

M42 Junction 6 Development Consent Order Scheme Number TR010027

8.56 Applicant's Comments on any additional information or submissions received by Deadline 3

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Rule 8 (1)(k)

The Infrastructure Planning (Examination Procedure) Rules 2010

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M42 Junction 6 Development Consent Order 202[]

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received by Deadline 3**

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1 Applicant's Comments on any additional information or submissions received by Deadline 3

- 1.1.1 This document provides the comments of Highways England (the Applicant) on some of the responses made by Interested Parties to the Planning Inspectorate on Deadline 3, 15 July 2019 in respect of the M42 Junction 6 scheme (the Scheme) Development Consent Order (DCO) application.
- 1.1.2 The Applicant has sought to provide comments where it appeared to be helpful to the Examination to do so, for instance where a response includes a request for further information or clarification from the Applicant or where the Applicant consider that it would be appropriate for the Examining Authority (ExA) to have the Applicant's comments on a matter raised by an Interested Party in its response.
- 1.1.3 Where an issue raised within a response has been dealt with previously by the Applicant, for instance in the Applicant's own response to a question posed by the ExA in its first round of written questions or within one of the documents submitted to the Examination, a cross reference to that response or document is provided to avoid unnecessary duplication. The information provided in this document should, therefore, be read in conjunction with the material to which cross references are provided.
- 1.1.4 The Applicant has not provided comments on every response made by an Interested Party to the questions raised. In some cases, no comments have been provided, for instance, because the response provided a short factual response, or because it reiterated previously expressed objections in principle to the Scheme or expressions of opinion without supporting evidence. In other cases, the comment appears to the Applicant to have been superseded by the ExA's second round of written questions, and so the Applicant has responded to the point in its answers to those questions.
- 1.1.5 For the avoidance of doubt, where the Applicant has chosen not to comment on matters raised by Interested Parties this is not an indication that the Applicant agrees with the point or comment raised or opinion expressed in that response.

Table 1-1 Applicant's comments

Submitted by	Title	Comments	
Applegreen PLC	Comments on the Applicant's responses to the Panel's first written questions	Question	
		1.0.5	<p>Applegreen Comment:</p> <p>Applegreen notes that the Applicant explicitly confirms that the positioning of the MSA has influenced the siting and design of the junction. However, the Applicant does not set out a detailed response justifying the "other factors" which were taken into account. Applegreen's analysis of the design evolution is set out in its response to this question at REP2-041.</p> <p>It is clear that the Applicant would not have proposed a dumb bell junction form if they had not been trying to accommodate the north facing slip roads required by the MSA proposals.</p> <p>The overriding objectives of the DCO scheme should not be compromised by an MSA proposal that does not have planning permission, particularly as there is an alternative site at Junction 4. The Applicant's response reinforces the fact that the MSA was indeed determinative in its approach to the DCO scheme design.</p> <hr/> <p>The Applicant's Response:</p> <p>The Applicant has outlined in Chapter 4 of the Environmental Statement (ES) [APP-049/Volume 6.1] the process by which the Applicant approached the final design layout which is included in this draft DCO (dDCO). This process consisted of assessing over 40 options. Details of how these options were assessed and consulted upon with stakeholders is explained in the Scheme Assessment Report which has been submitted at Deadline 2 by Applegreen to the Planning Inspectorate in Appendix A to 'Responses to Examining Authority's Written Questions' document [REP2-041].</p>

Submitted by	Title	Comments
		<p>The Applicant also set out in detail the factors considered in relation to the form and position of the proposed Junction 5A in both Appendix 4 to the Planning Statement [APP-173/Volume 7.1] and document 8.42 Junction 5A Position and Constraints Summary [REP3-018] which was submitted at Deadline 3.</p> <p>The actual objectives of the DCO scheme are set out in the Planning Statement, namely to:</p> <ul style="list-style-type: none"> • Ensure the safe and reliable operation of the road network; • Increase the capacity of Junction 6; • Improve access to key businesses and support economic growth in the area; and • Helping cyclists, walkers and other vulnerable users of the network. <p>None of these objectives is compromised by the proposed dumb-bell arrangements for Junction 5A. In particular, a dumb-bell junction gives more flexibility to accommodate future economic growth than a free-flow link would do.</p> <p>Furthermore, dumb-bell junction arrangements are widely used on the Applicant's network. Please refer the Applicant's response to question 2.1.4 to document 8.58.</p>
		<p>1.0.10 1.7.28 1.7.29</p> <p>Applegreen Comment:</p> <p>To assist the Examining Authority's consideration of this issue, Applegreen's consultants have produced a variant of the free-flow junction attached as Appendix A.</p> <p>Applegreen has also submitted (at Deadline 3) a Technical Note more fully describing its variant free flow option and the benefits of such a scheme.</p> <p><i>[Applegreen then made a number of comments about the perceived benefits of its preferred option.]</i></p>

Submitted by	Title	Comments
		<p>The Applicant's Response:</p> <p>This comment has been superseded by ExQ 2.1.5 and is addressed in the Applicant's response to the ExA's second round of questions to be submitted at deadline 4 [Volume 8.58].</p>
Applegreen PLC	Comments on the Applicant's document 8.24: Junction 5A Operational assessment	<p>Applegreen Comment:</p> <p><i>[Applegreen made a number of comments on the Operational Assessment of how the western roundabout of the proposed Junction 5A would perform in 2041 with the addition of traffic generated by the MSA that is proposed through a separate planning application. In general, Applegreen note the scenarios where the roundabout would operate above capacity, and queues would be likely to form. In some cases, Applegreen consider that the queues would have operational and safety consequences.]</i></p> <hr/> <p>The Applicant's Response:</p> <p>The purpose of the Applicant's Junction 5A Operational Assessment [REP2-022] was to consider how the separately proposed MSA may affect capacity at the Junction 5A northbound off-slip and the new dual carriageway mainline link road and, if necessary, to investigate alternatives for the western roundabout to provide sufficient capacity and to avoid any potential queuing onto the motorway.</p> <p>This work has demonstrated that a design solution is feasible, and that the proposed Junction 5A does not preclude the MSA. The implementation of any specific design changes to accommodate traffic generated by the MSA would be a matter for the MSA applicant to investigate further. The Applicant does not therefore propose to respond to each of Applegreen's specific comments on the implications of those design changes, as they are outside the scope of this DCO application.</p>

Submitted by	Title	Comments	
		<p>Issue: General</p> <p>The Junction 5A Proposed Design – The proposed dumb bell layout introduces unnecessary delays to the majority of the vehicles using the junction.</p>	<p>Applegreen Comment:</p> <p>The dumb bell arrangement will require vehicles travelling from the M42 northbound to the new link road to slow down for the give-way line at the western roundabout and to negotiate the roundabout before proceeding along the link road. The free flow arrangement would allow them to make this movement without these delays.</p> <p>The dumb bell arrangement will require vehicles travelling from the new link road to the M42 southbound to slow down for the give-way line at the western roundabout and to negotiate the roundabout before proceeding to the eastern roundabout to negotiate the give-way line and the roundabout before joining the motorway. The free flow arrangement would allow them to make this movement without these delays.</p> <p>Every vehicle making these movements would incur these delays. Over the course of a year this would add up to significant unnecessary additional delay.</p> <p>If the MSA were constructed these delays would be significantly greater. As the Applicant has not provided copies of the junction modelling it is not possible to quantify these delays.</p>

Submitted by	Title	Comments
		<p>The Applicant's Response:</p> <p>The Applicant has undertaken sufficient modelling as presented in [REP2-022] "Junction 5A Operational Assessment" which demonstrates that a design solution is feasible. The principle of part-signalising the junction and providing a segregated turn lane into the MSA has been proven to operate within capacity with a potential 'worst case' scenario of 2041 peak hour traffic and 8% turn-in rate for the MSA.</p>
Church Farm Accommodation	Working Hours	<p>1. Church Farm Accommodation Comment:</p> <p>The working hours have been advised on a number of occasions at various meetings but each time we are advised, the hours are different. We need confirmation of what these working hours are and that they will be strictly adhered to. Night work has also been mentioned but without any confirmation of what this exactly entails?</p> <hr/> <p>The Applicant's Response:</p> <p>Working hours are set out in Requirement 4(3)(c) of the dDCO, namely 7:00–18:00 on Mondays to Fridays and 08:00–13:00 on Saturday except for—</p> <ul style="list-style-type: none"> (i) night-time closures for bridge and gantry demolition and installation; (ii) night-time lifting operations within possession times outside of the operating hours of Birmingham Airport; (iii) site clearance of vegetation adjacent to live carriageways; (iv) site clearance of signs, street furniture and lighting column adjacent to live carriageways; (v) any oversize deliveries or deliveries where daytime working would be excessively disruptive to normal traffic operation;

Submitted by	Title	Comments
		<ul style="list-style-type: none"> (vi) junction and highway tie-in works; (vii) installation of temporary and permanent line markings; (viii) installation of detector loops within the M42 carriageway; (ix) removal of overhead power lines; (x) overnight traffic management measures; as otherwise agreed by the local authority in advance; (xi) any emergency works; (xii) work associated with the diversion of existing utilities; and (xiii) works associated with traffic management and signal changes; and. (xiv) as otherwise agreed by the local authority in advance; <p>These hours are consistent with other Nationally Significant Infrastructure Projects, whether promoted by the Applicant or another promoter, and have been discussed with Solihull Metropolitan Borough Council (SMBC). Any reduction in working hours is likely to lead to a rise in the overall duration of construction and the associated disruption.</p>
Church Farm Accommodation	Distance between Bickenhill and Clock Interchange	<p>2. Church Farm Accommodation Comment:</p> <p>The distance between the village and the Clock interchange will be increased significantly. Currently this is approximately a 1km drive to leave the village and the plans supplied show this to be increasing to around 4.5km. The drive into the village will also increase by approximately 1km as you will need to pass the village to then come back on the local road. A key unique selling point of our business is that we are a mile away by road to the NEC, the Airport, the international train station and from the M42 motorway junction. A taxi fare is currently £5-£6 to the train station and this will now increase in cost to between £12 and £14. What features can be added to the road to reduce this distance?</p>

Submitted by	Title	Comments																			
		<p>The Applicant's Response:</p> <p>In respect to the change in journey distance, the Applicant has provided the following table as a basis for comparison. Please note that journey distances have been assessed from Bickenhill at the confluence of St Peters Lane and Church Lane, with journey distances assessed from either access point into the village of Bickenhill via St Peter's Lane where it meets the B4438 Catherine-de-Barnes Lane.</p> <table border="1" data-bbox="824 662 1861 1375"> <thead> <tr> <th colspan="3" data-bbox="824 662 1861 730">Journey Distance Assessment</th> </tr> <tr> <th colspan="3" data-bbox="824 730 1861 802">Existing Scenario</th> </tr> </thead> <tbody> <tr> <td data-bbox="824 802 1169 1054" rowspan="2">Departing from Bickenhill to Clock Interchange</td> <td data-bbox="1169 802 1516 983">Vehicles using St Peters Lane's Northern Access Route</td> <td data-bbox="1516 802 1861 983">Vehicles using St Peters Lane's Southern Access Route</td> </tr> <tr> <td data-bbox="1169 983 1516 1054">735m</td> <td data-bbox="1516 983 1861 1054">1,695m</td> </tr> <tr> <td data-bbox="824 1054 1169 1308" rowspan="2">Departing from Clock Interchange to Bickenhill</td> <td data-bbox="1169 1054 1516 1235">Vehicles using St Peters Lane's Northern Access Route</td> <td data-bbox="1516 1054 1861 1235">Vehicles using St Peters Lane's Southern Access Route</td> </tr> <tr> <td data-bbox="1169 1235 1516 1308">735m</td> <td data-bbox="1516 1235 1861 1308">1,695m</td> </tr> <tr> <th colspan="3" data-bbox="824 1308 1861 1375">Proposed Scenario</th> </tr> </tbody> </table>	Journey Distance Assessment			Existing Scenario			Departing from Bickenhill to Clock Interchange	Vehicles using St Peters Lane's Northern Access Route	Vehicles using St Peters Lane's Southern Access Route	735m	1,695m	Departing from Clock Interchange to Bickenhill	Vehicles using St Peters Lane's Northern Access Route	Vehicles using St Peters Lane's Southern Access Route	735m	1,695m	Proposed Scenario		
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Submitted by	Title	Comments			
			Departing from Bickenhill to Clock Interchange	Vehicles using St Peters Lane's Northern Access Route	Vehicles using St Peters Lane's Southern Access Route
				3,655m	3,680m
			Departing from Clock Interchange to Bickenhill	Vehicles using St Peters Lane's Northern Access Route	Vehicles using St Peters Lane's Southern Access Route
				1,637m	1,708m
		<p>When considering journey times, the travel time from St Peter's Church, Bickenhill to Birmingham Airport is currently around 6-8 minutes in the morning and evening peak hours. These estimates were taken from the Google Maps journey planner which gives a representative journey time for the typical existing conditions.</p> <p>In order to understand the difference in the journey time, a comparison was made between the 2016 base model and the 2041 with the Scheme model. The analysis indicates that the journey time with the Scheme would be longer by around 2 minutes for this journey. Therefore, the future journey time for this trip is forecast to be around 8-10 minutes.</p> <p>So far as the impact on taxi fares is concerned, the standard day rate fares for Hackney carriages in Solihull can be found at: https://www.solihull.gov.uk/Portals/0/licensing/HC_Fare_Table_July_2012.pdf and are currently:</p>			

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		<ul style="list-style-type: none"> • Initial charge: £2.20 for the first 187.5 yards, or part thereof, then • 20p for each 125.0 yards or part thereof, until 1062.5 yards have been travelled, then • 20p for each 195.6 yards or part thereof. <p>Assuming no additional waiting charges, the additional taxi fares would therefore be:</p> <table border="1" data-bbox="824 560 1861 1129"> <thead> <tr> <th colspan="3" data-bbox="824 560 1861 628">Journey Cost Increase Assessment</th> </tr> </thead> <tbody> <tr> <td data-bbox="824 628 1167 879" rowspan="2">Departing from Bickenhill to Clock Interchange</td> <td data-bbox="1167 628 1518 810">Vehicles using St Peters Lane's Northern Access Route</td> <td data-bbox="1518 628 1861 810">Vehicles using St Peters Lane's Southern Access Route</td> </tr> <tr> <td data-bbox="1167 810 1518 879">£4.60</td> <td data-bbox="1518 810 1861 879">£2.20</td> </tr> <tr> <td data-bbox="824 879 1167 1061" rowspan="2">Departing from Clock Interchange to Bickenhill</td> <td data-bbox="1167 879 1518 1061">Vehicles using St Peters Lane's Northern Access Route</td> <td data-bbox="1518 879 1861 1061">Vehicles using St Peters Lane's Southern Access Route</td> </tr> <tr> <td data-bbox="1167 1061 1518 1129">£2.40</td> <td data-bbox="1518 1061 1861 1129">No change</td> </tr> </tbody> </table> <p>In respect to reducing the travelling distance to Clock Interchange, the Applicant has developed the Scheme proposals to provide a configuration that prevents vehicles using the local road network as a 'rat run' between the M42 and A45.</p> <p>In respect to adding additional features to shorten this distance, this would risk creating a rat run opportunity and subsequently increasing the volume of traffic using the realigned local roads.</p>	Journey Cost Increase Assessment			Departing from Bickenhill to Clock Interchange	Vehicles using St Peters Lane's Northern Access Route	Vehicles using St Peters Lane's Southern Access Route	£4.60	£2.20	Departing from Clock Interchange to Bickenhill	Vehicles using St Peters Lane's Northern Access Route	Vehicles using St Peters Lane's Southern Access Route	£2.40	No change
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	£2.40	No change													

Submitted by	Title	Comments
Church Farm Accommodation	Re-alignment of Catherine-de-Barnes 1	<p>3. Church Farm Accommodation Comment:</p> <p>The proposed re-routing of the Catherine-de-Barnes lane will bring the existing traffic closer to our property (from approximately 140m away to 60m away) and, coupled with the removal of our existing boundary (due to compulsory purchase), will open up our property and business to the re-routed road and the subsequent increased traffic noise and pollution. This road will be at ground level so therefore the noise will be significant during the construction and when in use. The closest point to the proposed road is the guest rooms utilised by the business. The Catherine-de-Barnes road is a very busy highway which will back onto the existing paddock where we graze the horses, bringing it approximately 80m closer to my property. Coupled with the all the noise of constructing the bridge and the road itself, it leaves me with very serious concerns as to whether I will be able to continue running my two businesses. Appendix 1 shows a number of views from our guest rooms which will be impacted by the proposed works and also the proximity of our horses to the area of compulsory purchase. We enquired at the planning meeting, held on the 30/05/19 with Highways England and local residents, what the purpose of the road indicated on the plan that ran behind our boundary was and Jonathan Pizzey advised that this was only a maintenance road to an underground drainage tank - but less than a week later we received a plan showing the re-routed CDB lane and compound access highlighted in this exact space (one of a number of examples where information has been withheld by Highways England).</p> <p>The Applicant's Response:</p> <p><u>Construction Phase</u></p> <p>Chapter 12 of the Environmental Statement (ES) [APP-057/Volume 6.1] presents the construction noise assessment for the Scheme. This identified that during construction of the Scheme, the areas identified in Table 12.17 of Chapter 12 of the ES would benefit from localised solid site hoarding (barriers). The representative receptor considered most applicable to Church Farm Accommodation is C6 Rose Cottage, which is located on St Peter's Lane (see Figure 12.1 within</p>

Submitted by	Title	Comments
		<p>Volume 2 of the ES [APP-101/Volume 6.2]). The construction noise assessment concluded that barriers would likely be required at this location to reduce construction related noise effects.</p> <p>Table 12.7 of Chapter 12 of the ES [APP-057/Volume 6.1] presents the predicted noise levels associated with the construction of Catherine-de-Barnes North Overbridge (activity 2) and the new mainline link road (activity 30). The construction assessment identified potential for significant adverse effects during construction, based upon the risk that the construction activities could result in exceedances of the Significant Observed Adverse Effect Level (SOAEL) for ten or more days in any 15, or more than 40 days in any six months.</p> <p>Notwithstanding the above, the Contractor responsible for building the Scheme will be required to obtain Section 61 consents from the local authority which will place noise limits on construction activities. Any exceedances to the noise levels agreed will be enforceable by the local authority. Furthermore, measures contained within the Applicant's Outline Environmental Management Plan (OEMP) [APP-172/Volume 6.11] will require the Contractor to put in place localised temporary noise barriers to further reduce construction noise.</p> <p><u>Post-Construction/Operation</u></p> <p>In relation to the operational noise impacts of the Scheme, the effects of traffic on the new mainline link road and the realigned Catherine-de-Barnes Lane have been assessed. The new mainline link road will be positioned in an earthwork cutting, which will provide acoustic screening and a reduction in road traffic noise levels. Although the realigned Catherine-de-Barnes Lane will be positioned closer to Church Farm Accommodation, the changes in traffic movements resulting from the Scheme will significantly reduce flows on Catherine-de-Barnes Lane.</p> <p>The operational noise assessment as presented within Chapter 12 of the ES [APP-057/Volume 6.1] predicted that the Scheme will not result in noise effects greater than minor adverse (not significant) in Bickenhill village, and therefore no additional mitigation measures are proposed.</p>

Submitted by	Title	Comments
		<p>Furthermore, with the introduction of the new mainline link road and Realigned Catherine-de-Barnes Lane, the proposed configuration shall result in traffic travelling north off Bickenhill Roundabout towards Bickenhill and Clock Lane being significantly reduced.</p>
Church Farm Accommodation	Boundary removal	<p>4. Church Farm Accommodation Comment:</p> <p>The Removal of the boundary will also have a significant impact on the visual aspect from our property, effecting not only the residential side but also impacting the business aspect. What actions will be put in place to mitigate this?</p> <p>The Applicant's Response:</p> <p>The Applicant can confirm that progression of the Scheme will require the removal of a small section of established boundary planting to the far west of Church Farm Accommodation, as part of the construction of a proposed drainage feature and access track. The majority of the established planting along the north-western boundary of the property will remain.</p> <p>Figure 8.3 within Volume 3 of the Environmental Statement [APP-090/Volume 6.2] presents the proposed landscaping and biodiversity measures incorporated into the design of the Scheme. Replacement hedgerow planting is proposed along the top of the new mainline link road's earthwork cutting to the west of the property, to reinstate the boundary and a belt of scrub planting and grassland is also proposed between this hedgerow and the western boundary of the property. In addition to its primary ecological function, this belt of planting will provide visual screening of the lower sections of the proposed Catherine-de-Barnes North overbridge in views from the west of Bickenhill, and will also contain and filter views of the proposed access track adjacent to the new mainline link road once established.</p> <p>As previously indicated, the Applicant can confirm that it will discuss these proposals and future land ownership further with the owner of Church Farm Accommodation.</p>

Submitted by	Title	Comments
Church Farm Accommodation	Noise	<p>5. Church Farm Accommodation Comment:</p> <p>The land where the road will be re-routed through will not be wide enough to allow the inclusion of any effective noise abatement measures e.g. a soil bund (rather than an ineffective wooden fence). How are Highways England suggesting that this will be mitigated?</p> <p>The Applicant's Response:</p> <p>The operational noise assessment as presented within Chapter 12 of the Environmental Statement (ES) [APP-057/Volume 6.1] concluded that the Scheme would not result in significant adverse noise effects on Church Farm Accommodation. Accordingly, mitigation in the form of permanent acoustic barriers or earth bunds are not proposed for incorporation into the design of the Scheme.</p> <p>In relation to the mitigation of noise effects during construction of the Scheme, paragraph 12.8.9 within Chapter 12 of the ES [APP-057/Volume 6.1] identifies that the Principal Contractor will be required to undertake assessments to demonstrate noise and vibration compliance during the construction phase. The findings of these assessments will confirm the need for, and the final height and locations of, any temporary noise barriers at Church Farm Accommodation. Refer to the Applicant's response to Church Farm Accommodation comment 3 above.</p>
Church Farm Accommodation	Existing Bridleways	<p>6. Church Farm Accommodation Comment:</p> <p>The re-routed Catherine-de-Barnes lane will also cut off the existing bridleways and we have consistently asked for consideration to be given to the number of horses in the village as there are 3 livery yards in Bickenhill. We need to maintain where we can ride, especially with all the construction that will be going on as there is a very real chance that my liveries will leave if they cannot ride anywhere. From a personal perspective, my own riding pleasure for myself and my daughter will also be severely impacted. What will be included to ensure constant access to the existing bridleways, for example on Clock lane?</p>

Submitted by	Title	Comments
		<p>The Applicant's Response:</p> <p>No bridleways shown on the Definitive Map maintained by the Local Authority are severed by the Scheme. During the construction phase, Catherine-de-Barnes Lane shall be kept open to traffic, pedestrians and equestrian use and, as such, access to existing bridleways will not be restricted. However, Catherine-de-Barnes Lane shall need to be diverted onto temporary routes in order to facilitate the construction of the new mainline link road and Catherine-de-Barnes North Overbridge in the vicinity of Bickenhill.</p> <p>Following completion of the Scheme, the Transport Assessment Report [APP-174/Volume 7.2] has identified that the number of vehicles using Catherine-de-Barnes Lane shall be significantly less in the vicinity of Bickenhill and Clock Lane than what is currently experienced. This is likely to make Catherine-de-Barnes Lane more attractive to non-motorised users.</p> <p>Whilst this is a matter beyond the Scheme, the Applicant would be happy to discuss with Church Farm Accommodation and the Local Highways Authority if there are any opportunities for new bridleways in the area.</p>
Church Farm Accommodation	Noise and visual impact	<p>7. Church Farm Accommodation Comment:</p> <p>We are constantly being advised that the road noise will be minimal due to the road being placed in a cutting. When the road reaches the Clock Interchange, it will be back at ground level and this aspect is visible from our property and will also be audible. Can Highways England explain how this will not increase the traffic noise or impact the views from our property? The proposed re-routed Catherine-de-Barnes Road is also going to be at ground level right behind my property on the land compulsory purchased - how is this going to be hidden from my property when it is even closer?</p>

Submitted by	Title	Comments
		<p>The Applicant's Response:</p> <p>The noise assessment reported in Chapter 12 of the Environmental Statement (ES) [APP-057/Volume 6.1] predicted future traffic noise levels using 3-Dimensional noise models. These took into consideration existing topography and the vertical alignment of both existing roads and those proposed as part of the Scheme, including the sections of the new mainline link road positioned in earthwork cutting and on embankment immediately south of Clock Interchange.</p> <p>The modelling of future traffic flows concluded that there will be a negligible short-term decrease in noise levels at Church Farm Accommodation in 2023 as reported in Figure 12.4 in the ES [APP-104/Volume 6.2] (and other properties on the western edge of Bickenhill Village). By 2038, accounting for normal traffic growth, modelling indicates that there will be a negligible long-term increase in noise at Church Farm Accommodation as shown on Figure 12.5 in the ES [APP-105/Volume 6.2].</p> <p>In relation to the visual impact on Church Farm Accommodation associated with the section of the new mainline link road immediately south of Clock Interchange, Chapter 8 of the ES [APP-053/Volume 6.1] included an assessment at Viewpoint I. Viewpoint I was positioned on the northern fringes of Bickenhill Village and is representative of views directed north west towards Clock Interchange from properties including Church Farm Accommodation. The assessment recorded that a moderate adverse effect would occur in both the year that the Scheme is open to traffic, and fifteen years after opening, from this viewpoint due to the sense of separation between the A45 and the village being reduced.</p> <p>A combination of scrub and hedgerow planting is proposed along the eastern boundary of the new mainline link road, which once established will provide a degree of visual screening and filtering of the road and Clock Interchange in views from Church Farm Accommodation.</p>

Submitted by	Title	Comments
Church Farm Accommodation	Schedule of work	<p>8. Church Farm Accommodation Comment:</p> <p>We are already taking bookings for the period when the works is set to commence, and we are risking our high ratings as we may be forced to cancel the bookings as we currently do not have any foresight on a schedule of work. We desperately need this schedule to be able to forewarn our guests at a minimum. We also need to be advised in advance of any works being undertaken outside the scope of the construction.</p>
		<p>The Applicant's Response:</p> <p>As stated at the Compulsory Acquisition Hearing on 20 August 2019, the Applicant will provide an update on the construction programme in this area by Deadline 6 (11 October 2019).</p>
Church Farm Accommodation	A45 Footbridge	<p>9. Church Farm Accommodation Comment:</p> <p>As previously mentioned, access to the NEC, International train Station, etc is a key selling point for our business. The limited access created by the construction phase could be mitigated in a minor way by constructing the footbridge across the A45 prior to the road construction commencing</p>
		<p>The Applicant's Response:</p> <p>Works to the new A45 footbridge will be part of the first construction activities on the scheme. The bridge construction is planned to commence following land entry in September 2020 and will take approximately six months to construct. The new footbridge will be operational prior to the footway around the existing Clock Interchange being stopped up to facilitate the widening works at this junction.</p> <p>In parallel with the construction of the new footbridge, works will be undertaken to construct the new private means of access and public rights of way (PRoW) along the western side of the new link road. This will provide a link to the existing PRoWs to the west of the scheme during the construction period. The main earthwork activities along the new link road will commence in the</p>

Submitted by	Title	Comments
		spring of 2021 by which time the pedestrian footbridge over the A45 will be operational and open for public use.
Catherine-de-Barnes Residents Association	Response to written and verbal representations made at deadline 2 – HE Lighting Technical note	<p>Catherine-De-Barnes Residents Association Comment:</p> <p>We note that it is the intention to light Barbers Coppice Roundabout and the entry/exits off it but Bickenhill Roundabout and Catherine de Barnes Lane North Overbridge are not to be lit largely because of the environmental /social impact – the surrounding lanes are not lit. Currently Catherine de Barnes Lane (where the Barbers Coppice Roundabout (BCRT) is to be sites) is not lit and we challenge the decision to light it as proposed. From our recollection the speeds of traffic at the BCRT is likely to be 40/50mph but that traffic approaching the Bickenhill Roundabout could be at speeds of 70mph which would suggest that for safety reasons this roundabout should be lit. The lighting of BCRT severely impact the property of Four Winds. There appears to be further contradiction vis a vis the M42 Southbound Diverge Slip for Jct 6. There will be an apparent saving of 0.13PIA's in year 1 (3 PIA's in yr30) and has a BCR of 2.36 which is described in Table 5 Conclusions and Recommendations – page 17 as a “low BCR” and HE recommends that “although BCR highlights street lighting is not justifiable for the slip road” it is recommended for safety reasons. In comparison Barbers Coppice roundabout will apparently save 0.09PIA's in year1 (2 PIA's in 30 yrs) both figures lower than the M42 Southbound diverge mentioned above. The Coppice Roundabout has a BCR of 2.2, again lower than the slip road mentioned above, yet HE recommends it being lit. There appears to be a distinct lack of consistency and reasoning in arriving at this Lighting Scheme. The proposed lighting scheme has not been the subject of or included in any public consultation.</p> <p>The Applicant's Response:</p> <p>The reasons for providing lighting at Barber's Coppice Roundabout and for not providing lighting at Bickenhill Roundabout are set out in the Scheme's Lighting Technical Note [REP2-021].</p>

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		<p>The M42 Southbound Diverge Slip at Junction 6 has a Benefit Cost Ratio (BCR) of 2.36 which is considered as high (greater than 2.0), as described in Table 4. Table 5 does state the BCR as being low, this is incorrect, it should be referred to as high.</p> <p>Final details of lighting will be agreed with relevant operating and maintenance authorities at detailed design stage.</p>
	<p>Response to written and verbal representations made at deadline 2 – Document 5A Operational Assessment-Question 5.1.17</p>	<p>Catherine-De-Barnes Residents Association Comment:</p> <p>We reiterate the point made in our earlier submission that this scheme, which was intended to provide a solution to relieving traffic at junction 6, is now having to perform at least 3 functions maybe more enable to accommodate a potential planning application and future expansion. By having to do so, believe the design is a compromise and NOT the ideal solution to the initial problem. The simple ingress/egress idea that we suggested at the first hearing would fulfil, we suggest, the primary function on a long-term basis. HE has said they considered this option very early on in the preparation of the scheme but as far as we can see this option was never open to public scrutiny/or consulted on in the manner that the current design has.</p> <p>The Applicant's Response:</p> <p>The Applicant has identified a number of options that it has considered, this was narrowed down to 3 options consisting of:</p> <ul style="list-style-type: none"> - a free-flow option with the bypass connecting with Clock Interchange to the east of Bickenhill Village; - a dumb-bell layout with the bypass connecting to Clock Interchange east of Bickenhill Village; and - a dumb-bell layout with the bypass connecting to Clock Interchange from the west of Bickenhill Village. <p>These three options were presented to the public during the non-statutory consultation between December 2016 and January 2017. The Applicant proceeded with the option layout presented in</p>

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		<p>this DCO for a number of reasons, one being that this option received greater support from all stakeholders (including local residents) that participated in that consultation process.</p> <p>The proposed design of Junction 5A best meets three stated objectives for the Scheme:</p> <ul style="list-style-type: none"> a. increasing capacity, providing improved journey time reliability and reducing congestion at the M42 Junction 6 and for better movement of traffic on and off the A45; b. unlocking the potential for economic growth in the surrounding area; and c. making the network safer: Promote reliable and safe operation of the road network.
<p>Heath Cotterill Interested Party Ref:42J6- S57005</p>	<p>Comments on document 8.6 section 1.10</p>	<p>Heath Cotterill Comment:</p> <p>In the comments in document 8.6 Responses to Examining Authority's First Round of Written Questions regarding Bickenhill Conservation Area - section 1.10 Assessment of Cumulative Effects (1.10.4) regarding the receptors in Bickenhill Conservation Area - residential properties (page 117) you state</p> <p>"Additional measures that were considered for the areas of St Peters Lane and Bickenhill conservation area such as introduction of varying heights of planting for screening. However, the need to ensure airport safety by means of obstacle reduction and bird attractant habitat has resulted in height specific planting being removed from the mitigation design. Not considered appropriate due to airport safety requirements".</p> <p>I fail to see how this can be correct given that there is already natural screening by the way of trees/bushes/hedgerows in place, which surely if replaced 50 metres further away from the airport than their current position could only pose a decreased risk to airport safety requirements. This would also go some way to mitigating the impact of car headlights on the heritage/conservation area and residential properties as I believe from all responses I have read to date no mitigating plans have yet been considered.</p>

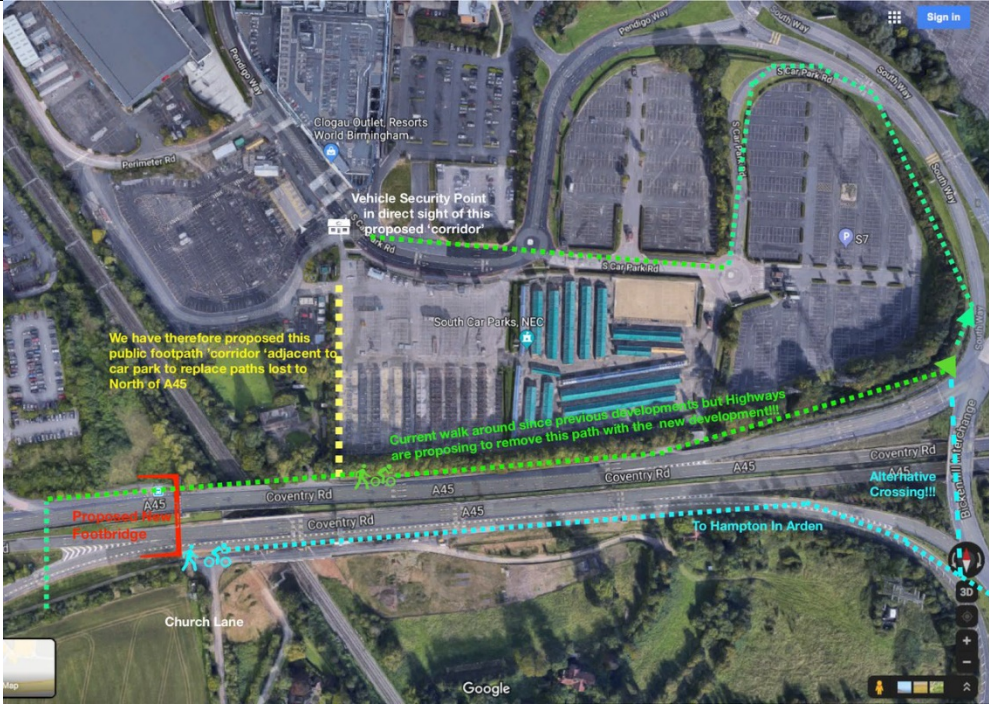
Submitted by	Title	Comments
		<p>The Applicant's Response:</p> <p>As has been stated by Birmingham Airport at various hearings, it has a direct interest in the location and form of planting. Please see the latest updated draft Statement of Common Ground [REP3-008].</p>
<p>Heath Cotterill Interested Party Ref:42J6- S57005</p>	<p>Temporary road</p>	<p>Heath Cotterill Comment:</p> <p>I would also like confirm that I am opposed to the construction of a temporary road with an exit near to the junction of Catherine De Barnes Lane and St Peters Lane in the field directly behind my property and to the compounds planned for the fields near to Bracies Nurseries on Catherine De Barnes Lane to the South of Bickenhill village and to the north west of Catherine De Barnes Lane in Bickenhill village due to the adverse effects we will experience during both its construction and term of use. The additional traffic volumes caused by use of large vehicles, noise, vibration, dust and general nuisance caused, coupled with reduced air quality and detrimental effect on the landscape and conservation site particularly concern local residents as does the the fact that the village will be hemmed in by these proposed sites and access roads.</p> <p>The Applicant's Response:</p> <p>As stated at the Compulsory Acquisition Hearing on 20 August 2019, the Applicant will provide an update on the proposed access arrangements to the construction compound by Deadline 6 (11 October 2019).</p>

<p>Heath Cotterill Interested Party Ref:42J6- S57005</p>	<p>Comments following accompanied Site Visit and Issue Specific Hearing</p>	<p>Heath Cotterill Comment:</p> <p>As I stated at the Issue Specific Hearing on 2/7/19 I do not believe that the photos you refer to in response to my previous concerns give a true or accurate representation of the views experienced from my property. Your response to item RR001 (amended to RR019) in Volume 8.3 - Comments on The Relevant Representation refers to photographs in APP-089. These photographs were taken from a different location and at a different angle to the views experienced from my property. I realise you took some new photographs yesterday, but I have also taken photographs of the view experienced from both the rear garden and within my property and attached them below.</p> <p>You will no doubt understand following the Accompanied Site Visit and when comparing them to the photographs you have taken why I have raised my previous concerns and why I feel your answer does not address these concerns:</p> <ul style="list-style-type: none"> • The negative effects on my daughter and her education during her formative years that the noise will cause. The fact that the compound may back directly on to my garden and her current unobstructed view will potentially be replaced with JCBs, diggers and workmen who likewise will be able to see directly into her bedroom and our home • How St Peters Church can be deemed to be impacted by the proposed works but my property is not when it is situated directly between the church and the proposed dual carriageway and site compound • My property is located on the conservation site and heritage site and by its very nature may be vulnerable to the effects of the anticipated noise and vibration • The detrimental effects that myself and family will experience due to the deterioration in air quality, especially during the construction phases • The detrimental effects caused to mine and my family's health - both physically and mentally • The cultural effects the construction of the dual carriageway will have on the Heritage Site (on which my property is situated)
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Submitted by	Title	Comments
		<ul style="list-style-type: none"> • The environmental impact and change to mine and my family's living conditions and that of the landscape and erosion of green belt land • The driver stress caused by the extra daily distances travelled and time taken for each commute to and from work (and in fact every journey made to the north of the village) • I understand that First Castle Developments (on behalf of the airport) are seeking compensation for it's properties located on Clock Lane. I would like to know on what basis compensation is considered/measured • What actions we may take if our home becomes unsellable if the disruption experienced is excessive • In my opinion these factors are likely to have significant cumulative/combined effects to myself and my family - what assurances can I receive that any mitigation measures put in place will be adhered to, especially regarding the size and location of the site compound for which I would like to receive a detailed location plan showing it's boundaries and parameters <p>These concerns have mnow increased as I was informed that the proposed dual carriageway would be sunk in cutting but have since been told that this will not be the case for the section directly to the rear of my property.</p> <p>Obviously the issues I raised previously still remain and myself and other residents from the village would like the proposed location of the compound to be relocated and additional mitigation measures to be put in place for the detrimental visual and noise impacts the new road will have on myself.</p> <p>Given the proximity of the road(s) to my property I spoke with a member of the Highways Agency to see if he could tell me whether I was considered to be on line or off line. He personally wasn't sure and kindly offered to arrange for a colleague who specialises in this field to visit me accordingly. I wish to confirm that I would like to accept this offer and would be grateful if you could contact me to arrange a mutually convenient appointment</p>

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		<p>The Applicant's Response:</p> <p>It is noted that many of the points raised here by Mr Cotterill repeat issues previously stated. The Applicant has responded to the majority of the points raised within document [REP2-004]. In addition, the Applicant met with Mr Cotterill on 7 August 2019 to discuss these points further.</p> <p>With regards to assurances of mitigation during the construction phase, Requirement 4 of the dDCO, commits the Applicant to adhere to the Construction Environment Management Plan which is based upon the Outline Environmental Management Plan [APP-172 Volume 6.11].</p> <p>The Applicant has submitted to the examination a plan illustrating an indicative layout for the main site compound [REP3A-003]. This remains under review following discussion at the last hearings to explore potential alterations to the proposed access/egress, which will be submitted at Deadline 6.</p>
Bickenhill parish Council	Material Stockpile	<p>Bickenhill Parish Council Comment:</p> <p>We understand that as part of the SOCG with BIA that a material stockpile (plot 51a) may be planned to the north of Bracey's Nursery on the Peters Lane in Bickenhill. This location is close to the centre of the village and adjacent to several properties. Please can HE confirm whether or not this is the case and provide details of it, and any communication that has been sent to impacted local residents so that we may consider this further.</p> <p>In the spirit of openness and transparency I would also like to take this opportunity to ask HE to confirm whether any other pieces of land in or near the village, other than the proposed main compound and this materials stockpile are intended to be used for works or related activity.</p> <p>The Applicant's Response:</p> <p>The Applicant can confirm that a material stockpile location is proposed on plot 3/51a. This was referred to in Schedule 9 of the application draft of the DCO [APP-015/Volume 3.1].</p>

Submitted by	Title	Comments
Phillip Clover	Public Footpaths	<p>Philip Clover Comment:</p> <p>In addition I would highlight that with all that's gone on to serve Birmingham Airport and the NEC etc over the years, we are becoming hemmed in and have been losing our paths and access in and out of the village which could eventually kill the village once and for all.</p> <p>My main point (although some may think of lesser importance) to highlight within our concerns is the proposal to remove the path running alongside the A45 towards the M42 Junction 6 which is currently our (lengthier than used to be) walkway to Resorts World. We propose, as discussed at the visit, that access be provided to the North of the A45 to compensate not only for the loss of that path per map below, but also the loss of community amenities in order to satisfy past road developments.</p> <p>We have been previously informed that despite SMBC enquiries the NEC refuses to accept this access. We therefore seek assistance of the Inspectors for this to be put to rights.</p> <p>The proposed access whether fenced either side or an open 'corridor' would be within full direct eyeline of the security point adjacent to the Resorts World Car Park. I have personally looked from that angle when visiting Resorts World and it's clear to see. If they were worried about security (?) a CCTV camera placed on top of the security hut would not be difficult to monitor</p>

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		 <p>The Applicant's Response:</p> <p>The Applicant has proposed to stop up the existing footway to the Junction 6 Interchange due to the introduction of the A45 Eastbound to M42 Northbound free flow link severing pedestrian connection to the Junction 6 interchange. Furthermore, the existing footway terminates at Junction 6 interchange and does not enter the National Exhibition Centre (NEC) estate. Designated access into the NEC estate is provided through Birmingham International railway station.</p> <p>The Applicant, however, has made the NEC and SMBC aware of these proposals that have been submitted by Mr Clover for their consideration outside the DCO process.</p>

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Phillip O'Reilly	Response to HE Deadline 2 document 8.20	<p>Philip O'Reilly Comment:</p> <p>Please note my comments below with regard to information recorded in minutes from meetings between Highways England and Birmingham Airport:</p> <ul style="list-style-type: none"> • 11th October 2017 - Note on installing lights at the reconfigured WGAA. <p>Andrew Davies (BIA Safeguarding) confirmed the lighting arrangements being proposed by the GAA is unlikely to be a problem for them in principle but they may wish to influence the type of lighting and baffles etc. to reduce glare. I received an email from Jonathan Pizzey on 22nd March 2019 (transcript included in my document submitted separately - 'Record of engagement with HE and AECOM (12th December 2017 - 6th June 2019') which confirmed that: "There are no plans to include any high mast lighting for the WGAA pitches – as part of the scheme. Under the DCO scheme all the pitches would be too close to Birmingham Airports flight path to be allowed, let alone the impact on the environment in this 'dark' area of the greenbelt."</p> <p>Throughout the consultation process Jonathan Pizzey has maintained that Birmingham Airport would not allow any lighting to be installed on the reconfigured WGAA despite the fact Birmingham Airport had previously confirmed it was unlikely to be a problem. Given the date of the meeting it is likely that the statement from Birmingham Airport was in connection with the proposed relocation of the WGAA to a site near Woodhouse Farm. However, there does not appear to have been any further discussion about the impact of lighting the reconfigured WGAA pitches and it is noted that the current proposals for the WGAA will include a new pitch (Pitch 2) which lies outside the airport surface. As such, can Highways England and Birmingham Airport confirm that providing lighting to any of the pitches is not acceptable under the DCO or via a separate planning application?</p> <p>The Applicant's Response:</p> <p>The Applicant can confirm that no lighting is proposed to illuminate the sports pitches for the WGAA reconfiguration within the Scheme. Whether the WGAA wishes separately to seek planning permission for lighting, is entirely a matter for them.</p>

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		<p>Philip O'Reilly Comment:</p> <ul style="list-style-type: none"> 28th February 2018 – Note on replanting trees outside the airport surface. James Hemingway stated that around Bickenhill where the airport surfaces are already constrained by the existing ground there are likely to be replanting required for any existing trees removed by the scheme. Andrew Davies (BIA Safeguarding) confirmed that any replanting in this area would need to be outside the airport surface so as not to provide an additional obstruction. <p>Figure M.2: Ecological Features and Airfield Safeguarding Areas Plan which is provided in the HE Document: 8.25 Outline Bird Strike Management Plan indicates the safeguarding areas for Birmingham Airport and confirms that Four Winds is outside the safeguarding area.</p> <p>Andrew Davies (BIA Safeguarding) confirmed in the meeting of 28th February 2018 that Birmingham Airport would not have an issue with the planting of trees outside the airport surface.</p> <p>As such there are no reasonable grounds for HE to dismiss my suggestion to plant out the field around my property to not only mitigate the impact of the reconfigured WGAA on my property but to also mitigate the loss of natural habitat resulting from their scheme.</p> <p>Can Highways England please confirm this matter will be given due consideration, and a full response provided, as it has previously been mooted in discussions with Jonathan Pizzey (HE)?</p> <p>The Applicant's Response:</p> <p>These matters were raised by Mr O'Reilly at the Compulsory Acquisition Hearing on 20 August 2019. The Applicant is keeping all potential locations for habitat mitigation and compensation under review, including the land to the north of Four Winds, but as indicated at the Compulsory Acquisition Hearing, are not able to confirm locations without first discussing these with relevant landowners.</p>

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		<p>Philip O'Reilly Comment:</p> <ul style="list-style-type: none"> 8th May 2018 – Note on removing proposed lighting to the offslip to Bickenhill. Jonathan Pizzezy raised the matter of the lighting strategy and areas such as the onslip and offslip for the mainline link being flagged as requiring to be lit. Andrew Davies (BIA Safeguarding) stated that he would like to see any proposals in this area, full cut off lighting would be essential. However, James Hemingway stressed that the offslip to Bickenhill would be the key issues as it is in the most sensitive area with regards to airport safeguarding and any lighting required would undoubtedly penetrate these surfaces. Jonathan Pizzezy stated that it may be prudent to investigate whether a departure could be ascertained to remove this lighting in order to mitigate this issue. <p>In May 2018 Birmingham Airport and Highways England agreed to investigate the possibility of removing any proposed lighting from the 'Diverge Slip from proposed Mainline link to Bickenhill Roundabout' as it was considered a sensitive area to airport safeguarding. In June 2019 Highways England submitted their document '8.23 Lighting Technical Note' which includes a Benefits to Cost Ratio (BCR) calculation for lighting the various scheme sections. Is it a coincidence that lighting the 'Diverge Slip from proposed Mainline link to Bickenhill Roundabout' generated a BCR score of 1.92, thereby falling short of the BCR threshold of 2.0 by just 0.08, despite the fact traffic will be approaching the unlit 'Bickenhill Roundabout' travelling at 70mph?</p> <p>It is also worth noting that the 'Clock Interchange' generated a BCR score of 1.89 and the 'A45E to M42N Free Flow Link, M42 Northbound Merge Slip for Junction 6' generated a BCR score of 1.80, both of which are lower BCR scores than the threshold of 2.0 and lower than BCR score for the 'Diverge Slip from proposed Mainline link to Bickenhill Roundabout', but lighting has been recommended for both of these sections. Furthermore, the 'M42 Northbound Diverge Slip at Junction 5A' section generated a BCR score of 1.98, which is again below the BCR threshold of 2.0, but lighting has also been recommended for that section. Can Highways England please explain the purpose of carrying out a study and producing a report if the findings are going to be</p>

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		<p>ignored and they are simply going to do what they want regardless of whether they have demonstrated sound justification for doing so?</p> <p>The Applicant's Response:</p> <p>The Lighting Technical Note [REP2-021], makes it clear that the Benefit Cost Ratio (BCR) for any proposed lighting is not the only factor that is taken into account. The locations referred to by Mr O'Reilly, have a BCR score of below 2, but have been recommended for lighting to meet the requirements set out in the Design Manual for Roads and Bridges. Please refer to section 3.4 of the Lighting Technical Note for further explanation.</p>
Phillip O'Reilly	Response to HE Deadline 2 document 8.23	<p>Philip O'Reilly Comment:</p> <ul style="list-style-type: none"> • Item 2.1.8 (page 2) does not mention any works to Catherine de Barnes Lane or indeed closing the Northbound carriageway access onto the Clock Interchange? • Item 2.1.10 (page 3) states "It is assumed that the alterations to the B4438 Catherine-de-Barnes Lane will not be illuminated, shown in blue in Figure 1. This is to create consistency with the existing local network and to ensure journey quality is not adversely affected for users driving along its length." However, this is then contradicted later in the document which proposes lighting to 'Barber's Coppice Roundabout' on the B4438 Catherine de Barnes Lane? The Lighting Assessment, which includes Accident Analysis, for Catherine de Barnes Lane is incorrectly based on the following Road Lighting Guidance and Standards: • IAN 160/12 Appraisal of Technology Schemes: • Summary - This Interim Advice Note (IAN) provides guidance on the appraisal of technology schemes, including: Closed-circuit television (CCTV), Motorway Incident Detection and Automatic Signalling (MIDAS) and Controlled Motorway (CM). Instructions for Use - This document shall be used in the appraisal of all CCTV, MIDAS and Controlled Motorway schemes which have not already been approved.

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		<ul style="list-style-type: none"> • This guidance is primarily focussed on the impact on accident rates and/or incident durations on motorways due to the installation of Variable Message Signs, CCTV, Motorway Incident Detection and Automatic Signalling (MIDAS) and Controlled Motorway (CM) systems. It does not include lighting. As such this guidance cannot be considered relevant when determining any requirement for road lighting provision on Catherine de Barnes Lane. • IAN 161/15 Smart Motorways: • Summary - This IAN gives requirements and advice on smart motorways schemes implementing all lane running and controlled motorway. It sets out the design parameters and the associated infrastructure requirements and advice. • Instructions for Use - This IAN applies to Smart Motorways All Lane Running and Smart Motorways Controlled Motorway schemes on the Highways England network. • This guidance sets out the design parameters for Smart Motorways All Lane Running and Smart Motorways Controlled Motorways and the associated infrastructure requirements and advice. The proposed scheme is not a Smart Motorway. Catherine de Barnes Lane will be a single carriageway. As such this guidance cannot be considered relevant when determining any requirement for road lighting provision on Catherine de Barnes Lane. • IAN 167/12 Revision 1 Guidance for the Removal of Road Lighting: • Summary - This IAN advises service providers on actions to be undertaken to select, assess, and implement removal of road lighting. Instructions for Use - Prior to undertaking any major lighting works on the HA network (installation, maintenance, refurbishment, replacement / renewal) service providers must demonstrate to the service manager that Full Switch-off has been considered in accordance with the assessment guidance within this IAN. • This guidance assesses the actual benefits that an existing scheme is providing against the actual running costs. It is concerned with the removal of road lighting, not the installation of new lighting where no lighting was previously installed, and is therefore not applicable to a

Submitted by	Title	Comments
		<p>brand-new installation. As such this guidance cannot be considered relevant when determining any requirement for road lighting provision on Catherine de Barnes Lane.</p> <ul style="list-style-type: none"> • TD 34/07 Design of road lighting for the strategic motorway and all-purpose trunk road network. Summary - This document sets out the design standards applicable to road lighting on the strategic motorway and all-purpose trunk road network • This Standard sets out the design objectives and procedures that shall be adopted for the design of road • lighting for the strategic road network. Catherine de Barnes Lane is not a trunk road, and is not part of the strategic road network. As such this guidance cannot be considered relevant when determining any requirement for road lighting provision on Catherine de Barnes Lane. • TA 49/07 Appraisal of new and replacement lighting on the strategic motorway and all-purpose trunk road network. • Summary - This document sets out the requirements for the appraisal of both new and replacement road lighting on the strategic motorway and all-purpose trunk road network (referred to as the strategic road network). • Catherine de Barnes Lane is not a trunk road, and is not part of the strategic road network. As such this guidance cannot be considered relevant when determining any requirement for road lighting provision on Catherine de Barnes Lane. • - There are a number of issues with Table 1 (page 6) 'PIA's saved for scheme sections': • Using the HE data provided, the correct length of the scheme is 12.23km, Yr1 PIAs is 6.1, YR1 PIAs saved is 1.27 and 30Yr PIAs saved is 29 which are not the totals shown in the table. It appears HE have overinflated and underinflated the figures as necessary to justify their decisions for installing lighting. • 'Barber's Coppice Roundabout' is stated as being 0.74km in length which is actually the same length as the distance from the southern boundary of the proposed works on Catherine de

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		<p>Barnes Lane to the proposed new location of Shadowbrook Lane, which would also include the 'Catherine-De-Barnes Lane North Overbridge' section for which HE have provided separate data. The actual length of 'Barber's Coppice Roundabout' is less than 400m and therefore the corresponding PIA figures stated in the document are double what they should be.</p> <ul style="list-style-type: none"> • Inserting the correct figures (Cost of PIA's = £144,154.00 / 30-year Cost of Lighting = £130,264.18) into the BCR calculation for 'Barber's Coppice Roundabout' results in a BCR score of 1.11. • The Mainline Link will be a dual carriageway connecting the M42 to the Clock Interchange, whereas Catherine de Barnes Lane will be a single carriageway. They are different road types and consequently the evidence data from one type is not applicable to another type. HE have simply adopted a broad brush approach and made no differentiation in their analysis. <p>The Applicant's Response:</p> <p>Item 2.1.10 (page 3) – As the Lighting Technical Note [REP2-021] states, the realigned B4438 Catherine-de-Barnes Lane will not be illuminated, but Barber's Coppice Roundabout, including its approaches, will be. This includes the approaches on Catherine-de-Barnes Lane.</p> <p>The Lighting Technical Note sets out the design principles for M42 Junction 6 scheme in its entirety and, as such, the standards listed are used throughout the Scheme and not all of them apply to realigned B4438 Catherine-de-Barnes Lane.</p> <p>In relation to Barber's Coppice Roundabout, the distance given covers the whole of the 'conflict area' including all approach roads and the roundabout circumference consequently 0.74km is the correct distance for Barber's Coppice Roundabout. The Benefit Cost Ratio value for the roundabout given in the Lighting Technical Note is therefore correct.</p>

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		<p>Philip O'Reilly Comment:</p> <p>The approach roads to 'Barber's Coppice Roundabout' are proposed to be 40mph and 50mph. The approach roads to 'Bickenhill Roundabout' are proposed to be 40mph and 70mph. However, HE do not believe it is necessary to light 'Bickenhill Roundabout' but suggest it is necessary to light 'Barber's Coppice Roundabout' on safety grounds. Can Highways England please explain how they came to this conclusion?</p> <hr/> <p>The Applicant's Response:</p> <p>The speed of vehicles on the approach roads to the different roundabouts was taken into account when calculating the Benefit Cost Ratio (BCR) values for lighting [REP2-021].</p> <p>As the BCR value for the Barber's Coppice Roundabout is more than 2, lighting has been proposed. As the BCR value for Bickenhill Roundabout is below 2, and this conflict area is close to Birmingham Airport's safeguarding zone, lighting has not been proposed on Bickenhill Roundabout.</p> <hr/> <p>Philip O'Reilly Comment:</p> <p>There is no existing street lighting to the proposed locations for 'Bickenhill Roundabout', 'Catherine-de-Barnes Lane North Overbridge' or 'Barber's Coppice Roundabout'. Lighting is not recommended for 'Bickenhill Roundabout' as it "will have a negative environmental and social impact." Lighting is also not recommended for 'Catherine-de-Barnes Lane North Overbridge' "as the surrounding lanes are not lit, so there would be a negative environmental impact." However, despite the fact that lighting 'Barber's Coppice Roundabout' will have a negative environmental impact as the surrounding areas are not lit, and a negative social impact on my property, HE "recommended that this section of the highway is illuminated" and that lighting this location is "environmentally acceptable".</p> <p>Can Highways England please explain how they came to this conclusion? Why is it that 'Catherine-de-Barnes Lane North Overbridge', with a BCR score of 2.86, will not be lit whereas</p>

Submitted by	Title	Comments
		<p>'Barber's Coppice Roundabout', with a lower BCR score of 2.21, will be lit and the decision appears to have been based solely on its BCR score?</p> <p>The Applicant's Response:</p> <p>As stated in the Lighting Technical Note [REP2-021], the realigned B4438 Catherine-de-Barnes Lane will not be illuminated however, the introduction of a new roundabout junction introduces a conflict area. As the Benefit Cost Ratio for this conflict area is high, it should be illuminated. In the Applicant's view, this need outweighs the environmental impact.</p> <p>Although Catherine-de-Barnes Lane North Overbridge is economically justifiable to be illuminated is not classified as a conflict area and therefore is not required to be lit. Taking into account the negative environmental factors, the Applicant therefore does not propose to light this section of road.</p> <p>Philip O'Reilly Comment:</p> <p>Lighting the 'M42 Southbound Diverge Slip for Junction 6' section will apparently save 0.13 PIA's in year 1 and 3.00 PIA's over 30 years. It has a BCR score of 2.36 which is described in 'Conclusions and Recommendations' on page 17 as a "low BCR." HE recommends that although "the BCR highlights street lighting is not justifiable for the slip road . . . it is recommended that the junction is illuminated to maintain continuity of road users' driving experience." In comparison, lighting the 'Barber's Coppice Roundabout' section will apparently save 0.09 PIA's in year 1 and 2.00 PIA's over 30 years, both lower than the 'M42 Southbound Diverge Slip for Junction 6' section. It has a BCR score of 2.2, which again is lower than the 'M42 Southbound Diverge Slip for Junction 6' section. However, HE now recommends that "Street lighting is justifiable for the roundabout from the BCR analysis" despite the fact it is lower than the 'M42 Southbound Diverge Slip for Junction 6' score. Can Highways England please explain how they came to this conclusion?</p>

Submitted by	Title	Comments
		<p>The Applicant's Response:</p> <p>M42 Southbound Diverge Slip Junction 6 has a Benefit Cost Ratio (BCR) of 2.36 which is considered as high (greater than 2.0), as described in table 6 on page 13. Table 8 on Page 17 [REP2-021] does describe the BCR as being low, this is a typographical error.</p> <p>Philip O'Reilly Comment:</p> <p>Jonathan Pizzey (HE) confirmed in email dated 21st December 2018 that any lighting to 'Barber's Coppice Roundabout' would be "full cut off lanterns on reduced height lighting columns (as required by the Airport)." The road lighting key sheet indicates the columns will be a nominal height of 15m whereas other columns are either 12m or 10m. Why are lights now proposed to be installed along Catherine de Barnes Lane, beyond the northern boundary of my property, when I was told they would only be on the roundabout? Why is it necessary for these proposed lights to be mounted on 15m high columns when the majority of other proposed lights are being mounted on 12m high columns?</p> <p>The Applicant's Response:</p> <p>The part of Catherine-de-Barnes Lane in front of Four Winds has been treated as part of Barber's Coppice Roundabout, for the purposes of the Lighting Technical Note [REP2-021], because it is one of the approaches to this roundabout. The standard preliminary design utilised 15m nominal height columns. The detailed design, location and appearance of lighting for Barber's Coppice Roundabout, including the approach on Catherine-de-Barnes Lane, will be agreed with the Local Highway Authority, who will be responsible for the highway and its lighting in the long-term.</p> <p>Philip O'Reilly Comment:</p> <p>I also note the specifications stated for the proposed 'Philips Luma' light fittings do not appear to be correct as they do not correspond to the actual specifications published by Philips in their product literature.</p>

Submitted by	Title	Comments
		<p>The Applicant's Response:</p> <p>The purpose of identifying a particular brand of Luminaire in the Lighting Technical Note [REP2-021] was to have a benchmark for assessment. The actual specification of the lighting will be agreed with the Local Highway Authority during detailed design.</p>
Phillip O'Reilly	Response to HE Deadline 2 document 8.25	<p>Philip O'Reilly Comment:</p> <p>Contrary to information previously provided by Highways England, this document confirms my property and the majority of the adjacent field are outside the Airport Safeguarding Area:</p> <ul style="list-style-type: none"> • Figure M.2: Ecological Features and Airfield Safeguarding Areas Plan <p>This drawing indicates the safeguarding areas for Birmingham Airport and confirms that Four Winds is outside the safeguarding area. Andrew Davies (BIA Safeguarding) confirmed in a meeting with Highways England on 28th February 2018 that Birmingham Airport would not have an issue with the planting of trees outside the airport surface.</p> <p>As such there are no reasonable grounds for HE to dismiss my suggestion to plant out the field around my property to not only mitigate the impact of the reconfigured WGAA on my property but to also mitigate the loss of natural habitat elsewhere resulting from their scheme.</p> <p>Can HE please confirm this matter will be given due consideration, and a full response provided, as it has previously been discussed with Jonathan Pizzey (HE)?</p> <p>As such there are no reasonable grounds for HE to dismiss my suggestion to plant out the field around my property to not only mitigate the impact of the reconfigured WGAA on my property but to also mitigate the loss of natural habitat resulting from their scheme.</p>

Submitted by	Title	Comments
		<p>The Applicant's Response:</p> <p>Response:</p> <p>These matters were raised by Mr O'Reilly at the Compulsory Acquisition Hearing on 20 August 2019. The Applicant is keeping all potential locations for habitat mitigation and compensation under review, including the land to the north of Four Winds, but as indicated at the Compulsory Acquisition Hearing, are not able to confirm locations without first discussing these with relevant landowners.</p>
Barbara Tocher		<p>Barbara Tocher Comment:</p> <p>I am writing this letter on behalf of myself and many of the residents of Bickenhill Village.</p> <p>We are not getting honest answers from the Highways dept. about the planning and operational plans for this proposed road or compounds and are very concerned. Quite aside from the obvious – we don't want the road and certainly don't want their compounds anywhere near our village we are concerned about a number of matters:</p> <p>We note that a "Material Stockpile Point" is now included in the plans at the far end of st Peters Lane, by Bracey's nursery. This would mean out having compounds at both ends of St Peters Lane!!!</p> <p>Please tell us how on earth we are supposed to exit and enter our village for the four years this project will be in operation?</p> <p>We have no information about timings of all these road alterations eg where is all the heavy volume of traffic already using Catherine de Barnes Lane going to go? (Especially in the early morning and evening).</p> <p>When will the CDB lane diversion be completed to take the traffic from Clock Lane or are they expecting to divert that traffic through what is virtually a single track road through Bickenhill??</p>

Submitted by	Title	Comments
		<p>Will the road bridge at that point be built before or after the CDB lane diversion? Please be aware that there is heavy traffic exiting the gipsy site, a road sweeping/drain cleaning business and a transport company operating in Clock Lane!!</p> <p>I have asked Jonathon Pizzey these questions and only get evasive answers – he simply shrugs his shoulders when asked directly he will only say that the traffic exiting Clock Lane will turn right when it crosses the bridge over the dual carriageway.</p> <p>I understand that we are only supposed to write with any reasons against this project and I am expressing the very real concerns of many of the village residents.</p> <p>As well as the livery at Church Far we also have a bigger yard at Hazel Farm – where are the bridleways we were promised?</p> <p>The airport has already taken away the social centres of our village; the local pub and shop/post office and bus service were sacrificed for the runway extension.</p> <p>I don't expect to receive a reply to this letter but I hope you will pass our very real concerns to the planning inspector.</p> <p>The Applicant's Response:</p> <p>The Applicant can confirm that access to Bickenhill village will be maintained throughout the construction period via St Peters Lane, the temporarily realigned Catherine-de-Barnes Lane and the permanently realigned Catherine-de-Barnes Lane.</p> <p>The Applicant can confirm that a material stockpile location is proposed on plot 3/51a as referred to in Schedule 9 to the draft DCO [REP3A-002].</p> <p>As stated at the Compulsory Acquisition Hearing on 20 August 2019, the Applicant will provide an update on the construction programme in this area by Deadline 6 (11 October 2019). At this stage, the Applicant can confirm that the temporarily realigned Catherine-de-Barnes Lane will be in place before Catherine-de-Barnes Lane is stopped up on its current alignment. Details of the</p>

Submitted by	Title	Comments
		<p>traffic management arrangements for each phase of the works must be approved at the detailed design stage before those works can commence.</p> <p>No bridleways shown on the Definitive Map maintained by the Local Authority are severed by the Scheme. During the construction phase, Catherine-de-Barnes Lane shall be kept open to traffic, pedestrians and equestrian use and as such access to existing bridleways will not be restricted. However, Catherine-de-Barnes Lane shall need to be diverted onto temporary routes in order to facilitate the construction of the new mainline link road and Catherine-de-Barnes North Overbridge in the vicinity of Bickenhill.</p>