

From: [Ben Simm](#)
To: [M42 Junction 6](#)
Subject: TR010027 M42 Junction 6 - Warwickshire County Council
Date: 30 May 2019 21:24:56
Attachments: [NIP1910027 - PS.001a - 30.05.19 FINAL.pdf](#)

Sir / Madam

Please find attached a Position Statement from Warwickshire County Council, setting out the matters raised and responses provided during the Preliminary Meeting on the 21st May 2019 and the Issue Specific Hearing 1 (DCO) on the 22nd May 2019.

In addition as requested by the Panel I can confirm that Warwickshire County Council will not be attending the 'Accompanied Site Inspections' on Tuesday 2nd July 2019.

I confirm that Warwickshire County Council will attend the Issue Specific Hearings on Wednesday 3rd July 2019 and Thursday 4th July 2019.

I trust the above and attached is acceptable, however should you have any queries or matters of clarification please do not hesitate to contact me on the details provided.

Many thanks

Ben

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POSITION STATEMENT:

Preliminary Hearing & Issue Specific Hearing 1 (DCO)

Planning Inspectorate Ref:	TR010027
Warwickshire CC Ref:	NIP1910027
Site Location:	M42 Junction 6
Scheme Description:	Application by Highways England for an Order Granting Development Consent for the M42 Junction 6
Highway Officer:	Ben Simm – Senior Development Management Officer

Warwickshire County Council has prepared this position statement which sets out the oral evidence and responses to the panel's questions at both the preliminary meeting on the 21st May 2019, and the Issue Specific Hearing 1 (DCO) on the afternoon of the 22nd May 2019.

Warwickshire County Council fully supports the development proposals set out within this submission in principle, and acknowledges the operational benefits that will be delivered to the operation of the M42 Corridor, Strategic Road Network as well as improved connectivity to Birmingham Airport, Resorts World and the National Exhibition Centre. The scheme will provide positive benefits to the West Midlands Regional Economy including the Warwickshire Sub Region.

Warwickshire County Council has been actively engaged in the project by Highways England and their consultants AECOM, through our Transport Planning Team and now the Highways Development Management Team who are appraising the application.

Having reviewed the submitted information, Warwickshire County Council in its capacity as a Highway Authority does not have a planning objection to the application, but would like to raise the following matters which we consider need to be addressed, to ensure minimal impact on our communities and the operation of the Warwickshire Highway Network. Warwickshire County Council considers that the following matters should be discussed under Principal Issue 3 – The physical and functional relationship of the improvements at junction 6 with other projects.

1. Construction Traffic Routing:

Warwickshire County Council raises the concerns of routing of Construction Traffic through all phases of the development, however most notably through the first phase whilst the offline section is constructed.

There are concerns about construction traffic routing through villages to access the offline works. Whilst the County Council appreciates that the applicants will identify suitable routes, it would be worth maintaining the ongoing dialogue to agree a draft Construction Management Routing Strategy for all phases of the development. This in turn could be conditioned. Warwickshire County Council will set this out clearly within its Local Impact Report.

2. Traffic Management and Diversion Routes:

Notably during the second phase of the development after the Commonwealth Games in 2022, the works will be focused on the existing Strategic Road Network in the form of the M42 at Junction 6 and the construction and tie in of the new Junction 5a.

Warwickshire County Council, in its capacity as Highway Authority, does note with caution the implications that the impact these works could have on the surrounding highway network, especially in the form of closures and lane restrictions.

Recent experience of such works on the M5 in Worcestershire led to traffic re-routing utilising the A435 and A46 routes to access the M42 / M40 corridors causing traffic to route through sensitive towns and villages. In addition this was exacerbated by the throttling of capacity at the M5 / M42 Interchange to divert traffic from travelling through the M5 Viaduct Works.

To try and mitigate for the situation created on the A435/A46 corridor, Warwickshire CC had to actively engage with Highways England, and improve the diversion and routing signage to protect our communities. In regards to this application we would seek to continue our discussions to ensure that there is a clear mechanism and strategy which all partners are aware of and signed up to and try to avoid a repeat situation.

The other elements we must consider are the substantial level of development being experienced in the Warwickshire Sub Region, including the delivery of sustainable urban extensions and new towns, whilst also supporting economic growth. The biggest however is the construction of HS2 through the County, and the delivery of materials and machinery to enable the scheme to be progressed.

In terms of routing it is understood that HS2 will be reliant on the Strategic Road Network for their routing and this includes the M42 Corridor, as it is understood a potential concrete batching plant be located in proximity of M42 Junction 9. This would serve the tunnel construction between Long Itchington to Southam and at Kenilworth, resulting in high volumes traversing the M42 and M40 Corridors to access these locations. Should any diversions/restrictions, as a result of this application, affect the HS2 construction traffic routes, Warwickshire County Council will expect to be formally notified and involved with any discussions with Highways England and HS2. We would like some details and information on how this matter, should it arise, be addressed, and what measures would be used to prevent HGVs being moved to the Local Road Network, and potentially through sensitive villages and towns.

3. Communication Management Strategy

Finally the third matter, which Warwickshire County Council would seek discussion on and a matter to be considered, is communication management throughout this process. The County Council acknowledges we have a good working relationship with Highways England, often working in partnership as in this case, to deliver real benefits to transport systems not only across Warwickshire but the region to support housing growth and employment opportunities.

However as noted above, matters have arisen as a result of works on the SRN and a lack of communication has caused considerable concern within local communities and politicians. Therefore Warwickshire County Council would seek information on how Highways England will manage the communications for the scheme and ensure that residents, local politicians and other key stakeholders are kept informed and given an opportunity to raise issues to ensure they are aware of project, key milestones and information and advice when road closures or changes on the network take place.

Warwickshire County Council will remain in active dialogue to enable this to be progressed and developed, as existing projects such as the Highways England works on the M5 Viaduct benefit from this and good practice from elsewhere.

In addition to the above, during the discussions during both sessions Warwickshire County Council requested the opportunity to enter into a Statement of Common Ground with Highways England. This will enable both parties to agree formally on areas and also find workable solutions to the matters identified above, which is agreeable for both parties. This request was acknowledged by Highways England and will evolve through our ongoing engagement.

In addition to the above, the Panel raised questions surrounding the 'Guillotine' clauses within the Development Consent Order (DCO). As stated during the Issue Specific Hearing 1, Warwickshire County Council stated that we had not fully considered the implications of this proposition. The County Council will therefore deal with this matter through its Local Impact Reports, as well as ongoing discussions with Highways England.