



North Warwickshire  
Borough Council

**Warwickshire County Council in partnership with**

**North Warwickshire Borough Council**

## **LOCAL IMPACT REPORT**

**Planning Act 2008**

**Nationally Significant Infrastructure Project**

**Reference:** TR010027

**Address:** M42 Junction 6

**Appellant:** Highways England

**Proposal:** Application by Highways England for an Order Granting Development Consent for the M42 Junction 6

**Date:** 24<sup>th</sup> June 2019

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## **Executive Summary:**

Warwickshire County Council, in partnership with North Warwickshire Borough Council has prepared and submitted the Local Impact Report in accordance with the Planning Act 2008. The Local Impact Report sets out the Authorities position in regards to the application submitted by Highways England in relation to M42 Junction 6.

The Local Impact Report has been prepared and drafted by Warwickshire Council, with consultation of internal departments and the input of North Warwickshire Borough Council.

The M42 Corridor is of strategic importance for the operation of the Strategic Road Network both nationally, regionally and locally. It is also an important corridor that provides connectivity which underpins economic growth nationally, regionally and within the Warwickshire sub-region. In addition the M42 provides access to a key asset for the region in the form of Birmingham Airport, which is the region's international gateway to international markets and trade.

Overall based on the assessment of the development scheme, there will be significant operation benefits to the M42 Corridor building resilience and reliability into the Midlands Motorway Hub and improving access to Birmingham Airport. It is considered by the Authorities that the M42 Junction 6 improvements will have a positive impact on economic growth.

The scheme accords with the Strategic Economic Plans for the West Midlands Combined Authority and the Coventry & Warwickshire Local Enterprise Partnership. As well as meeting the requirements of National Planning Policy, the Airport Accessibility Strategy within the Warwickshire Local Transport Plan, and Birmingham Airport Surface Access Strategy.

However there are a number of matters which need to be considered as part of the consideration of the development proposals. Whilst they are likely to be of neutral impact, the following points need to be addressed;

- Ecological Considerations;
- Traffic Management, Closures & Diversion Routes;
- Construction Traffic Management, and
- Communications Strategy.

Full explanation of these matters is provided in Chapter 5 of the Local Impact Report.

Alongside the application Highways England is engaging with Warwickshire County Council, and both are in the process of the development and agreement of a Statement of Common Ground, to resolve the matters identified.

Though it should be noted that both Authorities continue to work with Highways England, and will continue the communications with them as the scheme is implemented.

In conclusion, both Warwickshire County Council and North Warwickshire Borough Council fully support the proposals, which when completed will deliver real benefits nationally and regionally.

## **1. Introduction:**

- 1.1 A Local Impact Report is used to enable relevant authorities to submit 'a report in writing giving details of the likely impact of the proposed development on the authority's area' in accordance with Section 60 (3) of the Planning Act 2008. The report should be used by Local Authorities as the means by which their existing knowledge, experience and evidence of local issues can be robustly reported to the Examining Authority.
- 1.2 This Local Impact Report has been prepared by Warwickshire County Council, in consultation with North Warwickshire Borough Council, in relation to the application by Highways England to network junction improvements at M42 Junction 6. This report has been prepared in accordance with the guidance provided by the Planning Inspectorate entitled 'Advice Note One: Local Impact Reports – April 2012 Version 2'.
- 1.3 Warwickshire County Council, in partnership with North Warwickshire Borough Council has prepared and submitted the Local Impact Report, as the guidance states that when the Examining Authority accepts an application, it will ask relevant local authorities to prepare a Local Impact Report. This document should be submitted whether the development would have a positive, negative or neutral impact on the area. The submission will also include any topics which the Local Authority considers to be relevant to the impact of the development on their areas. Therefore the Local Impact Report provides the means through which the Local Authority can report their knowledge and evidence of Local Issues for consideration by the Examining Authority.
- 1.4 In addition through the Local Impact Report the Authority may also comment on the development consent order obligations, requirements and any other relevant representations.
- 1.5 The Local Impact Report has been prepared and submitted by the County Council's Highways Development Management Team, with input from North Warwickshire Borough Council and consultation with the following internal departments;

- Transport Planning;
- Traffic and Network Management;
- Ecology and Landscape;
- Archaeology; and,
- HS2 Project Team.

1.6 It should be noted that in the production of this Local Impact Report, Warwickshire County Council has not sought the views of local interest groups to any of the matters that are reflected on within this report.

1.7 The County Council has concluded that relevant organisations, interest groups, and Parish Councils have been consulted separately on the development proposals through the requirements of the Planning Act 2008, but also the examination process. It is considered therefore that these groups and organisations have had the opportunity to provide their own responses directly back to the applicants and the Planning Inspectorate.



## **2. Warwickshire Context**

- 2.1 Warwickshire is located to the east of the West Midlands Conurbation, with Coventry at its centre. The County of Warwickshire is made up of North Warwickshire Borough Council, Nuneaton and Bedworth, Rugby Borough Council, Stratford – on – Avon District Council and Warwick District Council, abounded by Leicestershire to the north – east, Staffordshire to the north – west, Northamptonshire to the east and Oxfordshire to the southeast, Gloucestershire to the south and Worcestershire to the west and southwest.

### **Transport Connections**

- 2.2 Within the County there are a number of strategic transport hubs and links which are vital to the national and regional economies.

#### ***Strategic Road Network:***

- 2.3 The Strategic Road Network, often referred to as the ‘SRN’, is overseen, managed and maintained by Highways England on behalf of the Department for Transport. Warwickshire County Council works in partnership with Highways England to support the following corridors of the Strategic Road Network which operate through Warwickshire.

#### ***M42 Corridor:***

- 2.4 The M42 corridor forms the County’s western boundary operating between M1/A42 Junction Interchange (M1 Junction 23a) in the north east, and the M5/M42 Interchange (M5 Junction 4a) in the south west. The M42 Corridor also interacts with the M6 corridor (M6 Junction 4a) and the M40 Corridor (M42 Junction 3a).
- 2.5 The M42 Corridor also forms part of a circular motorway route around Birmingham, known as the ‘Birmingham Box’ or ‘Midlands Motorway Hub’, comprising of the M6 between junctions 4 – 8 and the M5 Junctions 1 – 4 and the M42 Junctions 1 – 9. In addition the M42 Corridor also provides access to Bromsgrove, Redditch and Solihull, as well as Birmingham Airport, Birmingham International Railway Station, the National Exhibition Centre, Jaguar Land Rover and Resorts World access off M42 Junction 6.

M6 Corridor:

- 2.6 The M6 corridor operates through the north of the county providing access to the North West, Scotland and West Midlands Conurbation. In the east the M6 corridor provides connections to the M1 Corridor providing access to the North East, East Midlands, London and South East, as well as the A14 Corridor providing access to Cambridge, Ipswich and Felixstowe.

M40 Corridor:

- 2.7 In the south of the County operates the M40 Corridor connecting with the M42 corridor in the west and to the M25 in the south east, providing access to the West Midlands Conurbation, Oxford, London, South East and London Heathrow Airport.

A5 Corridor:

- 2.8 The A5 corridor broadly follows the County's northern administrative boundary providing connections to the M42 Corridor in the west and M69/M1 Corridors in the East, providing links to Atherstone, Nuneaton, Hinckley and Rugby. In addition it provides access to a number of key employment and freight distribution sites at Hams Hall, Birch Coppice, Magna Park and the Daventry Rail Freight Interchange Terminal (DIRFT).

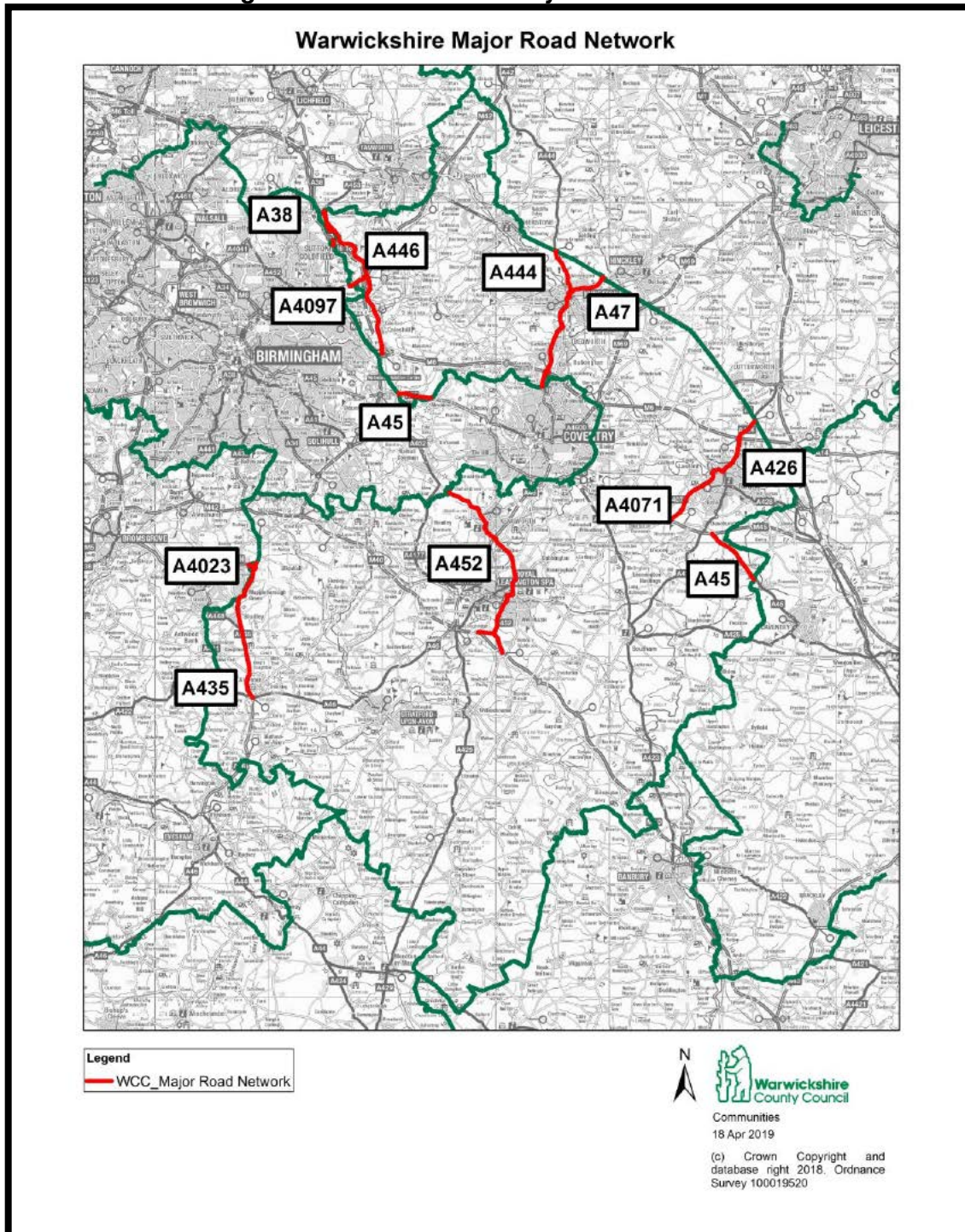
A46/M69 Corridor:

- 2.9 The A46/M69 Corridor is a core north- south route which connects M1 Junction 21 with the M6 Corridor (M6 Junction 2) and the M5 Corridor (M5 Junction 9). This is an increasingly important corridor connecting which provides links between Coventry, Warwick, Leamington Spa, Stratford – upon – Avon and Evesham. As well as access to core employment sites including Ansty Park, Coventry & Warwickshire Gateway, Stoneleigh Park and the University of Warwick.
- 2.10 In addition, the A46 provides a supporting route to the M42 Corridor and is a core diversion route to get traffic between the M6 and M40 Corridors when obstructions occur on either of these routes, or on the M42 between Junctions 3a and 7. The variable standard of the route however constrains the resilience benefits which it can offer to the M42 and wider Midlands Motorway Hub.

### Major Road Network

2.11 The Major Road Network consists of routes within the County of strategic importance which are operated, maintained and managed by Warwickshire County Council in its capacity as a ‘Highway Authority’ under the Highways Act 1980, and a ‘Street Authority’ under the New Roads and Street Works Act 1991. Figure 2.1 below shows the Major Road Network within Warwickshire.

**Figure 2.1 Warwickshire Major Road Network**



2.12 The following routes are of specific interest given that they directly interact with the M42 Corridor on a daily basis.

A45 Corridor

2.13 The A45 Corridor runs east to west through Coventry, Warwickshire, Solihull and Birmingham proving a major link between the M45, A46 and M42 Corridors. It also provides a direct link for Coventry and Warwickshire to Birmingham International Airport and a core arterial link into Birmingham City Centre.

2.14 Warwickshire County Council maintains the section of the A45 between the A45 / A446 Chester Road / A452 Kenilworth Road 'Stonebridge' Junction and the before A45 / Maxstoke Lane Junction.

2.15 The A45 Corridor also functions as a primary diversion route in partnership with the A46 when there are closures or operation restrictions on the M6 and M42 Corridors.

A446 Corridor:

2.16 The A446 Corridor operates between the A45 / A446 Chester Road / A452 Kenilworth Road 'Stonebridge' Junction and the A38 London Road / A452 Carroway Head Hill / A446 London Road 'Bassetts Pole' Junction. Providing connections to the A38 Corridor at Bassetts Pole, M42 and M6 Toll Corridors at Junction 9 and M6 Corridor at Junction 4 and Hams Hall Distribution Park.

2.17 Warwickshire County Council maintains and manages the section of the A446 Corridor between M6 Junction 4 and A38 London Road / A452 Carroway Head Hill / A446 London Road 'Bassetts Pole' Junction.

2.18 The market town of Coleshill lies to the east of the A446 on this stretch of the A446, which provides its main access and routing to the wider highway network.

2.19 The A446 Corridor also functions as a primary diversion route when there are closures or operation restrictions on the M6, M42 and A38 Corridors.

A452 Corridor:

- 2.20 The A452 Corridor operates between the A5 Corridor in the north at Brownhills through Walsall, Sutton Coldfield, Birmingham, Balsall Common, Kenilworth, Warwick and Leamington Spa, connecting with the M40 Corridor at Junctions 13 and 14. The A452 also interacts with the A46 at the Thickthorn Junction to the south east of Kenilworth.
- 2.21 Warwickshire County Council maintains and manages the section of the A446 Corridor between the A45 / A446 Chester Road / A452 Kenilworth Road 'Stonebridge' Junction and M40 Junctions 13 and 14.
- 2.22 The A452 operates through a number of major settlements within Warwickshire, most notably Kenilworth, Warwick and Leamington Spa which all have air quality management areas.

A435 Corridor:

- 2.23 The A435 Corridor operates between Birmingham City Centre and the A46 at Oversley Green, proving access to Redditch, Studley and Alcester. The A435 Corridor also connects with the M42 Corridor at Junction 3.
- 2.24 Warwickshire County Council maintains and manages the section of the A446 Corridor between the A46 / A435 Roundabout Junction and north of the A435 / A4023 Junction.
- 2.25 There are a number of communities located on the A435 Corridor including Mappleborough Green, Studley, Coughton, Kings Coughton and Alcester. Studley is subject to an Air Quality Management Area.
- 2.26 The A446 Corridor also functions as a primary diversion route when there are closures or operation restrictions on the M5, M42 and A46 Corridors.

***Rail Network***

- 2.27 The principal Rail Network within Warwickshire comprises of two lines, the first being the West Coast Mainline, which serves stations at Rugby, Nuneaton, Atherstone, Coventry and Birmingham International. In addition there are local commuter stations on the Birmingham spur of the West Coast Mainline at Canley, Tile Hill, Berkswell and Marston Green.

2.28 The second rail line being the Chiltern Line operating between Birmingham Snow Hill, Birmingham Moor Street, Solihull, Warwick Parkway, Warwick, Leamington Spa and London Marylebone, with peak services being extended to Kidderminster.

***International Gateways***

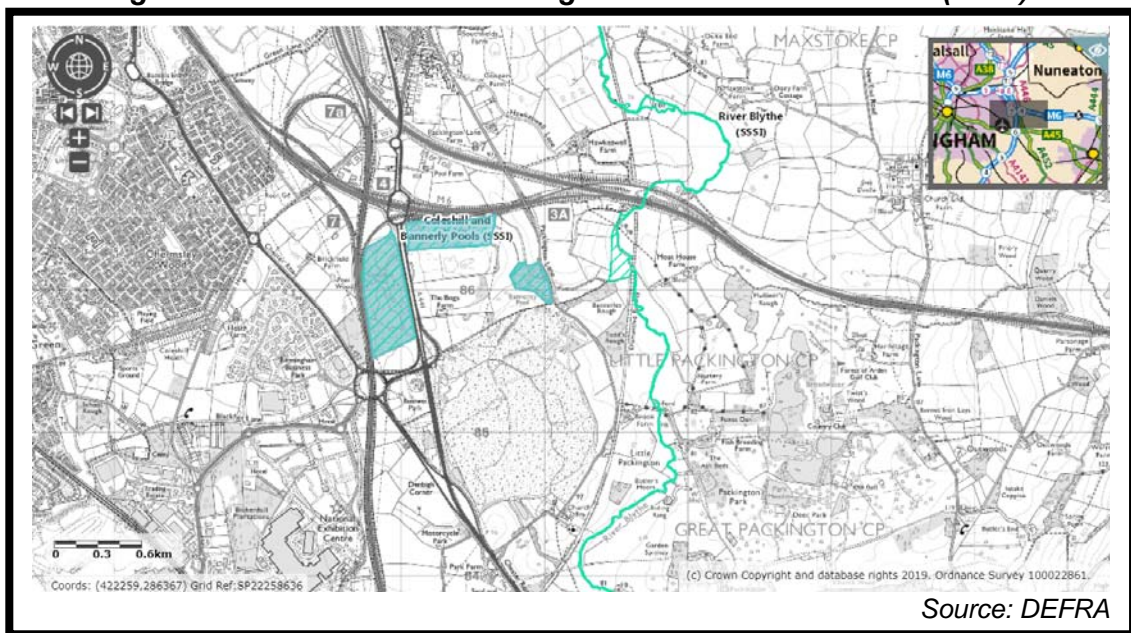
2.29 Warwickshire is served by Birmingham Airport, as its main international gateway providing access to destinations and markets across the globe notably Europe and Asia. In addition it also provides access to domestic flights to Scotland and Northern Ireland. Coventry Airport, located at Baginton in Warwickshire, provides an important facility for cargo movements.

**Sites of Ecological Importance**

2.30 Warwickshire County Council, in partnership with Natural England, provides protection to sensitive sites across the County in accordance with European and national legislation and policy requirements.

2.31 To the north of the red line boundary of the extent for the M42 Junction improvement works are the Coleshill and Bannerley Pools and to the east the River Blythe. Both of these locations are identified as a Sites of Significant Scientific Interest (SSSI) and their locations can be seen in Figure 2.2 below.

**Figure 2.2 Location of Sites of Significant Scientific Interest (SSSI)**



### **3. Development Proposals & Communications**

- 3.1 This section of the Local Impact Report sets out the development proposals being proposed by Highways England. In addition it also provides information on the engagement and communications which have taken place between the applicant and Warwickshire County Council.

#### **Development Proposals**

- 3.2 The submitted application by Highways England is for an order granting development consents for M42 Junction 6. The proposals have been development *‘to improve junction 6 of the M42 to allow better movement of traffic on and off the A45, supporting access to Birmingham Airport and preparing capacity for the new HS2 station.*

*The key components of the scheme include:*

- A new dual carriageway link between the Clock Interchange 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.*

**Pre – Submission Discussions:**

- 3.3 Highways England and their consultants actively engaged with Warwickshire County Council and the Coventry & Warwickshire Local Enterprise Partnership at an early stage of the scheme development. Since then Warwickshire County Council, through the Transport Planning Team, has been provided with updates and presentations on the proposals for the M42 Junction 6 scheme.

**Post – Submission Discussions:**

- 3.4 Since submission Highways England and their consultants have continued to engage with Warwickshire County Council through the Highways Development Management Team who have been reviewing and appraising the development proposals.
- 3.5 Alongside this work regular meetings have taken place between Highways England and Warwickshire County Council on the matters where there are issues of concern. It is the ambition of Warwickshire County Council that these can be resolved and agreed upon through a Statement of Common Ground, which the County Council requested through the primary hearings and Issue Specific Hearings on the 24<sup>th</sup> and 25<sup>th</sup> May 2019, and set out in the position statement submitted on deadline 1 on the 3<sup>rd</sup> June 2019 (see Appendix A).



#### **4. Material Documents**

- 4.1 Warwickshire County Council considers that the following documents should be considered in the appraisal of the development proposals which have been submitted.

##### **National Networks National Policy Statement:**

- 4.2 The National Networks National Policy Statement (NPS) was published in December 2014. The statement sets out Government policy relating to the delivery of nationally significant infrastructure projects in regard to the highway and rail networks.
- 4.3 The statement reflects the importance given to maintain well connected and high performing networks, which have sufficient capacity to meet long term needs and support economic growth, at both a national and local level.
- 4.4 In addition the statement also recognises the impact of traffic congestion can be economic, constraining economic activity and growth, as well as the environmental consequences such as air pollution.
- 4.5 The statement also provides guidance about the need to ensure that new development is appropriately mitigated to avoid environmental and social impacts. However it also recognises that some local effects and impacts may remain but betterment should be achieved where possible.

##### **National Planning Policy Framework:**

- 4.6 The Ministry of Housing, Communities and Local Government published a revised National Planning Policy Framework in February 2019. The Framework is supported by the National Planning Practice Guidance on a variety of topics which is published online and updated regularly. These together provide the policy and guidance for Local Planning Authorities, Statutory Consultees, Stakeholders, Developers and others to consider when developing or reviewing development proposals through the Planning System. In addition it also is the documents which set out the requirements for the development of Local Plans, and decision – making process when determining planning applications for the Local Planning Authority, in accordance with the Town & Country Planning Act 1990.

- 4.7 In determining applications under the Planning Act 2008, the key aims of the National Planning Policy Framework and supporting guidance are reflected through the National Planning Policy Statements. These have been proposed to set out the material considerations relating to nationally significant infrastructure projects.

**West Midlands Combined Authority Strategic Economic Plan:**

- 4.8 The West Midlands Combined Authority (WMCA) Strategic Economic Plan sets out the economic objectives and strategy for the West Midlands Conurbation formed of Birmingham, Coventry, Dudley, Sandwell, Walsall, and Wolverhampton. As a non-constituent member of the Combined Authority, Warwickshire County Council has been actively engaged in the development of the Strategic Economic Plan.
- 4.9 The plans sets out the following eight priority actions:
- ***New manufacturing economy:*** harnessing the biggest concentrations of high value manufacturing businesses in Europe and their supply chains.
  - ***Creative and digital:*** further developing the area's vibrant and flourishing sector.
  - ***Environmental technologies:*** securing transformational environmental improvements.
  - ***Medical and life sciences:*** enabling the further growth of the medical and life sciences sector and supporting other businesses to diversify and become part of the sector's supply chain.
  - ***HS2 growth:*** maximising the benefits of the largest infrastructure project in Europe.
  - ***Skills for growth and employment for all:*** ensuring the skills needs of businesses are met and everybody can benefit from economic growth.
  - ***Housing:*** accelerating the delivery of current housing plans to increase the level of house building to support increased level of growth.
  - ***Exploiting the economic geography:*** making the most of the scale and diversity of the West Midlands' geography to enable economic growth and community wellbeing throughout the urban core and rural areas.

### **Coventry & Warwickshire Strategic Economic Plan:**

- 4.10 The Coventry and Warwickshire Local Enterprise Partnership (CWLEP) updated its Strategic Economic Plan for the Coventry and Warwickshire Sub Region in August 2016.
- 4.11 The Strategic Economic Plan sets out how the CWLEP with its partners in the public, private and third sectors will support and grow the economy within the region. Acknowledging that co-ordination actions from all sectors is important to stimulate growth, prosperity and competitiveness of the Local Economy. The document builds on the CWLEP Strategic Plan in 2014 and the 2015 Growth Deal, and fed into the West Midlands Combined Authority Strategic Economic Plan and the Midlands Engine for Growth Strategic Priorities.
- 4.12 The Strategic Economic Plan sets out the following objectives;
- *‘Improve Coventry & Warwickshire’s economic competitiveness.*
  - *Address the existing productivity gap between the CWLEP area and the UK average.*
  - *Ensure strong road, rail and broadband connectivity across the full CWLEP area.*
  - *Become a global centre for R&D in Advanced Manufacturing and Engineering.*
  - *Create a supportive environment within which businesses can grow and prosper.*
  - *Invest in employment in skills provision to meet evolving demands of employers, providing a world-class apprenticeship offer.*
  - *Grow the creative and cultural industries with Coventry becoming UK Capital of Culture 2021.*
- 4.13 From these objectives five pillars of activity have been identified which are set out below;
- *‘UNLOCKING OUR GROWTH POTENTIAL: Unlocking of new employments and housing sites.*
  - *ADVANCED MANUFACTURING & ENGINEERING: Enhance innovation, R&D and raise skills levels in the sector.*

- *GROWING OUR SMEs: Build on the work of the Growth Hub as an enabler of business growth through IDB Service, and deliver a strong business support system.*
- *GROWING OUR TALENT: Raising skills level to help enhance business growth and raise employment rates.*
- *CULTURE & TOURISM: Grow this strategically important sector.'*

4.14 Transport connectivity forms a fundamental part of the Strategic Economic Plan. The CWLEP is an actively engaged and supporting member of the Midlands Connect partnership which is delivering a strategy for investment in the strategic road and rail networks to support the 'Midlands Engine for Growth'.

4.15 The Strategic Economic Plan sets out two strategic programmes for transport connectivity, identified below.

- *Enabling Economic Growth:*

*Coventry & Warwickshire's location in relation to the strategic transport network is a key enabler and driver of economic activity, and provides the basis for our high-level spatial plan. An effective transportation system provides the labour pool with the ability to access training and jobs; allows the local, national and international customer base to access goods and services; facilitates and supports growth and enables efficient business to business activity, supporting innovation and the supply chain.*

*As highlighted previously, the need to maintain good connectivity both to and within the LEP area requires sustained investment in the transport network at both a strategic and local level. The LEP will support investment that enhances our rail infrastructure and transport corridors including the A5, A45, A46, A44 and A452 Corridors.'*

– UK Central Connectivity

*Located immediately adjacent to the Coventry & Warwickshire LEP area, UK Central (previously known as the M42 Economic Gateway) in Solihull will be the West Midlands' principal international gateway. The area already contains Birmingham Airport (a key strategic transport asset attracting around 10 million passengers annually and enabler of international trade) and will include the new HS2 interchange. This will support an estimated 100,000 jobs region-wide and contribute £5.1 billion to regional GDP. The proximity of UK Central to Coventry & Warwickshire has the potential to provide employment opportunities for local residents, and further inward investment and business growth within Coventry & Warwickshire, particularly once HS2 is operational.*

*To maximise these economic growth opportunities, full connectivity with UK Central for the entire CWLEP area is essential. This includes the establishment of a core network of rapid transport connections from Coventry City Centre and Coventry South with the main UK Central HS2 Hub. Similarly, within Warwickshire, transport corridor improvements will be essential, particularly along the A446 to enhance connectivity and also mitigate local impact during the construction phase for HS2.*

**Warwickshire Local Transport Plan (LTP3) 2011 – 2026:**

- 4.16 Warwickshire's Local Transport Plan (LTP) covers the period 2011 – 2026. The Plan sets out the Councils transport strategy providing the framework on how the transport network across Warwickshire will be improved managed and maintained. In addition it also provides policies which enable economic growth, protect our communities and enhance and maintain a sustainable environment across the County.
- 4.17 The LTP includes an Airport Accessibility Strategy for the County, this includes access to Birmingham Airport and consideration needs to be given the three policies which are set out below.

– Policy ASA1: Partnership

*The County Council will work with airport owners, air operators (passenger and freight), adjoining Transport Authorities, the five District/Borough Councils in Warwickshire, the Highways Agency and other stakeholders to improve sustainable surface access provision to Birmingham International Airport and Coventry Airport(if appropriate).*

– Policy ASA2: Quality of Surface Access

*To meet the overall vision of the Airport Accessibility Strategy, the County Council will work with the bodies and organisations set out in Policy ASA 1 to encourage the provision of improvement sot surface access that are Accessible, Available, Acceptable and Simple to use.*

– Policy ASA3: Implementation of Surface Access Strategies

*The County Council will continue to work in partnership with Birmingham International Airport and Solihull Metropolitan Borough Council to implement the current BIA Surface Access Strategy and develop a new strategy beyond 2012...*

4.18 In addition to the Airport Accessibility Strategy, Warwickshire County Council considers the Network Management Strategy should be considered.

4.19 The Network Management Strategy identifies the objectives and measures to ensure the best use of the current road network. The strategy is important to ensure economic vitality and for communities to access services, employment and other facilities in a safe and reliable manner. Most notably the following policies need to be considered.

– Policy NMD1: Considering the needs of all road users

*We will develop a clear understanding of the problems facing different parts of the network and a structured approach to the allocation of road space.*

- Policy NMD3: Route Management of roadworks  
*The County Council will put in place a continual review of street designations in accordance with the criteria set out in the Code of Practice for the Coordination of Streetworks and Works for Road Purposes. Cross boundary arrangements are also in place to share these revised designations with all adjoining authorities.*
- Policy NMD4: Contingency planning  
*The Council will, in consultation with the emergency services, HA and neighbouring highways authorities investigate and put in place a series of contingency options and diversion routes. The Council will ensure that, wherever possible, these plans do not exacerbate any congestion issues in urban areas for an unduly long period of time.*
- Policy NMD5: Cross-boundary working  
*The County Council will promote and improve cross boundary linkages with neighbouring authorities and share information.*
- Policy NMD7: Managing and co-ordinating activities and events on the network  
*The County council will develop methods to effectively manage and proactively coordinate all activities on the network. A planned and evidence-based approach will be taken to managing significant events affecting the network, including the production of contingency plans.*
- Policy NMD9: Gathering information  
*The County Council will develop effective arrangements to gather accurate information about planned works and manage and organise information on planned activities to ensure that their impact on the network is minimised. Appropriate information will be made available about the authority's network to stakeholders.*
- Policy NMD13: Incident management and contingency planning  
*The County Council will develop contingency plans for our network and the interaction with other networks, working with and consulting all stakeholders to achieve continuity of contingency planning across boundaries for unforeseen events.*

### **Sub-Regional Green Infrastructure Strategy**

4.20 The sub-regional green infrastructure strategy for Warwickshire, Coventry and Solihull sets out the following vision for Green Infrastructure,

*‘A diverse and well-managed Warwickshire, Coventry and Solihull Green Infrastructure Network that underpins the quality of life for communities This will be the result of a well-connected, accessible and biodiversity resilient landscape, supporting economic growth, social health and climate change adaption.’*

4.21 The strategy covers the disciplines of landscape, biodiversity and accessibility, as sets out the evidence for the development of plans, policies, strategies and development proposals. It also provides the strategy for the mitigation of impacts that development may have on green infrastructure and the environment.

### **Other Documents of Interest:**

4.22 Warwickshire County Council considers that the following documents provide useful commentary on the development and forward planning for the highway network which connects to and is within the County.

#### ***Road Investment Strategy for the 2015/2016 – 2019/2020 Road Period:***

4.23 The Department for Transport published the Road Investment Strategy (RIS1) in March 2015. The Strategy sets out the strategic vision and investment plan for the Strategic Road Network across England, identifying locations for key investment and others from strategic studies to be undertaken. Whilst also setting the requirements for the networks maintenance by Highways England.

4.24 The RIS identified 31 major schemes within the Midlands, which includes the delivery of the M42 Junction 6 improvements, which will be 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.’*

4.25 It should be noted that Warwickshire County Council was an active participant in the development of the RIS working with both the Department for Transport and Highways England, and therefore fully supports the delivery of the schemes identified within this document.



4.26 At present Warwickshire County Council is awaiting the announcement and publication of the next Route Investment Strategy for the period 2020/21 – 2024/25 (RIS2).

***Midlands Connect – Long Term Midlands Motorway Hub Study***

4.27 Midlands Connect published its Long Term Midlands Motorway Hub Study in 2018, which builds on the Midlands Connect Strategy published in March 2017. The Midlands Connect Strategy sets out an objective to harness the full economic potential that a reliable and resilient Midlands Motorway Hub will unlock for national, regional and local economies.

4.28 The Midlands Motorway Hub comprises of the M42, M5 and M6 and forms the core regional and national Strategic Road Network. It also presents an opportunity in economic terms and provides confidence for investment in the region and supporting access to Birmingham Airport.

4.29 According to the study delivery of a resilient and reliable motorway hub provides an estimated benefit of increased economic activity at over £1.1 billion over 60 years. In addition it will support the delivery of more than 50,000 dwellings within motorway hub study area.

4.30 Warwickshire County Council considers the delivery of improvements at M42 Junction 6 as the first step to the delivery of the resilient and reliable motorway hub as being proposed by Midlands Connect.

***Midlands Connect – A46 Strategic Corridor Study Stage 1 – Summary***

4.31 Midlands Connect published its stage one report of the A46 Corridor Study in November 2018. The aim of the study is to bring forward the first holistic strategy for the A46 Corridor. The strategy will enhance access to jobs and supply chains, and provide a resilient alternative to the existing motorway network for business and freight traffic. In addition to provide better and reliable connectivity between economic centres to international gateways including Birmingham Airport.

4.32 The growth forecast for the A46 wide corridor includes the creation of 146,000 new jobs, a 400,000 increase in population and a 35% increase in economic output to £153 billion.

4.33 In terms of next steps within Warwickshire the following improvement schemes have been identified;

- A46 / A425 Stanks Interchange;
- A46 / C32 Stoneleigh Junction; and,
- A46 Coventry Eastern Bypass Package (Binley and Walsgrave Junctions).

4.34 Warwickshire County Council is supporting Midlands Connect in the study and identification of the holistic approach and strategy. The delivery of M42 Junction 6 builds resilience into the Midlands Motorway Hub and will provide the capacity to enable the works and improvements to enable the delivery of the improvements on the A46 Corridor to deliver the emerging strategy.

***Birmingham Airport Surface Access Strategy 2018 - 2023***

4.35 Birmingham Airport published its surface access strategy in 2015, which Warwickshire County Council was actively engaged and supported its development.

4.36 Birmingham Airport's vision is;

*'Our vision for UK aviation is a network of long-haul national airports, each supporting the comparative economic advantage of that region to boost trade, foreign direct investment and tourism. Our development strategy will plug the greater Midlands economy into global wealth and enable businesses to reach the markets they need to deliver jobs and growth for future generations.'*

4.37 The document also identifies 16 key priorities within the strategy. This includes the delivery of M42 Junction 6 improvements and the delivery of HS2 and supporting the delivery of UK Central.

## **5. Local Impacts Assessment**

- 5.1 Warwickshire County Council, in consultation with North Warwickshire Borough Council, has considered and identified the local impacts from the scheme proposals and has designated them in terms of whether the impacts is considered to be positive, neutral or negative. This determination has been completed using the suite of supporting evidence available as part of the submitted application, and those relevant policy and strategy documents identified in Chapter 4 of this Local Impact Report.
- 5.2 This assessment has been led by the Highways Development Team, in consultation with North Warwickshire Borough Council and input from the following technical disciplines.
- Transport Planning;
  - Strategic Planning;
  - Traffic and Network Management;
  - Ecology and Landscape;
  - Archaeology; and,
  - HS2 Project Team.
- 5.3 The following text provides commentary on s appraisal and determination of the impacts which identified by Warwickshire County Council and supported by North Warwickshire Borough Council.

### **Economic Growth – Positive Impact:**

- 5.4 Warwickshire County Council considers the scheme proposals will provide a positive impact by enabling economic growth, and by building additional capacity and resilience into the Midland Motorway Hub.
- 5.5 This additional capacity will deliver reliable journey times, reducing delay on the M42 Corridor which has a negative impact on productivity due to lost hours as employees are delayed in their travel to and from home.
- 5.6 In addition junction improvement at M42 Junction 6 and creating of a new junction and link to the Clock Interchange provide an improved access to Birmingham Airport, the National Exhibition Centre, Birmingham International Railway Station and Resorts World.

- 5.7 Most notable of these destinations is Birmingham Airport which is of importance nationally, for the Midlands region and the Coventry and Warwickshire sub-region. The County Council concludes that the scheme meets the objectives of the Birmingham Airport Surface Access Strategy and the Airport Accessibility Strategy in the Warwickshire Local Transport Plan, delivering better access and connectivity to Birmingham Airport.
- 5.8 Furthermore the scheme will set the foundation to enable the delivery of the HS2 Interchange Station and delivery of the wider UK Central area. These are also vital for the national and regional economies.
- 5.9 In addition the provision of the capacity accords with the proposals and studies being undertaken by Midlands Connect to provide resilience into the Midlands Motorway Hub and A46 Corridor. Delivery of this improvement will provide additional capacity and resilience in the network to accommodate further works on both the Strategic Road Network, managed by Highways England, and the Major Road Network, managed by Warwickshire County Council. Enabling all the authorities to meet the objectives to deliver a highway network with capacity, connectivity and resilience to underpin economic activity enable growth and the creation of jobs. Whilst also supporting improved journey quality, reliability and safety.
- 5.10 Overall the County Council considers that the proposals are compliant the Government's Vision and strategic objectives for the national networks. Whilst also delivering the objectives and aspirations of the Strategic Economic Plans for both the West Midlands Combined Authority and the CWLEP.

### **Ecological Consideration – Neutral Impact**

- 5.11 Warwickshire County Council has reviewed the environmental information and text provided within the supporting documentation. Based on this assessment the following concerns are made in regards to the proposed scheme at M42 Junction 6.
- 5.12 The County Council has concerns about the lack of assessment which has been undertaken in regards to the identified SSSI site at Coleshill and Bannerly Pools located directly north of the scheme in proximity to the red line boundary.

- 5.13 Of significant concern is the potential impact that the proposals will have upon the Coleshill and Bannerly Pools SSSI during the construction period. The concerns focus on that the construction works will cause delay to the operation of the M42 Corridor causing congestion on the M42, M6 and A446.
- 5.14 In such circumstances this would lead to a greater production of emissions within vicinity of the SSSI of which Nitrous Oxides (NH<sub>3</sub>) deposition onto the Coleshill and Bannerly Pools from standing traffic on the surrounding highway network. This could have significant impact on the viability of the SSSI. The County Council considers that this matter should be assessed as part of the proposal and suitable mitigation be put in place to protect the SSSI.
- 5.15 Warwickshire County Council therefore considers that an assessment and review process should be undertaken for the Coleshill and Bannerly Pools during the scheme delivery and for a set period after the scheme has been completed. The methodology for the assessment should be agreed with Warwickshire County Council and Natural England who oversee the management of the SSSI at Coleshill and Bannerly Pools.
- 5.16 The County Council notes that the protected species licences and compensation areas are not defined within the application. This information is vital to enable the protection of these species and their relocation. The County Council considers that this information must be provided before the application can be determined to ensure that the Favourable Conservation Statuses for these species are not negatively impacted upon (Habitat Regulations, 2017)
- 5.17 Warwickshire County Council also seeks clarification on the following matters due to limited information being provided within the submitted documents.
- Clarification on how the ecological connectivity within the scheme in accordance with the Sub-regional Green Infrastructure Strategy
  - Clarification on how biodiversity net gain is being achieved within the scheme proposals in accordance with Local Plan policies, the Sub-regional Green Infrastructure Strategy and emerging national policy.

### **Traffic Management, Closures & Diversion Routes – Neutral Impact**

- 5.18 Warwickshire County Council, in its capacity as Highway Authority, notes with caution the implications that the impact these construction works could have on the surrounding highway network, especially in the form of closures and lane restrictions.
- 5.19 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 Oldbury Viaduct Works.
- 5.20 To try and mitigate for the situation created on the A435/A46 corridor, Warwickshire County Council 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.
- 5.21 However at present there is not the detail, or information provided within the application submission on the traffic management proposals during the construction of the project. This is concerning due to other capacity constraints and works which will be taking place both on the Strategic Road Network and Warwickshire's Highway Network as well as HS2, which could result in significant rerouting across all networks.
- 5.22 The following table sets out the implementation of schemes and works across the Strategic Road Network and Warwickshire Highway Network which will interact with the implementation of the scheme at M42 Junction 6.

**Table 5.1 Table of Committed and Planned Highway Improvement Schemes**

Scheme	Highway Authority	Start Date	End Date
M5 Junction 1 to 2 (Oldbury Viaduct)	Highways England	Jan 2017	Autumn 2019
M6 Junction 2 – 4 Smart Motorway	Highways England	2017/18	2019/20
M5 Junction 6 Improvements	Highways England	May 2018	Autumn 2019
M42 Junction 3 Improvements	Highways England	May 2019	Dec 2019
M40 / M42 Interchange: Smart Motorway	Highways England	2019/20	TBC
A46 Stanks Junction and Birmingham Road Improvements	Warwickshire County Council	2019/20	2021/22
A46 Stoneleigh Junction Improvements	Highways England / Warwickshire County Council	2019/20	2021/22
A46 Coventry Junctions Upgrade (Walsgrave & Binley)	Highways England	Spring 2020	Spring 2022
A46 Whitley South (Coventry)	Highways England / Coventry City Council / Warwickshire County Council	2020/21	TBC

5.23 The schemes identified in Table 5.1 will require their own traffic management, closures and diversions as well as reducing capacity on the highway network. However this does not include developer schemes which are being implemented to create new accesses and mitigation for a number of major housing and employment sites across the County and wider sub-region.

5.24 Additional works across the highway networks are required for the delivery of HS2, which at present there are no clear timescales identified, but are expected to start within 2019/20, and will be implemented at the same time as the M42 Junction 6 works. Details of HS2 works which Warwickshire County Council considers will affect the operation of the highway networks are identified below.

**Table 5.2 Table of HS2 Works which will impact on highway networks.**

Scheme	Start Date	End Date
HS2 Works – Automated people mover over the M42	TBC	TBC
HS2 Works – Interchange Station A452 link road overbridge	TBC	TBC
HS2 Works – M42 double box structure	TBC	TBC
HS Works – M42 Marston double box structure	TBC	TBC
HS2 Works – M6/M42 connector roads	TBC	TBC
HS2 Works – Water Orton Viaducts	TBC	TBC
HS2 Works – Crossing the A46 at Stoneleigh	TBC	TBC
HS2 Works – Crossing the A452	TBC	TBC

5.25 Warwickshire County Council is concerned that a lack of co-ordination of the works, traffic management, closures and diversions could have a detrimental impact on the operation of the highway networks. The County Council considers that the operation and resilience of the highway network could be significantly constrained impacting on journey time reliability both for individuals and business to business activity.

5.26 This would result in significant re-routing of traffic across the network utilising other routes to access destinations within Warwickshire and the wider West Midlands region. In addition this would not only affect existing traffic on the network but also routes for construction traffic, including that for HS2 which must use the Strategic Road Network. Warwickshire County Council aims to maintain construction traffic to core routes within the County and minimise them from within settlements within the County.

5.27 The County Council is concerned that due to traffic management, closures and diversion routes, this could lead to large volumes of traffic utilising other routes including the A46, A45, A446, A435 and A452 corridors which operate within or proximity to key towns and villages. In turn this could lead to congestion and queuing traffic which would deteriorate the air quality in these locations notably Kenilworth and Studley which have Air Quality Management Areas.



- 5.28 In addition Warwickshire County Council is concerned about the impact the traffic management, closures and diversion routes may have on access to Birmingham Airport and Birmingham International Railway Station for the Warwickshire sub-region. Whilst it is noted the works will be taken off during the Commonwealth Games in Birmingham 2022, no such consideration has been given to Coventry as the UK Capital of Culture in 2021. Warwickshire County Council fully supports Coventry City Council in the delivery of a range of activities which will benefit the sub – region’s economy during this period, and access to Birmingham Airport will be vital for the Capital of Culture to be a success. Therefore the County Council considers that this needs to be fully considered in the planning and delivery of the traffic management, closures and diversion routes.
- 5.29 Therefore the County Council requests that access via the A45 the main route into the Airport from Coventry and Warwickshire would remain open throughout the works implementation. This would prevent any adverse impact on the local economy and economic activities which rely upon the Airport, Birmingham International Railway Station, but also the National Exhibition Centre, Jaguar Land Rover and Resorts World.
- 5.30 Warwickshire County Council therefore requests that information should be submitted on how the works will be co-ordinated with the works identified across the highway networks. In addition information should be provided on how and when traffic management, closures and diversions would be required. In regards to diversion routes, indication of potential routings should be identified for the authorities to consider and to demonstrate any impact on local communities which may require mitigation.
- 5.31 At present the County Council concludes the submission does not comply with the Network Management Strategy and its associated policies set out within the Warwickshire Local Transport Plan. However it is recognised that discussions with Highways England are ongoing on this topic and various mechanisms and routes for liaison and communication of information are being identified.

### **Construction Traffic Routing – Neutral Impact**

- 5.32 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.
- 5.33 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. The County Council considers that an initial Construction Traffic Routing Plan could be supplied for consideration as part of the assessment to gain support of the highway authorities.

### **Communication Management Strategy – Neutral Impact**

- 5.34 Warwickshire County Council considers the need for a Communication Strategy which clearly sets out how key stakeholders, authorities, elected members, local residents, businesses & organisations, and other interested parties will be kept informed of the works as they progress. This is also considered important to prevent any impact on the delivery of Coventry as the UK Capital of Culture in 2021 and Birmingham hosting the Commonwealth Games in 2022.
- 5.35 Whilst 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. Unfortunately on occasion 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.
- 5.36 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 are due to take place.

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

## **6. Summary and Conclusion**

- 6.1. Warwickshire County Council and North Warwickshire Borough Council have fully considered the scheme proposals set out in the application submitted by Highways England.
- 6.2. This appraisal has been robust and accords with the requirements of the Planning Act 2008, and this Local Impact Report being drafted in submitted in accordance with in accordance with Section 60 (3) of the aforementioned legislation. In addition this report has been prepared in accordance with the guidance provided by the Planning Inspectorate entitled 'Advice Note One: Local Impacts Reports – April 2012 Version 2'.
- 6.3. Based on this assessment the Authorities support the application by Highways England for network improvements at M42 Junction 6. It is considered that the implementation of the improvements will provide significant benefits to the operation, resilience and reliability of the Strategic Road Network, most notably the 'Midlands Motorway Hub' to the benefit of the national, regional and Warwickshire sub-regional economies. Whilst also improving access to Birmingham Airport as a key international gateway for the region.
- 6.4. However there are matters where both Warwickshire County Council and North Warwickshire Borough Council require additional information and clarification. These have been identified as neutral impacts and fully explained in chapter five of this report and focus on the following areas;
- Ecological Considerations;
  - Traffic Management, Closures & Diversion Routes;
  - Construction Traffic Management, and
  - Communications Strategy.
- 6.5. The authorities remain engaged with Highways England who are in the process of the development and agreement of a Statement of Common Ground with Warwickshire County Council, to resolve the matters identified.
- 6.6. In conclusion, both Warwickshire County Council and North Warwickshire Borough Council fully support the proposals, which when completed will deliver real benefits nationally and regionally.

**Appendix A – Warwickshire County Council Position Statement –  
3<sup>rd</sup> June 2019**

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## **POSITION STATEMENT:**

### **Preliminary Hearing & Issue Specific Hearing 1 (DCO)**

<b>Planning Inspectorate Ref:</b>	TR010027
<b>Warwickshire CC Ref:</b>	NIP1910027
<b>Site Location:</b>	M42 Junction 6
<b>Scheme Description:</b>	Application by Highways England for an Order Granting Development Consent for the M42 Junction 6
<b>Highway Officer:</b>	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 21<sup>st</sup> May 2019, and the Issue Specific Hearing 1 (DCO) on the afternoon of the 22<sup>nd</sup> 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.

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