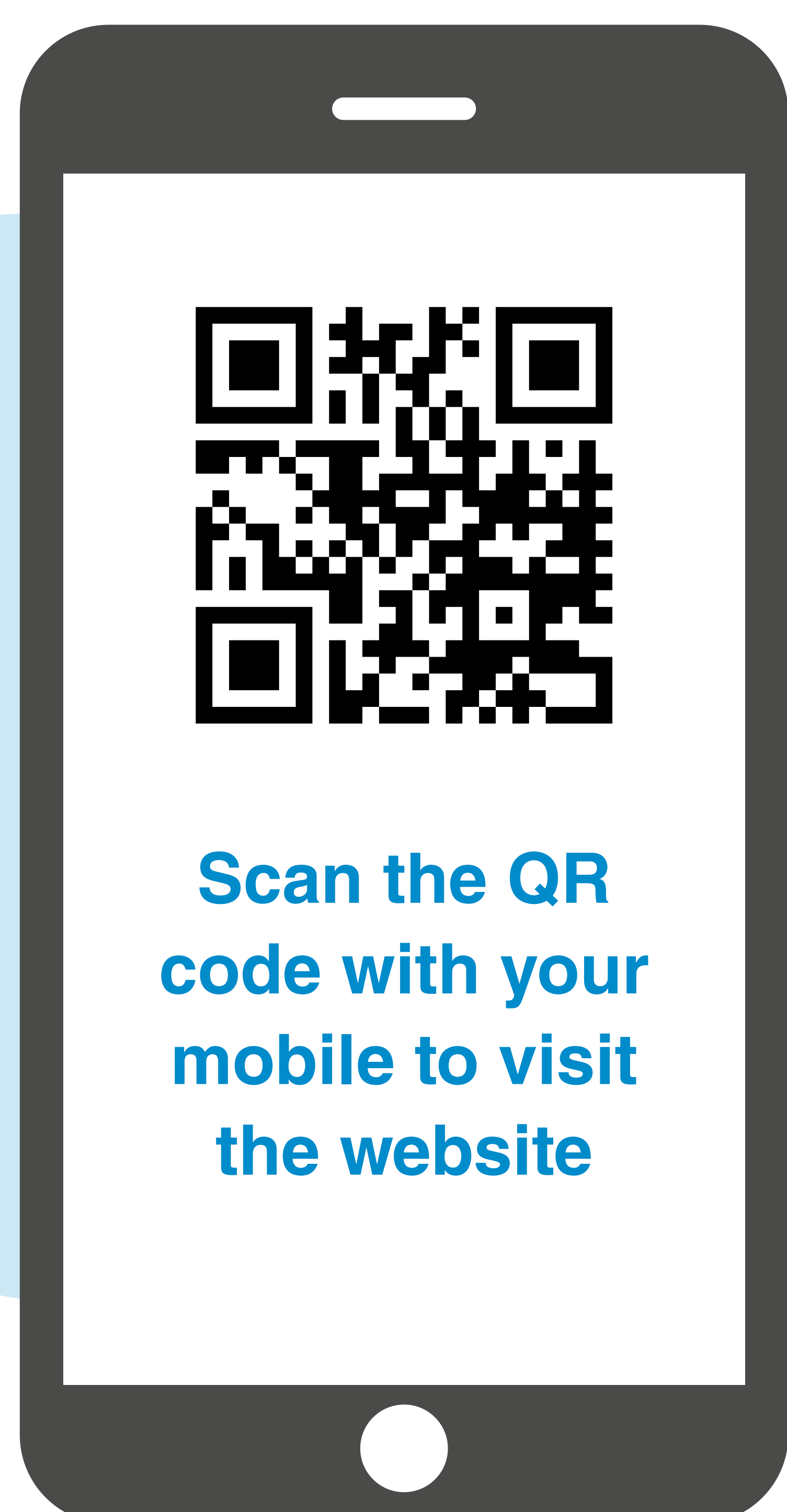
To help us with this, **please complete the questionnaire**, which you can access online through our website. Paper copies will be available at our public consultation events or can be requested from the project team.

This consultation will run for six weeks, from 9 January 2018 until 19 February 2018.

After the consultation period ends, we will complete the design, incorporating your feedback and comments into our proposals where appropriate.



We will publish a report identifying the feedback we have received, and how this has influenced the design.



Contact us

Highways England, M42 J6 Project Team
The Cube, 199 Wharfside Street
Birmingham B1 1RN

email us

m42junction6@highwaysengland.co.uk

go online

www.highways.gov.uk/m42-j6

call us

0300 123 5000

8. Statutory Public Consultation Public Advert in the Birmingham Mail (21/12/2017)

HIGHWAYS AD BOOKING

Date: 21/12/2017

Penna Ref : 60813300002

GPC Code : GPC/00169186

Publication : Birmingham Mail

birminghammail.co.uk

THURSDAY, DECEMBER 21, 2017 BIRMINGHAM MAIL 63

Business

Public Notices



M42 JUNCTION 6 IMPROVEMENT SCHEME PUBLIC CONSULTATIONS

We want to hear your views

Highways England is holding a public consultation on the proposed M42 junction 6 improvement scheme from 9 January 2018 until 19 February 2018.

Your opinion is important to us.

Visit one of our consultation events to meet our project team and learn more about the proposed scheme, or find out more about how you can tell us what you think on our website: www.highways.gov.uk/m42-j6

Contact us

Write to: Highways England, M42 junction 6 Project Team, The Cube, 199 Wharfside Street, Birmingham B1 1RN

Email: m42junction6@highwaysengland.co.uk

Telephone: 0300 123 5000

The Arden Hotel

Coventry Road
Solithull B92 0EH

Tuesday
9 January 2018

1pm - 8pm

Marston Green Parish Hall

38 Elmdon Road,
Marston Green B37 7BT

Wednesday
17 January 2018

12pm - 8pm

The Core

Touchwood, Solihull B91 3RG

Wednesday 31 January*

10am - 5.45pm

*A selection of presentation boards will remain at The Core until 19 February 2018.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
Highways England Company Limited registered in England and Wales
number 09346363



Department for Transport

TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of the proposal to make an Order under section 247 of the above Act to authorise the stopping up of a triangular shaped north eastern and south western part width of Damson Parkway at Solihull in the Metropolitan Borough of Solihull.

If made, the Order would authorise the stopping up only to enable development as permitted by Solihull Metropolitan Borough Council, under reference PL/2016/03131/PPFL.

Copies of the draft Order and relevant plan will be available for inspection during normal opening hours at Solihull Central Library, Homer Road, Solihull B91 3QB in the 28 days commencing on 21 December 2017, and may be obtained, free of charge, from the address stated below (quoting NATTRAN/WM/S247/3141).

Any person may object to the making of the proposed order by stating their reasons in writing to the Secretary of State at nationalcasework@dtf.gsi.gov.uk or National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle upon Tyne NE4 7AR, quoting the above reference. Objections should be received by midnight on 18 January 2018. Any person submitting any correspondence is advised that your personal data and correspondence will be passed to the applicant/agent to be considered. If you do not wish your personal data to be forwarded, please state your reasons when submitting your correspondence.

G Patrick, Casework Manager

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9. Statutory Public Consultation Public Advert in the Solihull News (12/01/2018)

HIGHWAYS AD BOOKING

Date: 12/01/2018

Penna Ref : 608251000001

GPC Code : GPC/00169250

Publication : Solihull News

SOLIHULL NEWS

JANUARY 12, 2018 49

Business

Public Notices



Section 48 - Planning Act 2008
M42 Junction 6 Improvement scheme
 Notice publicising a proposed application for a Development Consent Order

Regulation 4 Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Notice is hereby given that **Highways England Company Limited** ("Highways England") of Bridge House, Walnut Tree Close, Guildford, GU1 4LZ proposes to make an application ("the Application") to the Secretary of State for Transport under Section 37 of the Planning Act 2008 for a Development Consent Order.

The Application relates to a comprehensive upgrade of the M42 junction 6, near Birmingham Airport, allowing better movement of traffic on and off the A45, supporting access to the airport and preparing capacity for the new HS2 station. The project is situated wholly in the Metropolitan Borough of Solihull in the West Midlands and is a Nationally Significant Infrastructure Project (NSIP) under Sections 14 and 22 of the Planning Act 2008.

The scheme's main proposals in summary are:

- A new 1.5 mile (2.4 km) dual carriageway link road between the Clock Interchange on the A45 and a new junction on the M42, north of the Solihull Road, allowing traffic travelling northbound to exit the M42 and traffic travelling southbound to join the M42.
- The new dual carriageway would be to the west of Bickenhill and would generally be below ground level and pass beneath the B4438 (Catherine de Barnes Lane), at both the north west and south west corners of Bickenhill.
- Improvements will be made to the Clock Interchange and the A45 between the Clock Interchange and the M42, including potential improvements to non-motorised user routes.
- Free flow links will be provided around the north west and the north east of the M42 junction 6.
- Improvements will also be included on the south east side of the M42 junction 6, the A45 westbound (east of the M42 junction 6) and the M42 junction 6 southbound slip roads to improve the performance around this quadrant of the junction.

The scheme is an Environmental Impact Assessment development ("EIA development") as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. This means that the proposed works constitute development for which an Environmental Impact Assessment will be required. An Environmental Statement will therefore be submitted as part of the proposed application containing Preliminary Environmental Information ("PEI") can be found in the PEI report which forms part of the consultation material.

Consultation on the proposals will take place from 9 January to 19 February 2018. Copies of the consultation materials—including documents, plans and maps showing the nature and location of the proposed development, and the PEI—will be available for inspection free of charge during the consultation at the following deposit locations and times:

Birmingham City Council Offices

(Mon - Thurs 09.00 to 17.00; Fri 09.00 to 16.00)
 1 Lancaster Circus, Queensway, Birmingham, B4 7DG

Balsall Common Library

(Mon and Thurs 10.00 to 18.00; Tues 10.00 to 17.00; Fri 14.00 to 17.00 and Sat 10.00 to 16.00)
 283 Kenilworth Road, Balsall Common, Coventry, CV7 7EL

Hampton-in-Arden Library

(Tues 10.00 to 12.00 and 13.00 to 18.00; Fri 10.00 to 13.00)
 39 Fentham Road, Hampton-in-Arden, Solihull, B92 0AY

Hobs Moat Library

(Mon and Tues 10.00 to 17.00; Thurs 10.00 to 17.00; Sat 10.00 to 13.00)
 Ulveries Road, Hobs Moat, Solihull, B92 8EB

Marston Green Library

(Mon and Thurs 10.00 to 13.00 and 14.00 to 18.00; Wed 11.00 to 13.00; Sat 10.00 to 13.00)
 Land Lane, Marston Green, Birmingham, B37 7DQ

Meriden Library

(Mon and Thurs 10.00 to 18.00; Sat 10.00 to 13.00)
 The Green, Coventry, CV7 7LN

Solihull Central Library

(Mon and Thurs 09.00 to 20.00; Tues, Wed and Fri 09.00 to 18.00; Sat 09.00 to 17.00)
 The Core, Homer Road, Solihull, B91 3RG

South Yardley Library

(Mon, Tues, Fri and Sat 11.00 to 13.00 and 14.00 to 17.00; Thurs 11.00 to 13.00 and 14.00 to 19.00)
 Yardley Road, Birmingham, B25 8LT

Warwick Library

(Mon-Thurs 08.00 to 17.30; Fri 08.00 to 17.00; Sat 09.00 to 16.00)
 Shire Hall, Market Square, Warwick CV34 4UB

Copies of the consultation material will also be available online during this period on the project website at www.highways.gov.uk/m42-j6. They may also be provided on request from Highways England using the contact details below. A CD copy can be provided free of charge.

Paper copies of the scheme summary leaflet, this Section 48 Notice and the Statement of Community Consultation will be available at deposit locations and will be supplied free of charge. For paper copies of any other consultation materials a reasonable copying charge will be made up to a maximum of 254.00 for the full suite of documents. Prices include VAT at 20% and UK postage. Please contact Highways England for details regarding payment methods, this notice, the consultation or the scheme using the contact details below.

Highways England, M42 J6 Project Team, The Cube, 199 Wharfedale Street, Birmingham, B1 1RN

or by email: M42Junction6@highwaysengland.co.uk, or phone: 0300 123 5000.

Comments must be received no later than **23:59 hours on Monday 19 February 2018**.

Any person may comment on the proposals or otherwise respond to this publicity. A consultation feedback form/questionnaire is available as part of the consultation materials. Highways England requests that when providing your response, state the ground of representation, the nature of your interest in the proposed project, indicate who is making it and provide an address to which any correspondence relating to the representation may be sent or, if you would prefer your comments to be anonymous, your postcode only. Highways England will consider and have regard to all responses when developing the Application for a Development Consent Order once consultation has closed. Responses will form the basis of a Consultation Report that will be one of the factors taken into consideration by the Secretary of State when deciding whether the Application can be accepted for examination. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the Consultation Report.

If you would like further information about this notice, the consultation or the scheme, please contact the project team by using one of the contact methods provided above.

Jonathan Pizzey, Senior Project Manager, Highways England, The Cube, 199 Wharfedale Street, Birmingham, B1 1RN.



SOLIHULL METROPOLITAN BOROUGH COUNCIL
PLANNING PUBLICITY
Town and Country Planning (Development Management Procedure) (England) Order 2015 or Listed Buildings and Conservation Areas Act 1990

A copy of the application(s) described below as submitted to the Council may be inspected during normal office hours at Solihull Connect, Library Square, Touchwood, Solihull. Any written representations in respect of the proposals must be made within 21 days of publication of this notice to the Head of Development & Regulatory Management at the address below quoting the application number concerned. The application plans may be amended before decision, but only if the Council considers the amendments substantial will representations be notified.

REF No: PL/2017/03196/PPFL and PL/2017/03197/LBC Location: 1-3 Thimble Lane 1678-1680 High Street Knowle Solihull B93 5LY **Reasons:** Listed Building in Conservation Area **Development:** Listed building consent for change of use to Nos. 1-3 Thimble Lane and 1678-1680 High Street from office (A2) to residential units.

REF No: PL/2017/03363/VARMJ Location: Land Next To 198 Tanworth Lane Shirley Solihull **Reason:** Major Development **Development:** Variation of condition No. 1 on planning approval PL/2017/03519/PPFL to amend elevational details.

REF No: PL/2017/03228/PPFL Location: The Green Stratford Road Shirley Solihull B93 4LA **Reason:** Major Development **Development:** Development of a 65 bed care home (Use Class C2), formation of a new vehicular and pedestrian access, removal of trees, landscaping and formation of a swale.

REF No: PL/2017/03296/VAR Location: 1355 Stratford Road Shirley Solihull B93 4EF **Reason:** Major Development **Development:** Variation of Condition No. 1 on planning approval PL/2016/02122/PPFL for minor material changes to floor plans, site plan and elevations.

REF No: PL/2017/03348/LBC Location: The Brink Arms Chester Road Solihull B36 0AG **Reason:** Listed Building **Development:** Listed building consent for the installation of new building and site lighting and removal of existing wall vent grills. External building redecoration and internal alterations and refurbishment.

REF No: PL/2017/03382/PPFL Location: The Green Stratford Road Shirley Solihull B93 4LA **Reason:** Major Development **Development:** For a car dealership, including 47 car parking spaces, tree removal, landscaping, estate road realignment and access.

REF No: PL/2017/03216/PPFL Location: The Green Stratford Road Shirley Solihull B93 4LA **Reason:** Major Development **Development:** For a car extra care accommodation building (Use Class C2), with formation of new vehicular and pedestrian access, removal of trees, landscaping and formation of a swale.

James Carpenter BA (Hons) MSc MRTPL, Head of Development & Regulatory Management, Council House, Manor Square, Solihull B91 3QB Date: 12.01.2018

The Metropolitan Borough of Solihull (Lodge Green Lane, Showell Lane and Eaves Green Lane, Meriden) (Temporary Traffic Restrictions) Order 2018

The Council gives notice that it has made the above Order under Sections 14 and 15 of the Road Traffic Regulation Act 1984 (as amended) by the Road Traffic (Temporary Restrictions) Act 1991, being satisfied that traffic should be restricted or prohibited to allow carriageway paving works to be undertaken in safety. The works will require the following roads to be closed: **Lodge Green Lane** - from junction with B102 Filstony Road to junction with Eaves Green Lane & Showell Lane) from 9am on Wednesday 10 January 2018 to 4pm on Thursday 11 January 2018. **Showell Lane** - from junction with Eaves Green Lane & Lodge Green Lane to Eastbound entry slip-road onto A45) from 9am on Wednesday 10 January 2018 to 4pm on Thursday 11 January 2018. **Showell Lane** - from junction with Eaves Green Lane & Lodge Green Lane to Eastbound entry slip-road onto A45) from 12 January 2018 (between 6pm and 6am). **Eaves Green Lane** - (road closed except for access) from 9am on Wednesday 10 January 2018 to 4pm on Thursday 11 January 2018. Alternative routes for traffic will be signed via B4104 Birmingham Road, Old Road, Eaves Green Lane (from jct. with Old Road to jct. with Walsh Lane), Walsh Lane and B4102 Filstony Road (from jct. with Walsh Lane to jct. with Lodge Green Lane). Vice versa for the other direction. Informatory warning signs will be deployed, not less than seven days before any road is closed. Access for emergency services will be maintained at all times. Pedestrian access to all properties within the restriction will be maintained along defined routes throughout the period of the closure. For further information contact: Mr C Chapman, Solihull MBC, Projects Team - 07837 319237.

NICK PAGE, Chief Executive
 Solihull Metropolitan Borough Council,
 Manor Square, Solihull, B91 3QB
 12 January 2018

WWW.SOLIHULL.GOV.UK

O'REILLY, Kathleen Mary (also known as Kathleen) Late of Anita Stone Court - Nursing 20 Moor Green Lane Moseley Birmingham B13 8ND formerly of 175 Yoxall Road Shirley Solihull West Midlands B90 3RN, died on 11/06/2017. All claims under S27 Trustee Act 1925 to Sydney Mitchell LLP, Aptley House 35 Waterfoot Street Birmingham B2 5TJ, on or before 16/03/2018.

EVELYN ELSIE SWANN (Dec2899) Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the above named, late of 21 Maplebeck Court, Lodge Lane, Solihull B91 2UB, who died on 02/10/2017, are required to send written particulars thereof to the undersigned on or before 19/03/2018, after which date the Estate will be distributed having regard only to the claims and interests of which they have had notice: Irwin Mitchell LLP, Riverside East, 2 Millsands, Sheffield S3 8DT. Ref: D4H4fieldJD05137744-00000114

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M42 JUNCTION 6 IMPROVEMENT SCHEME PUBLIC CONSULTATIONS

We want to hear your views
 Highways England is holding a public consultation on the proposed M42 junction 6 improvement scheme from 9 January 2018 until 19 February 2018.

Your opinion is important to us.
 Visit one of our consultation events to meet our project team and learn more about the proposed scheme, or find out more about how you can tell us what you think on our website: www.highways.gov.uk/m42-j6

Contact us
 Write to: Highways England, M42 junction 6 Project Team, The Cube, 199 Wharfedale Street, Birmingham B1 1RN
 Email: m42junction6@highwaysengland.co.uk
 Telephone: 0300 123 5000

The Arden Hotel
 Coventry Road
 Solihull B92 0EH
Tuesday
9 January 2018
 1pm - 8pm

St Peter's Church Hall
 Church Lane
 Bickenhill B92 0DN
Thursday
11 January 2018
 12pm - 8pm

Marston Green Parish Hall
 38 Elmton Road,
 Marston Green B37 7BT
Wednesday
17 January 2018
 12pm - 8pm

Catherine De Barnes
 Village Hall
 Hampton Lane B91 2TJ
Saturday
13 January 2018
 10am - 4pm

The Core
 Touchwood, Solihull B91 3RG
Wednesday 31 January*
 10am - 5.45pm

*A selection of presentation boards will remain at The Core until 19 February 2018.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
 Highways England Company Limited registered in England and Wales
 number 09346363



GOODS VEHICLE OPERATOR'S LICENCE

RICHARD WILD trading as **RW INDUSTRIES** of Home Farm Cottage Packington Hall Packington Park Meridan Warwickshire CV7 7HF is applying for a licence to use Lincoln Farm Truck Stop, Kenilworth Road A452 Hampton-in-Arden Solihull B92 0LS as an Operating Centre for two (2) goods vehicles and two (2) trailers. Owners or occupiers of land (including buildings) near the operating centre who believe that their use or enjoyment of that land would be affected, should make written representations to the Traffic Commissioner at Millerside House 386 Harehills Lane Leeds LS9 6NF stating their reasons, within 21 days of this notice. Representations must at the same time send a copy of their representations to the copy of the address given at the top of this notice. A guide to making representations is available from the Traffic Commissioner's Office. 7519370

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SOLIHULL NEWS 07/09/2018

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M42 JUNCTION 6 IMPROVEMENT SCHEME FURTHER CONSULTATION

Highways England is planning to undertake a comprehensive upgrade of the M42 junction 6, near Birmingham Airport, allowing better movement of traffic on and off the A45, supporting access to the airport and preparing capacity for the new HS2 station.

The scheme is being developed under the Planning Act 2008 which allows Highways England to make an application for a Development Consent Order (DCO) to construct the scheme. The scheme is working towards making the DCO application by the end of the year.

We have received significant feedback following our statutory consultation held at the beginning of the year. As a result of this feedback, together with our ongoing technical and environmental work, we have been carrying out further environmental assessments and made some design changes to ensure the final project considers the needs of customers, local residents, landowners, and community groups ahead of the DCO application submission date.

Some of the key changes include the addition of a footbridge across the A45, east of Clock Interchange, which will allow access from Church Lane in Bickenhill, the redesign and relocation of the drainage pond between the A45 and Bickenhill Village, the proposed Bickenhill Roundabout repositioned to the south, the roundabout close to Birmingham Dogs Home has been reduced in size and repositioned to the west closer to Catherine-de-Barnes Lane, and the modification of the southern slip roads from the new junction on the M42 to minimise the impact on Aspbury's Copse Ancient Woodland.

Highways England is now undertaking further consultation with key stakeholders and individuals with land interests that may be impacted by proposed changes to the design and a revised plan showing the red line boundary, enclosing all land necessary to carry out the proposed development, for construction, access and landscaping purposes.

The four-week additional consultation starts on Tuesday 4 September 2018 and ends at 23.59 on Tuesday 2 October 2018.

During the consultation period, the proposed changes to the design will be available to view on the scheme website at www.highwaysengland.co.uk/m42-j6

Scheme documents will be available during the consultation period at the following locations:

Hampton-in-Arden Library (Tues 10.00 to 12.00 and 13.00 to 18.00; Fri 13.00 to 17.00) 39 Fentham Road, Hampton-in-Arden, Solihull, B92 0AY

Marston Green Library (Mon and Thurs 10.00 to 13.00 and 14.00 to 18.00; Wed 11.00 to 13.00; Sat 10.00 to 13.00) Land Lane, Marston Green, Birmingham, B37 7DQ

Solihull Central Library (Mon and Thurs 09.00 to 20.00; Tues, Wed and Fri 09.00 to 18.00; Sat 09.00 to 17.00) The Core, Homer Road, Solihull, B91 3RG

If you have any comments or queries on the scheme or the proposed changes please contact us:

By post: Highways England, M42 J6 Project Team, Floor 5, 2 Colmore Square, Birmingham, B4 6BN
By email: m42junction6@highwaysengland.co.uk
By phone: 0300 123 5000.

Comments must be received no later than 23:59 hours on Tuesday 2 October 2018.

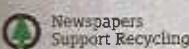
If you would like further information about this consultation or the scheme, please contact the project team by using one of the contact methods provided above.

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SOLIHULL METROPOLITAN BOROUGH COUNCIL

PLANNING PUBLICITY

Town and Country Planning (Development Management Procedure) (England) Order 2015 or Listed Buildings and Conservation Areas Act 1990

A copy of the application(s) described below as submitted to the Council may be inspected during normal office hours at Solihull Connect, Library Square, Touchwood, Solihull. Any written representations in respect of the proposals must be made within 21 days of publication of this Notice to the Head of Development & Regulatory Management at the address below quoting the application number concerned. The application plans may be amended before decision, but only if the Council considers the amendments substantial will representatives be notified.

REF No: PL/2018/02378/MINPHO Location: 10 White House Green Solihull B91 1SJ Reason: Conservation Area Development: First floor side extension, two storey front extension, refacing.

REF No: PL/2018/02410/VAR Location: Wyevale Garden Centre Barstons Lane Barstons Solihull B92 0JJ Reason: Major Development Development: Variation of Condition No. 1 on planning approval PL/2016/01378/PFPL for minor material changes to floor plans, site layout plans and elevation plans.

James Carpenter BA(Hons) MSc MRTPI, Head of Planning, Design and Engagement Services Council House Manor Square Solihull B91 3QB Date: 07.09.2018

The Metropolitan Borough of Solihull (Mill Pool Lane, Dorridge) (Temporary One-Way Traffic) Order 2018

The Council gives notice that it has made the above Order under Sections 14 and 15 of the Road Traffic Regulation Act 1984 (as amended by the Road Traffic (Temporary Restrictions) Act 1991), being satisfied that traffic should be restricted or prohibited to allow bridge repair works to be undertaken in safety. Mill Pool Lane, Dorridge - one-way traffic directed in a north westerly direction only from its junction with Packwood Lane/Darley Green Road to its junction with Windmill Lane from 8.00am on Monday 3rd September to 6.00pm on Friday 21st September 2018. Informatory warning signs will be deployed, not less than seven days before any road is closed. Access for emergency services will be maintained at all times. Where applicable, pedestrian access to all properties within the restriction will be maintained along defined routes throughout the period of the closure. For further information contact: Rebecca Hardman, Network Rail (Centurion Site Services - 0113 277 5360).

The Metropolitan Borough of Solihull (Birmingham Road, Meriden) (Temporary Road Closure) Order 2018

The Council gives notice that it has made the above Order under Sections 14 and 15 of the Road Traffic Regulation Act 1984 (as amended by the Road Traffic (Temporary Restrictions) Act 1991), being satisfied that traffic should be restricted or prohibited to allow gas main works to be undertaken in safety. The works will require Birmingham Road, Meriden to be closed from the Birmingham Road roundabout to the junction of Maxstoke Lane/Fillingley Road from 0800hrs on Monday 10th September to 1700hrs on Monday 24th September 2018. Informatory warning signs will be deployed, not less than seven days before any road is closed. Access for emergency services will be maintained at all times. Pedestrian access to all properties within the restriction will be maintained along defined routes throughout the period of the closure. Alternative routes for traffic will be signed via B4104 Birmingham Road, Maxstoke Lane, Packington Lane, Green End Road, B4102 Meriden Road and B4102 Fillingley Road. For further information contact: Roy Hubbleday, Cadent Gas - 07890 256222.

Balsall Common Fun Run - Notice of Temporary Road Closures

The Council gives notice that in accordance with the Road Traffic Regulation Act 1984 as amended by the Road Traffic Regulation (Special Events) Act 1994 and being satisfied that the traffic in the Balsall Common area and other adjoining local roads, as detailed below, should be restricted or prohibited in the interests of public safety to participants and spectators during the Balsall Common Fun Run, between 1130hrs to 1400hrs on Sunday 23rd September 2018. The following roads will be closed: Gypsy Lane - from the School entrance to Alder Lane. Holy Lane - from Alder Lane to Frog Lane. Frog Lane - for its whole length. Balsall St East - from Holy Lane to Needlers End Lane. Needlers End Lane - for its whole length. Station Road - from Needlers End Lane to Kemp Green Rd, and off Balsall St East. Kempe Green Road - for its whole length. Asbury Road - for its whole length and into the Schools rear entrance. As a result of the works, access will be restricted to frontages only. An alternative route for traffic is not viable due to the nature of the roads in the area. Access for emergency services will be maintained at all times. For further information contact Mr G Heaps, The Lily Mae Foundation, 07960 199 184.

The Metropolitan Borough of Solihull (A34 Stratford Road and Creynolds Lane, Shirley) (Temporary Road Closure and Prohibition of Turning Movements) Order 2018

The Council gives notice that it intends to make the above Order under Sections 14 and 15 of the Road Traffic Regulation Act 1984 (as amended by the Road Traffic (Temporary Restrictions) Act 1991), being satisfied that traffic should be restricted or prohibited to allow junction improvement works to be undertaken in safety. Banned Right-hand turn - onto Creynolds Lane, Shirley from A34 Stratford Road from the southbound direction towards the M42) from 0730hrs on Friday 7th September 2018 to 1800hrs on Friday 30th November 2018. Alternative routes for traffic will be signed via A34 Stratford Road, Road Closure - Creynolds Lane, Shirley (from the junction with A34 Stratford Road for approximately 150m. (The Left-turn access off Stratford Road will be maintained) from 0730hrs on Monday 10th September to 1600hrs on Friday 21st September 2018. Alternative routes for traffic will be signed via Watery Lane, Tanworth Lane, Dog Kennel Lane and A34 Stratford Road. Informatory warning signs will be deployed, not less than seven days before any road is closed. Access for emergency services will be maintained at all times. Pedestrian access to all properties within the restriction will be maintained along defined routes throughout the period of the closure. For further information contact: Andy Quinn, M Lambie Construction Ltd - 07812 118 860.

The Metropolitan Borough of Solihull (Off-Street Parking Places) (Consolidation) Order 2008 (Amendment No. 19) Order 2018

NOTICE IS HEREBY GIVEN that Solihull Metropolitan Borough Council intends, not less than twenty one days from the date of this Notice, to vary The Metropolitan Borough of Solihull (Off-Street Parking Places) (Consolidation) Order 2008 relating to fees and charges at the Council's car parks from the provisions of the Order under Section 35C of the Road Traffic Regulation Act 1984. It is intended that the changes will take place on or after 28 September 2018. The variation will have the effect of changing the tariff of fees and charges contained within the above Order at the following locations. All other current operational/tariff provisions remain unchanged. A copy of this Notice of Variation and the amended Traffic Regulation Order is available upon request from the address below; or by inspecting the documents at Solihull Connect, Library Square, Touchwood, Solihull during normal opening hours or via www.solihull.gov.uk/Resident/Parking-travel-roads/roadworks-and-restrictions/tros

Off-Street Parking Place	Current Tariff		New Tariff (in bold)	
	Monday to Saturday:	Sunday:	Monday to Saturday:	Sunday:
Church Hill Car Park	0-2 hours - £2.30	0-2 hours - £2.30	0-2 hours - £2.50	0-2 hours - £2.50
	2-3 hours - £3.10	2-3 hours - £3.10	2-3 hours - £3.30	2-3 hours - £3.30
Dominion Court Car Park	3-4 hours - £4.00	3 hours plus - £4.00	3-4 hours - £4.20	3 hours plus - £4.20
	4-5 hours - £4.80		4-5 hours - £4.80	
	5-6 hours - £5.60		5-6 hours - £5.80	
	6 hours plus - £8.20		6 hours plus - £8.40	
Civic Centre Car Park (all areas including upper deck of Church Hill Car Park)	Monday to Saturday:	Sunday (1300hrs to 1800hrs):	Monday to Saturday:	Sunday:
	0-2 hours - £2.30	0-2 hours - £2.30	0-2 hours - £2.50	0-2 hours - £2.50
	2-3 hours - £3.10	2-3 hours - £3.10	2-3 hours - £3.30	2-3 hours - £3.30
	3-4 hours - £4.00	3 hours plus - £4.00	3-4 hours - £4.20	3 hours plus - £4.20
	4-5 hours - £4.80		4-5 hours - £4.80	
	5-6 hours - £5.60		5-6 hours - £5.80	
	6 hours plus - £8.20		6 hours plus - £8.40	
Lode Lane Car Park	0-1 hours - £1.20	0-1 hours - £1.20	0-1 hours - £1.40	0-1 hours - £1.40
	1-2 hours - £2.30	1-2 hours - £2.30	1-2 hours - £2.50	1-2 hours - £2.50
Mill Square Car Park	2-3 hours - £3.10	2-3 hours - £3.10	2-3 hours - £3.30	2-3 hours - £3.30
	3-4 hours - £4.00	3 hours plus - £4.00	3-4 hours - £4.20	3 hours plus - £4.20
	4-5 hours - £4.80		4-5 hours - £4.80	
	5-6 hours - £5.60		5-6 hours - £5.80	
	6 hours plus - £8.20		6 hours plus - £8.40	
Monkspath Hall Car Park (Zones A & B)	Monday to Sunday:		Monday to Sunday:	
	0-6 hours - £3.20		0-6 hours - £3.40	
	6 hours plus - £4.00		6 hours plus - £4.20	
Monkspath Hall Car Park (Zone C)	Saturday and Sunday (normal pay and display applies to parking bays outlined red)		Saturday and Sunday (normal pay and display applies to parking bays outlined red)	
	0-6 hours - £3.20		0-6 hours - £3.40	
	6 hours plus - £4.00		6 hours plus - £4.20	
Knowle Shoppers Car Parks (rear of Greenwode Arms PH) (rear of Tesco) (rear of Natwest Bank) (left of Village Hall) (right of Village Hall) (rear of Village Hall)	Monday to Saturday 08:00-8:00:		Monday to Saturday 08:00-18:00	
	Up to 2 hours - free (a valid 2 hour "free-stay" ticket must be displayed).		Up to 30 mins - free (a valid 30 min "free-stay" ticket must be displayed)	
	Up to 3 hours - £1.00		30 mins-1 hour - £0.20	
	Up to 4 hours - £2.00		1-2 hours - £0.40	
	Up to 5 hours - £3.00		2-3 hours - £1.20	
	Up to a maximum stay of 10 hours - £4.00		3-4 hours - £2.20	
		4-5 hours - £3.20		
		Over 5 hours - £4.00		

NICK PAGE, CHIEF EXECUTIVE, Solihull Metropolitan Borough Council, Manor Square, Solihull, B91 3QB 7 September 2018

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11. Preliminary Environmental Information Report – Non-Technical Summary

**M42 Junction 6 Improvement
Scheme**

**Preliminary Environmental
Information Report - Non-Technical
Summary**

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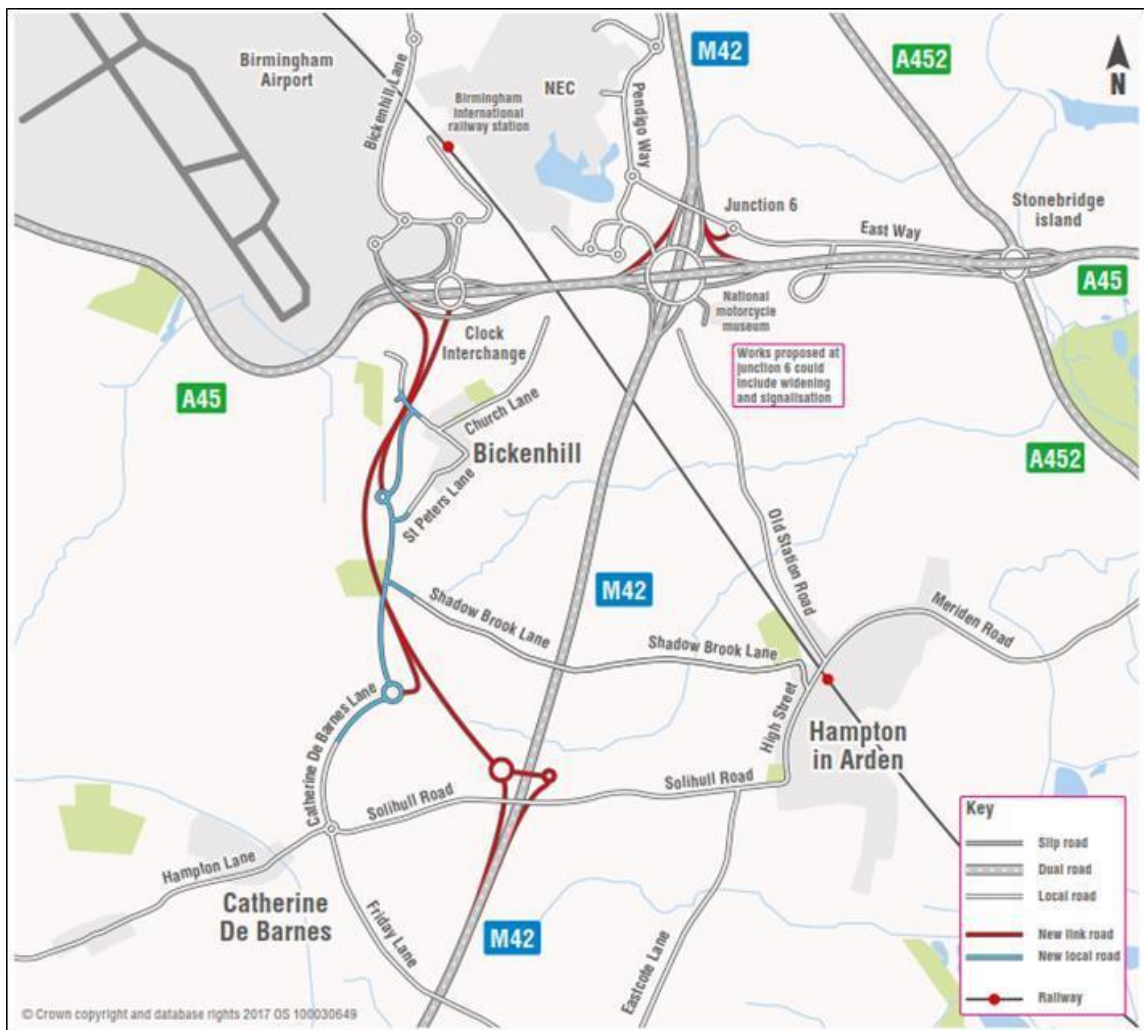
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1. INTRODUCTION

1.1. Background

- 1.1.1. Highways England is proposing improvements to junction 6 of the M42 motorway near Solihull in Birmingham. This is a location where significant road congestion and journey reliability issues are affecting local communities and businesses, and could constrain future investment and growth.
- 1.1.2. Improvements are being proposed to enable better movement of traffic; support improved access to the airport; and provide capacity on the road network for future traffic associated with the planned High Speed 2 Birmingham International Station.

M42 junction 6 – Scheme Location



- 1.1.3. The scheme is defined as a Nationally Significant Infrastructure Project (NSIP) to which the Planning Act 2008 applies. This requires Highways England to make an application to the Secretary of State for development consent to build and operate the scheme. Development consent is granted by the Secretary of State through a Development Consent Order (DCO) which sets out the powers to construct and operate the scheme.
- 1.1.4. A Preliminary Environmental Information (PEI) Report has been prepared for the purposes of consultation prior to the DCO application which presents information

available to date on the scheme's potential environmental impacts. Further investigations and possible mitigation measures to reduce environmental effects are ongoing. This information will be presented in an Environmental Statement which will be submitted with the application for development consent.

- 1.1.5. The PEI Report will enable members of the public, statutory consultees and other stakeholders to develop an informed view of the scheme and comment on particular aspects of interest. Feedback received will be used by Highways England to contribute to the continued development of the scheme design and inform the ongoing environmental impact assessment. This document provides a non-technical summary of the PEI Report.

2. DESCRIPTION OF THE PROPOSED SCHEME

2.1. Location and Need

- 2.1.1. The M42 motorway forms a key part of the country's strategic road network, passing to the east and south of Birmingham. This is an area which has been identified for substantial future development and growth. The motorway also provides important transport links to the wider motorway network and serves many economic assets including Birmingham Airport, the National Exhibition Centre and Birmingham Business Park.
- 2.1.2. An area of land to the north-east of junction 6 has been identified for future development by Solihull Metropolitan Borough Council, which includes the High Speed 2 Birmingham International Station. The region will also accommodate housing and employment growth in the coming years, which will place significant demands on the road network. Without this scheme, the predicted increase traffic is expected to worsen journey delays and congestion, and could constrain economic investment in the area.

2.2. Scheme Objectives

- 2.2.1. The scheme would:

- **Promote the safe and reliable operation of the road network:** by providing additional capacity, reducing driver stress and enabling safer access to and from the motorway.
- **Increase the capacity of the junction:** by improving traffic flow and removing a significant amount of vehicles from the existing junction.
- **Improve access to key businesses:** by improving the connections between the M42 motorway and the A45 Coventry Road, which provides strategic access to Birmingham and Coventry.
- **Support economic growth:** by encouraging continued investment in the regional economy and supporting new corporate, commercial and residential development opportunities.

2.3. Scheme Alternatives and Options

- 2.3.1. In 2016 Highways England identified some 40 possible solutions to meet the scheme objectives. These solutions were evaluated against a range of criteria, including environmental impacts, which led to the following options being taken forward for further review and assessment:
 - **Option 1:** A southern junction 2km south of junction 6 with a link road to the west of Bickenhill village, connecting to the A45 at Clock Interchange.

- **Option 2:** A southern junction 2km south of junction 6 with a link road to the east of Bickenhill village, connecting to the A45 at Clock Interchange via an additional roundabout.
 - **Option 3:** A southern junction 1km south of junction 6 with northbound exit and southbound entry onto the M42 only, and a link road to the east of Bickenhill village connecting to the A45 at Clock Interchange via an additional roundabout.
- 2.3.2. These options were consulted upon between December 2016 and January 2017, the outcomes of which identified that Option 1 was the preferred solution on the grounds of stakeholder and community preference, reduced environmental impact, and its ability to support future development in the area.
- 2.3.3. Subsequent modifications were made to Option 1 to further reduce potential impacts on local communities, businesses and the nationally important Bickenhill Meadows Site of Special Scientific Interest (SSSI), resulting in the preferred route for the scheme being announced in summer 2017.

2.4. Scheme Description

2.4.1. The scheme comprises the following:

- A new junction located approximately 1.8km south of junction 6.
- A new 2.4km long dual carriageway road to link the new junction to the Clock Interchange junction on the A45.
- Modifications to Clock Interchange junction.
- Upgrades to junction 6.
- Realignment and improvement of local roads west of the M42.

2.4.2. The design of the scheme is currently under development, and is being informed by the preliminary findings and outcomes of the environmental impact assessment. Environmental inputs to the design aim to:

- Avoiding sensitive, valued or important environmental features and interests where possible through careful design.
- Minimise the amount of land required to construct and accommodate the scheme.
- Address (mitigate) potential environmental effects through the use of earthworks, planting, drainage and barriers and the use of good construction working practices.
- Deliver potential environmental gains through enhancements.

3. POTENTIAL ENVIRONMENTAL EFFECTS

3.1.1. The scheme is being subjected to an environmental impact assessment (EIA) in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

3.1.2. A key stage has been the identification of issues to be considered in the EIA – a process known as scoping. A Scoping Report detailing the approach to the EIA was issued to the Planning Inspectorate in October 2017. The Scoping Report, and the Inspectorate’s response, have been published on the Inspectorate’s portal at: <https://infrastructure.planninginspectorate.gov.uk/projects/west-midlands/m42-junction-6-improvement/?ipcsection=docs>.

3.1.3. The environmental assessment covers the effects of the Scheme on: air quality, cultural heritage, landscape, biodiversity, soils and geology, materials and waste, noise and vibration, people and communities, road drainage and the water environment, and climate. The preliminary findings of the EIA are detailed in the sections below.

4. AIR QUALITY

- 4.1.1. During the scheme construction phase, the assessment considers dust emissions due to construction activities, and emissions of nitrogen dioxide and dust from construction traffic, and changes in traffic flows due to traffic management on the surrounding road network. During the scheme operational phase, the assessment considers the changes in nitrogen dioxide and particulate matter concentrations associated with traffic emissions due to changes in traffic flows due to the scheme.
- 4.1.2. There is an Air Quality Management Area (AQMA) in the vicinity of the scheme, located approximately 2km to the west of the existing M42 corridor. This AQMA has been declared due to the current exceedance of the European Union (EU) nitrogen dioxide annual mean limit value, and the exceedance of the 24 hour mean limit value.
- 4.1.3. There are a number of sensitive receptors (including residential properties) within 200m of the proposed construction works. As such, targeted dust mitigation measures to minimise potential impacts would be required – this includes dust suppression techniques, with a particular focus on where large areas of cutting would be required.
- 4.1.4. Air quality changes due to traffic are likely at locations in the vicinity of Bickenhill, as new traffic would be introduced along the proposed bypass. Air quality in this area is currently very good. It is currently considered unlikely that air quality concentrations due to the scheme would increase above national limit values. The scheme would ease congestion around junction 6. As such, a decrease in air quality concentrations at locations in this area is expected. Air quality concentrations elsewhere are expected to be marginal.

5. CULTURAL HERITAGE

- 5.1.1. There are numerous cultural heritage assets in the vicinity of the scheme – this includes 3 scheduled monuments, 2 conservation areas and 22 listed features within 1km. In addition, there are 23 non-designated built heritage features and 78 non-designated archaeological assets within 500m of the scheme.
- 5.1.2. During scheme construction, there would be no impacts on designated archaeological assets; however, seven non-designated archaeological assets and 17 designated and non-designated built heritage assets including conservations areas would potentially be affected by the scheme construction activities. Therefore, a programme of archaeological fieldwork would be undertaken to mitigate potential impacts. This programme will be developed further once the results of an archaeological investigation have been completed.
- 5.1.3. During scheme operation, a range of heritage assets have the potential to be impacted due to light intrusion, noise and changes in their setting. Mitigation measures to reduce potential impacts on heritage assets are being included in the scheme design, including the provision of a sympathetic landscape design, especially around Bickenhill Conservation Area and associated listed features.

6. LANDSCAPE

- 6.1.1. The scheme would be located within an area of significant transportation infrastructure and commercial development, although there are surrounding areas characterised by well-wooded farmland landscapes with rolling landform with an abundance of mature oaks primarily found within hedgerows that form the boundary for a diverse field pattern.

- 6.1.2. The scheme construction works have the potential to be intrusive. Impacts upon visual receptors in and around Bickenhill are likely to be greater than for users of local roads and the surround footpath network.
- 6.1.3. The new link road and junction and scheme components such as new signage, would introduce new elements into the landscape which have the potential to impact upon some local viewpoints. However, the scheme landscape design would aim to blend the scheme into the wider landscape.

7. BIODIVERSITY

- 7.1.1. There are no international statutory nature conservation designations within 10km of the scheme; nor any local statutory nature conservation designations within 1km of the scheme. However, there are 3 statutory national nature conservation designations within 2km of the scheme, namely the Bickenhill Meadows SSSI, the River Blythe SSSI, and the Coleshill and Bannerly Pools SSSI.
- 7.1.2. A range of habitats and species have been identified in the vicinity of the scheme through ecological surveys carried out throughout 2017. Identified habitats include broad-leaved woodland, scattered and dense scrub, hedgerows, arable grassland, running and standing water. Ecological species identified include bats, badger, otter, hedgehog, birds, great crested newt, terrestrial and aquatic invertebrates and fish.
- 7.1.3. Whilst the scheme is not anticipated to have a direct impact upon statutory nature conservation designations, there is the potential for indirect impacts due to emissions to air during scheme construction, and interception of ground or surface water as a result of scheme construction and long-term operation. The scheme does have the potential to directly impact upon a number of local wildlife sites due to land take requirements – this includes impacts to Aspbury’s Copse replanted ancient woodland.
- 7.1.4. Construction activities generating noise, air and light emissions have the potential to impact on a range of ecological species. Measures to manage and mitigate such impacts are being developed, which will take into account the results of ecological surveys planned for 2018. The ecological mitigation strategy will be defined in consultation with applicable consultees, with particular attention focused on the loss of Aspbury’s Copse and to encourage the free movement of protected species within the study area.

8. SOILS, GEOLOGY AND GROUNDWATER

- 8.1.1. The scheme footprint is underlain by the Mercia Mudst Group. Beneath the topsoil, materials include embankment construction material, worked ground (e.g. from former clay and sand pits), infilled ground (e.g. from infilled ponds) and areas of undifferentiated made ground (e.g. spoil heaps and areas of former construction). A range of potentially contaminative land uses have been identified within the study area, primarily relating to the construction of present and historical infrastructure.
- 8.1.2. The Agricultural Land Classification (ALC) map indicates that the entire footprint of the scheme comprises land of ALC Grade 3 – thus some soils may be considered to be best and most versatile agricultural land. An agricultural soil survey will be undertaken to confirm this.
- 8.1.3. There are no nationally important geological SSSIs within the 250m study area, although there are six landfill sites and waste features.
- 8.1.4. During the scheme construction phase, a range of mitigation and management practices will be put in place that in order to avoid risks to soils, geology and groundwater. Operation of the scheme is not anticipated to impact soils, geology and groundwater given that a suitable drainage system would be provided that would

capture and treat the scheme runoff (and pollutants resulting from incidents and spillages). Beneficial effects may occur due to the appropriate treatment of contaminated land that falls within the land requirements for the scheme.

9. MATERIALS

- 9.1.1. A wide range of material resources would be required to construct the scheme – this includes concrete, cement, timber, plywood, reinforcing fabrics and geotextiles and packaging materials. In addition, construction activities would inevitably generate waste. Given the nature of the scheme, large quantities of excavated material is likely, however, the project design aims to achieve a cut-fill balance if practicable.
- 9.1.2. All waste produced by the scheme would be managed in accordance with legal compliance and the principles of the waste hierarchy (i.e. prevention, re-use, recycling, recovery, disposal). As such, the scheme would explore opportunities to re-use materials on site, whilst where feasible sustainable construction materials and methods would be implemented. In order to ensure that materials and waste is appropriately managed, a Site Waste Management Plan will be implemented as part of a wider Construction Environmental Management Plan (CEMP).

10. NOISE AND VIBRATION

- 10.1.1. There are 5 designated Noise Important Areas (these areas capture the 1% of the population affected by the highest noise levels from major roads) within 1km of the scheme, as well as numerous sensitive residential receptors. A noise monitoring programme is planned for 2018 at up to 7 representative noise sensitive receptors located along the route of the scheme. This monitoring is anticipated to confirm that the prevailing noise environment is likely to be broadly dominated by a mix of road and aircraft traffic, with some localised commercial and industrial sources.
- 10.1.2. The nearest residential properties to the scheme construction activities would be those located along the B4438 Catherine De Barnes Lane, Shadowbrook Lane, St Peter's Lane, Clock Lane, Middle Bickenhill Lane (near M42 junction 6) and B4102 Solihull Road near M42. There is the potential that receptors in these locations would experience temporary, short term moderate to major adverse impacts during the noisier construction operations. As such, construction activities would be undertaken in accordance with a range of noise and vibration mitigation measures, plus appropriate mechanisms would be put in place to communicate with local residents to highlight potential periods of disruption.
- 10.1.3. Scheme operation has the potential to result in both beneficial and adverse traffic noise impacts at nearby noise sensitive receptors. The preliminary assessment indicates that there would be a potential decrease in noise for receptors along Catherine de Barnes Lane, however, the scheme would introduce a new noise source on the western side of Catherine De Barnes Lane. There would be both potential increases and decreases in noise levels on links at the M42 junction 6 and the junction of A45 and B4438. There is also the potential for adverse noise impacts at properties in and around Bickenhill and those situated on the proposed bypass alignment. Various techniques including the use of low noise surfacing, fencing and bunding are being investigated which aim to minimise adverse noise effects.

11. PEOPLE AND COMMUNITIES

- 11.1.1. Within the study area there are 12 public rights of way (PRoW), one traffic free cycle route on the B4438, a number of commercial enterprises, as well as individual working farmsteads and St Peter's Church in Bickenhill Village.

- 11.1.2. Scheme construction has the potential to generate some short-term, temporary adverse impacts on local community facilities due to road closures and diversions. Highways England is working with a number of local stakeholders to ensure that disruption would be kept to a minimum.
- 11.1.3. Given the relative rural nature of parts of the scheme, there is the potential to impact upon a number of PRow and community facilities. Seven PRow are likely to be permanently impacted upon by the scheme - however, the scheme is committed to replacing such losses with similar routes, including extending the existing PRow along Catherine de Barnes Lane (which provides safe access from Catherine de Barnes to the Airport and NEC etc.). Highways England is also working with stakeholders in the area to provide appropriate provisions for non-motorised users and the wider network.
- 11.1.4. The scheme is likely to result in a beneficial impact on driver stress throughout the local road network and on the M42 and supporting junctions in the long term.

12. ROAD DRAINAGE AND WATER ENVIRONMENT

- 12.1.1. Within the study area there are 7 watercourses and a number of standing water features. The scheme would cross 4 watercourses (Hollywell Brook, Shadow Brook, a tributary of Shadow Brook and a tributary of Pendigo Lake), with a further 2 watercourses (River Blythe and Low Brook) in close proximity (<1km) to the scheme. The majority of the scheme is located in Flood Z1 and is, therefore, considered to have a low risk of flooding. However, a flood risk assessment will be completed to understand and address the flood risks associated with the scheme.
- 12.1.2. During scheme construction there is the potential for impacts upon water quality (both groundwater and surface water) due to potential contaminants entering the water environment. However, with the implementation of standard construction mitigation measures, significant effects on the water environment are considered unlikely.
- 12.1.3. The scheme would result in new impermeable surfaces, which would result in additional surface run off during rainfall events. As such, the scheme would be provided with an appropriate drainage system with additional storage/ treatment. This system would manage impacts upon surrounding local water resources.
- 12.1.4. The scheme has the potential to result in some beneficial effects on the water environment due to improvements to the existing drainage network for the M42 and structures conveying watercourses beneath the M42.

13. CLIMATE

- 13.1.1. Climate change impacts are already impacting the reliability of local transport infrastructure. The scheme may thus be vulnerable to a range of climate change risks. A number of mitigation and adaptation measures are being considered to address scheme potential climate resilience risks – this includes the inclusion of appropriate infrastructure and assets within the proposed scheme design (e.g. specification of a highway drainage system that takes account of climate change predictions).

14. ASSESSMENT OF CUMULATIVE EFFECTS

- 14.1.1. The EIA for the scheme will consider the potential for combined and cumulative effects.
- 14.1.2. The scheme has the potential to generate a range of different impacts upon single receptors, for example noise, dust and traffic impacting upon a residential property. The potential for such combined is being undertaken and will be reported in the Environmental Statement (ES).

14.1.3. The ES will also consider the effects from other developments in the vicinity of the scheme which are under construction or have been consented. Effects from such development could interact with those associated with the scheme, resulting in so called cumulative effects. The PEI Report provides details of potential developments that will be considered during the cumulative impact assessment.

15. NEXT STEPS AND RESPONDING TO THIS CONSULTATION

15.1.1. The PEI Report has been prepared to assist the public in understanding the potential environmental impacts of the scheme and mitigation measures proposed. In order to further assist with this process, public consultation is taking place over a six week period between 9 January and 19 February 2018.

15.1.2. As part of this process, a series of public information exhibitions are being held which offer the opportunity for members of the public to ask any questions and make comments on the scheme. These exhibitions are being held at:

- 9 January 2018: The Arden Hotel, Bickenhill, B92 0EH. (13:00-20:00).
- 11 January 2018: St Peters Church Hall, Bickenhill, B92 0DN. (12:00-20:00).
- 13 January 2018: Catherine de Barnes Village Hall, B91 2TJ. (10:00-16:00).
- 17 January 2018: Marston Green Parish Hall, B37 7BT. (12:00-20:00).
- 19 January 2018: Fentham Hall, Hampton-in-Arden, B92 0AH. (12:00-20:00).
- 27 January 2018: Warwickshire Gaelic Athletic Association, B92 0DB. (10:00-16:00).
- 31 January 2018: The Core, Touchwood Centre, Solihull, B91 3RG. (09:00-17:45).

15.1.3. Your response to this consultation is very important to Highways England, as it will help shape the development and assessment of the scheme.

15.1.4. There are a number of ways in which you can respond:

- By post: Highways England, M42 J6 Project Team, The Cube, 199 Wharfside Street, Birmingham, B1 1RN
- Website: www.highways.gov.uk/m42-j6
- E-mail: m42junction6@highwaysengland.co.uk

15.1.5. Please ensure that your feedback reaches Highways England by **23:59 on 19 February 2018**.

15.1.6. Following this consultation, Highways England will prepare a Consultation Report on the responses received and how they have been taken into account, including whether or not they led to changes to the design of the scheme or the environmental impact assessment currently being undertaken. This report will be submitted as part of the DCO application.

15.1.7. You will have a further opportunity to comment as part of the DCO application examination process, which will be undertaken by the Planning Inspectorate on behalf of the Secretary of State. Details of how this process works can be found on the National Infrastructure Planning website at <http://infrastructure.planningportal.gov.uk/>.

If you need help accessing this or any other Highways England information,
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