M42 Junction 6 Development Consent Order

Scheme Number TR010027

8.94 Actions Arising out of ISH on dDCO 4 on 23 October for Deadline 8

Planning Act 2008

Rule 8 (1)(k)

The Infrastructure Planning (Examination Procedure) Rules 2010

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The Infrastructure Planning (Examination Procedure) Rules 2010

M42 Junction 6

Development Consent Order 202[ ]

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1 Introduction

1.1 Purpose of this document

1.1.1 This document has been prepared in respect of the proposed M42 Junction 6 Development Consent Order Examination. ("the Application") made by Highways England Company Limited ("Highways England") to the Secretary of State for Transport ("Secretary of State") for a Development Consent Order ("the Order") under section 37 of the Planning Act 2008 ("PA 2008").

1.1.2 The purpose of this document is to provide responses to action points assigned to the Applicant by the Examining Authority (ExA) during the Issue Specific Hearing (ISH) on the draft DCO that took place on the 23 October 2019 for Deadline 8.

1.1.3 This document sets out each individual action point with the Applicant's response in tabular format.

2 The Applicant's Responses to Actions Arising from ISH on dDCO

ExA Ref No	Party	Action/Response
2	The Applicant	**Action:** The Applicant to consider whether the Management Plan for the Main Site Compound could also cover, where relevant, measures that will be put in place to mitigate the social and environmental effects which may occur as a result of activities at the satellite compounds, or whether further safeguards/ measures should be added to the existing commitments in the OEMP/ REAC?
		The Applicant Response: As detailed at the ISH on the 23 October, all activities taking place at Satellite Compounds will be governed by the various plans managing those activities which will form part of the CEMP. However, having reviewed the Outline Management Plan for the Main Site Compound [**REP3A-003/Volume 8.46**], the Applicant considers that the control measures set out in Sections 2.2 – 2.5 are applicable for satellite compounds. The Applicant has prepared a generic Site Management Plan, applicable to all compounds, and has submitted this document at Deadline 8 [**Volume 8.96**].
4	The Applicant	**Action:** The Applicant to review the location of the compound for the reconfiguration of the WGAA with a view to using the existing access from Catherine-de-Barnes Lane. *Otherwise, the ExA consider that sufficient details have been provided in the responses to the actions from ISH DCO3 (8.72), given that the controls set out in the OEMP (R4) also apply.*
		The Applicant Response: The Applicant considers it essential that a satellite compound is located in close proximity to the works needed to reconfigure the WGAA site and that the site identified within the DCO is considered appropriate. Notwithstanding

ExA Ref No	Party	Action/Response
		this, the Applicant does consider that it would be able to access this site from the existing WGAA access off Catherine-de-Barnes Lane, as opposed to from Woodhouse Lane.
5	The Applicant	**Action:** The secondary access to both these compounds from Solihull Road is described as: using Catherine-de-Barnes Lane from Clock Interchange. No construction vehicles would be permitted through Hampton in Arden. The Applicant to consider the possibility of similarly precluding construction vehicles from travelling through Catherine-de-Barnes.
		The Applicant Response: The Applicant can confirm that it will not allow large goods vehicles associated with construction to travel through Catherine-de-Barnes along B4102 Hampton Lane.
11	The Applicant	**Action:** The Applicant, Solihull MBC and the County Archaeologist to consider and confirm how the requirement to provide a written scheme for the investigation of areas of archaeological interest should operate in the light of the archaeological work already undertaken.
		The Applicant Response: The Applicant has received correspondence from SMBC with regards to further archaeological investigation works and potential wording to be added to requirement 9 of the dDCO [**AS-035/Volume 3.1(b)**] The Applicant has considered the suggested wording and will include this change. Furthermore, the Applicant met with SMBC on the 29 October 2019 and discuss this matter and both parties agreed that the Written Scheme of Investigation is the best document to include this detail.

ExA Ref No	Party	Action/Response
18	The Applicant	**Action:** The Applicant to review and respond to the D6 submissions from Mr O'Reilly following the ISH on living conditions, which sets out the 'length' of Barber's Coppice Roundabout with reference to 8.23 Lighting Technical Note.
		The Applicant Response: As noted during the Issue Specific Hearing on the DCO, held on the 23 October, the Applicant clarified that the assessments contained in lighting technical note were conducted during preliminary design at a point in time where both the design speed assumptions and overall scheme layout were still being developed. This means that the current design differs from the preliminary design in respect of roundabout size, roundabout alignment, and the design speed for Catherine-de-Barnes Lane. All of these factors affect the BCR calculations. As requested, the Applicant has reviewed the BCR calculations using revised distances based on the current design. The distances for each approach arm at Barber's Coppice Roundabout have been determined using the Institute of Lighting Professionals Guidance Note PLG02 and are as follows: <u>Barber's Coppice Roundabout</u> Northern approach = 89m (40mph) Southern approach = 111m (50mph) Barbers Coppice Roundabout = 220m Access Road =20m Total=440m The BCR is a function of not just the lengths of the conflict area, but also the cost of installing street lighting and the number of accidents saved. A consequence of the reduction in length is that the BCR value increases from 2.21 as presented in Table 3 of the Lighting Technical Note [**REP2-021/Volume 8.23]** to 2.56. It is on this basis that the provision of street lighting at Barbers Coppice roundabout is justifiable against the number of accidents saved. The BCR is not a definitive tool for determining the need to provide street lighting infrastructure, and only provides guidance in justifying whether street lighting is required. The scores will become more refined as the design

ExA Ref No	Party	Action/Response
		progresses through the detailed design phase when more accurate costs are provided for the lighting infrastructure and updated accident data is provided. This will include further road safety audits to inform the recommendation to the local highway authority. Finally, as explained at the ISH on the dDCO on 23 October 2019, the final design of the roundabout, including the lighting, will be agreed in consultation with SMBC as the local highway authority.