

**M54 to M6 Link Road**  
**TR010054**

**Volume 5**  
**5.1 Consultation Report**

Regulation 5(2)(q)

Infrastructure Planning (Applications: Prescribed  
Forms and Procedure) Regulations 2009  
Planning Act 2008 Section 37(3)(c)

May 2020

Infrastructure Planning

Planning Act 2008

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

M54 to M6 Link Road  
Development Consent Order 202[]

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**Consultation Report**

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<b>Planning Inspectorate Scheme Reference</b>	TR010054
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# 1 Introduction

## 1.1 Purpose of this document

- 1.1.1 This Consultation Report relates to the M54 to M6 Link Road Scheme. In seeking the legal powers to construct the Scheme, Highways England is making an application for a Development Consent Order (DCO) to the Secretary of State for Transport.
- 1.1.2 The Planning Act 2008 (PA 2008) requires Highways England, as promoter, to undertake consultation on the Scheme proposals before submitting its DCO application. Section 37(3)(c) requires the promoter to submit a Consultation Report as part of its application.
- 1.1.3 This Consultation Report sets out Highways England's approach to stakeholder engagement and public consultation on the Scheme and explains how Highways England has complied with the pre-application consultation requirements set out in PA 2008 and the Infrastructure Planning (Application: Prescribed Forms and Procedure) Regulations 2009 ('APFP Regulations'). As such, it provides:
- an overview of the activities undertaken during the two initial non-statutory options consultations in 2014/15 and 2017; the formal statutory consultation in 2019; subsequent supplementary consultation in 2019 and engagement throughout the development of the Scheme;
  - specific details of the activities undertaken to comply with the requirements of the PA 2008, relevant secondary legislation and policies, guidance and advice published by Government and the Planning Inspectorate ('the Inspectorate');
  - a summary of the responses to the initial non-statutory options consultations and more detailed presentation of the feedback received to the statutory consultation and subsequent supplementary consultation; and
  - details of the regard given to the consultation responses, including how development of the Scheme has been influenced by information contained in responses to the consultations, how responses have been addressed, any changes made in response to feedback received and an explanation as to why responses suggesting changes to the Scheme have not been taken forward where this is the case.
- 1.1.4 Copies of consultation documents, notices and materials produced in accordance with Section 55 of the PA 2008 for the statutory consultation and to support the non-statutory consultation are included in a series of Annexes to this report.
- 1.1.5 Section 1.6 provides a guide to the structure of this report.

## 1.2 The Applicant: Highways England

- 1.2.1 Highways England is the government company charged with operating, maintaining and improving England's motorways and major A-roads - the strategic road network. Formerly the Highways Agency, Highways England became a government company in April 2015.
- 1.2.2 The strategic road network totals around 4,300 miles (6,920km). While this represents only 2% of all roads in England by length, these roads carry a third of all traffic by mileage and two-thirds of all heavy goods traffic.
- 1.2.3 England's strategic road network forms the economic backbone of the country and is relied on by communities and business to get from A to B.
- 1.2.4 Highways England's ambition is to ensure all major roads are dependable, durable and most importantly, safe. In pursuit of that aim, Highways England is delivering £15 billion of investment in the strategic road network as described in the Government's Road Investment Strategy (RIS).
- 1.2.5 Due to the time-period over which the development of the M54 to M6 Link Road Scheme has taken place, the works were commissioned by the Highways Agency, now known as Highways England. From this point onwards, the report refers to Highways England.

## 1.3 The Scheme

### Context

- 1.3.1 Currently, there is no direct strategic route from the M54 to the M6 north. Road users wanting to access the M6 north or M6 Toll must use local roads such as the A460, A449 and A5. This means high volumes of both long-distance and local traffic use the local roads to travel this route.
- 1.3.2 A large volume of local and long-distance traffic uses the A460, which passes adjacent to the villages of Featherstone, Hilton and Shareshill.
- 1.3.3 The A460 has just one lane in each direction with numerous junctions and stretches of road with a 30mph speed limit. It was not designed for the amount and type of traffic currently using it. This results in delays, congestion and accident rates above the national average.
- 1.3.4 There is therefore a need to provide a link road to address the current levels of congestion and its impacts on local residents and motorists. Investment in additional capacity will support local economic growth for Telford, Shrewsbury, Wolverhampton, Cannock and Tamworth by improving traffic flow and enhanced east-west and north-south routes.
- 1.3.5 Figure 1.1 below illustrates the geographical location of the Scheme. The figure shows the Order limits and the Scheme boundary. The 'Scheme boundary' is the boundary of the majority of the scheme excluding areas

including for road signs along existing roads. It was defined for environmental assessment purposes as there are few environmental impacts associated with the new road signs.



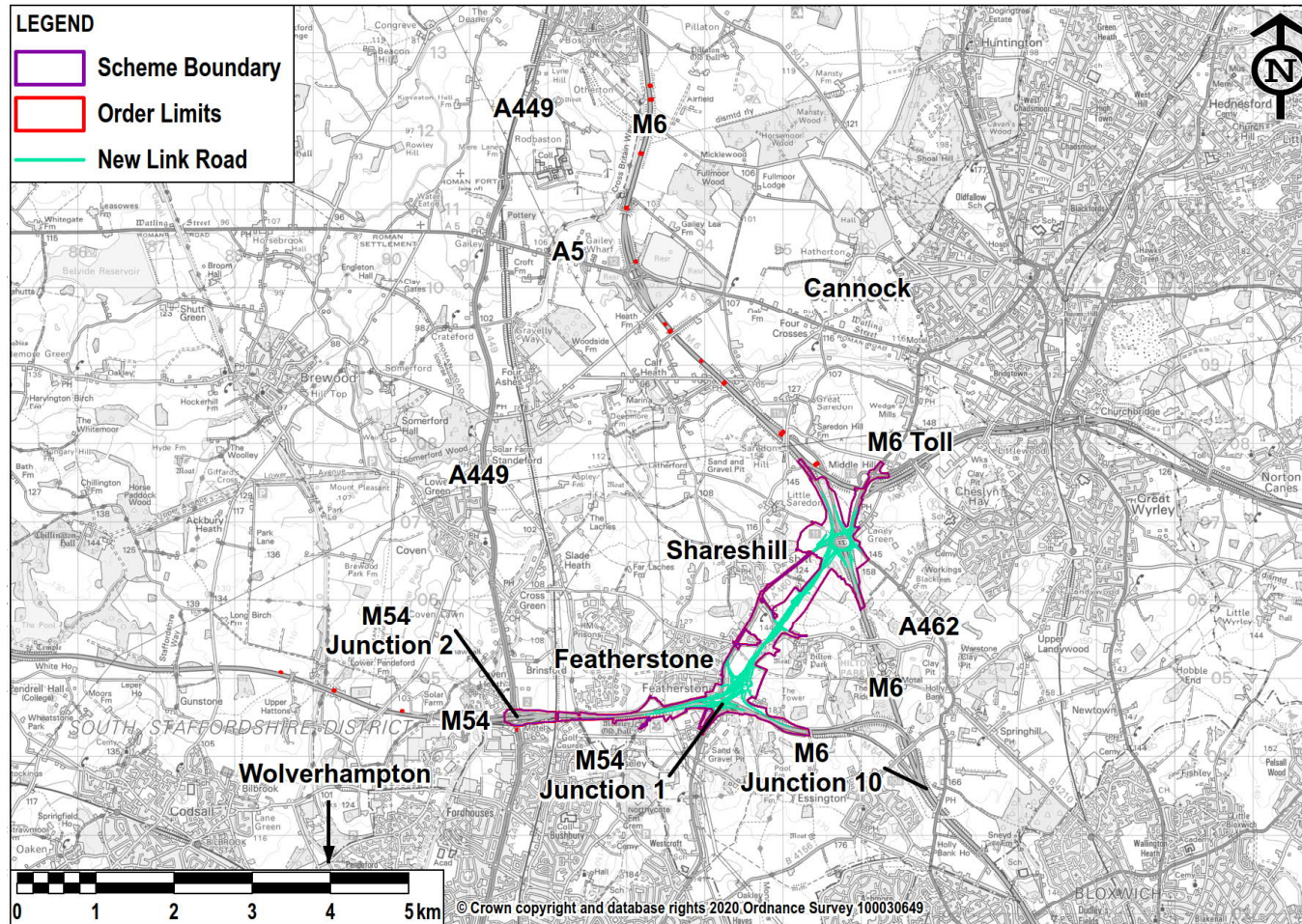


Figure 1.1: Geographical location of the Scheme – showing Order limits

## **Aims and objectives**

1.3.6 The primary objectives of the Scheme are to:

- Relieve traffic congestion on the A460, A449 and A5, this will provide more reliable journey times.
- Keep the right traffic on the right roads and improve safety by separating local community traffic from long distance and business traffic.
- Reduce volumes of through-traffic in villages, improving local community access.
- Support local economic growth for Telford, Shrewsbury, Wolverhampton, Cannock and Tamworth by improving traffic flow and enhancing access to east-west and north-south routes.

## **The Scheme**

1.3.7 The Scheme, as illustrated in Figure 1.2 below, would minimise conflict between local and strategic traffic providing a new dual two-lane carriageway between the M54 Junction 1 to the M6 Junction 11.

1.3.8 The Scheme also includes the construction of the following features:

- Replacement of the existing M54 Junction 1 with free flow slip roads between the new link road and the M54. This would allow the freeflow of traffic between the M54 and the new link road in both directions and maintain connectivity with the existing local road network, via three new roundabouts.
- Construction of a new dual carriageway between M54 Junction 1 and the M6 Junction 11. The alignment of the carriageway would be located to the east of the existing A460 and the villages of Featherstone, Hilton and Shareshill and west of Hilton Hall.
- Dark Lane would be stopped-up between the final property and the junction with Hilton Lane.
- The realignment of Hilton Lane on a bridge over the mainline of the Scheme. The bridge would be reconstructed on a similar alignment and would provide sufficient clearance for the new road.
- Provision of an accommodation bridge and access track across the mainline of the Scheme to retain access to severed land to the east of the Scheme. The route of the new link road would then continue north to the east of Brookfield Farm to link into the M6 Junction 11.

- Enlargement of the M6 Junction 11 signalised roundabout to accommodate a connection to the new link road and realign existing connections with the A460 and M6. Two replacement bridges would be required over the M6 to provide an increase in capacity from two lanes to four lanes of traffic on the roundabout. This work would raise the height of the junction by approximately 1.5m.



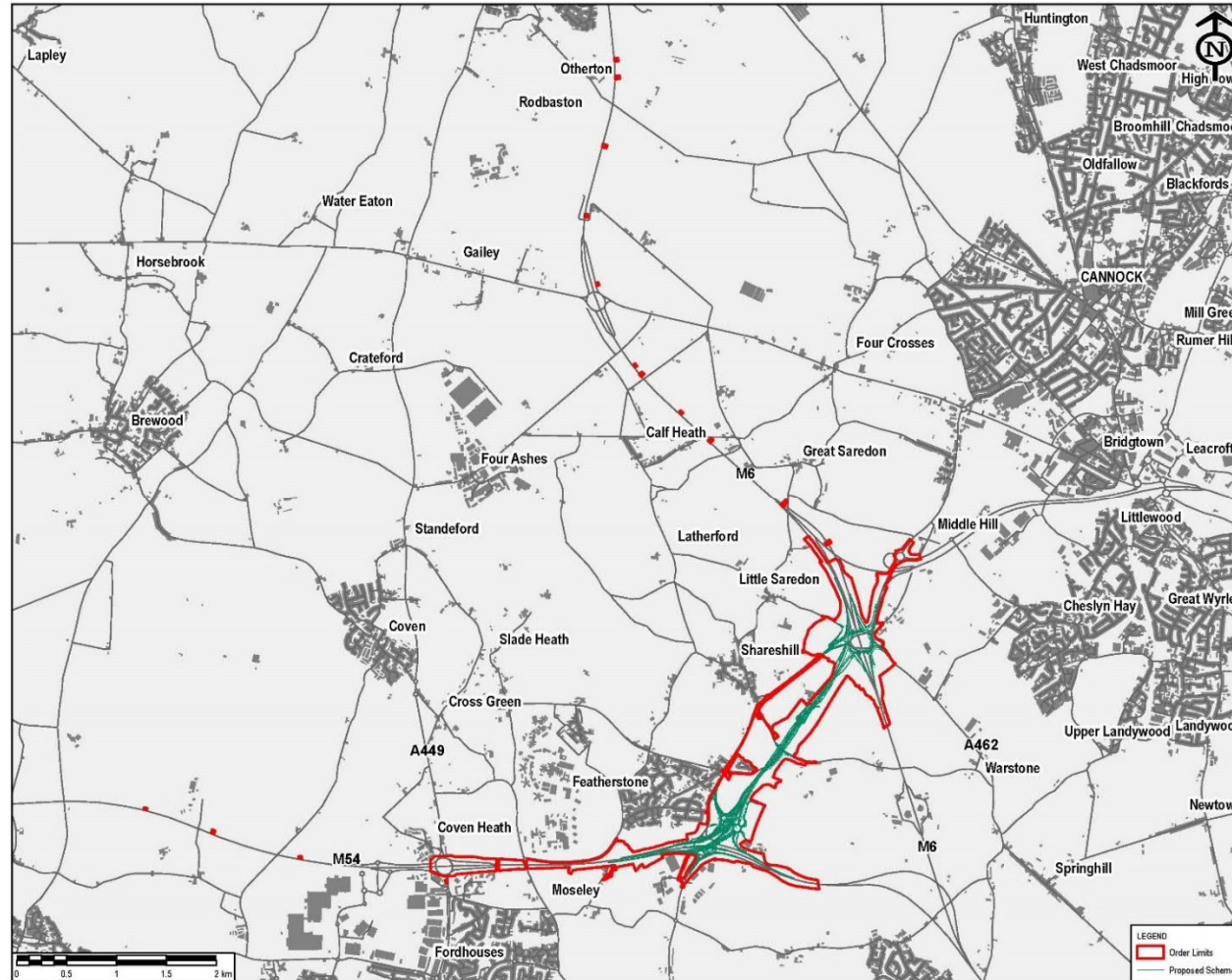


Figure 1.2: The Scheme – showing the Order limits

## 1.4 Compliance with regulatory requirements

- 1.4.1 The statutory pre-application consultation for this project and the development of this report have been carried out in accordance with the requirements of the PA 2008 and APFP Regulations. Two non-statutory options consultations were also undertaken having regard to the principles set out in these regulations.
- 1.4.2 In undertaking all three consultations Highways England has also taken into consideration the relevant guidance that existed at the time including:
- Department for Communities and Local Government (DCLG) – The Planning Act 2008, Guidance on pre-application consultation (March 2015) (the DCLG Guidance); and
  - Planning Inspectorate, Advice Note Fourteen: Compiling the consultation report, Version 2 (April 2012).
- 1.4.3 Section 55 of the PA 2008 sets out the criteria used by the Inspectorate to decide if an application is of a satisfactory standard to be accepted for examination.
- 1.4.4 The Covering Letter and Section 55 checklist [TR010054/APP/1.2] outlines compliance with the requirements of the PA 2008 and the APFP Regulations, and follows relevant advice and guidance published by the Inspectorate and UK Government.

## 1.5 Summary of consultation activities

- 1.5.1 Table 1.1 provides an overview of the main consultation activities undertaken for the Scheme and reference to where further details can be found in this report.

Table 1.1 Summary of consultation activities			
Activity	Start date	End date	Where presented in this document
<b>Non-statutory consultations</b>			
First non-statutory options consultation	5 December 2014	30 January 2015	Section 2.3
Second non-statutory options consultation	15 September 2017	13 October 2017	Section 2.5
Preferred Route Announcement	26 September 2018	n/a	Section 2.6
Informal consultation with Staffordshire County Council, South Staffordshire Council and City of Wolverhampton Council on draft Statement of Community Consultation (SoCC)	12 February 2019	8 April 2019	Section 3.3

**Table 1.1 Summary of consultation activities**

<b>Activity</b>	<b>Start date</b>	<b>End date</b>	<b>Where presented in this document</b>
<b>Non-statutory consultations</b>			
Supplementary non-statutory consultation on five minor changes to the Scheme Order limits following statutory consultation	11 November 2019	11 December 2019	Section 6
Non- statutory consultation with all landowners on revised temporary and permanent land take requirements for the Scheme.	11 November 2019	11 December 2019	Section 6
<b>Statutory consultations and notices</b>			
Consultation with Staffordshire County Council, South Staffordshire Council and City of Wolverhampton Council on draft SoCC	8 April 2019	7 May 2019	Section 3.3
SoCC published	21 May 2019	n/a	Section 3.3
First Section 47 and Section 48 notices published	21 May 2019	n/a	Section 3.3
Notification of consultation delivered to the Secretary of State (the Inspectorate) pursuant to Section 46 of PA 2008	23 May 2019	n/a	Section 3.5
Letters issued to prescribed persons under Section 42 of PA 2008 and Regulation 13 of the EIA Regulations notifying of consultation	23 May 2019	n/a	Section 3.4
Start of statutory consultation	24 May 2019	n/a	Sections 3.4 and 3.6
Event to launch the statutory consultation	24 May 2019	n/a	Section 3.6
Second Section 47 and Section 48 notices published	28 May 2019	n/a	Section 3.8
Public events to support consultation	31 May 2019	15 June 2019	Section 3.6
Deadline for receipt of responses to the consultation / end of statutory consultation	n/a	5 July 2019	Sections 3.4 and 3.6
Additional consultation with newly identified affected parties	21 November 2019	20 December 2019	Section 3.4

## 1.6 Structure of this report

1.6.1 This report details the pre-application consultation and engagement which has taken place in relation to the Scheme. It sets out the activities undertaken during two periods of non-statutory consultation and the subsequent statutory consultation; describes what matters respondents to the consultations raised and how Highways England has had regard to these matters in preparing the DCO application. It also summarises the engagement which has taken place, in addition to the consultations, to help further inform development of the Scheme.

1.6.2 The structure of the report, following this **Chapter 1: Introduction**, is set out below.

### **Chapter 2: Engagement and non-statutory consultation during development of the proposed Scheme**

1.6.3 Chapter 2 provides a summary of the two phases of non-statutory options consultation carried out from 5 December 2014 to 30 January 2015 and from 15 September 2017 to 13 October 2017 to inform the choice of preferred route; the announcement of preferred route on 26 September 2018; and engagement to support development of the Scheme for statutory consultation.

### **Chapter 3: Statutory consultation**

1.6.4 Chapter 3 describes how the statutory pre-application consultation was delivered in 2019 in relation to the requirements of Sections 42, 46, 47 and 48 of the PA 2008 and relevant Sections of the APFP Regulations. The chapter provides details on the consultation planning, including the production of the SoCC, when consultation activities took place, with whom and the approaches used.

### **Chapter 4: Summary of responses to the statutory consultation**

1.6.5 Chapter 4 provides a quantitative summary of the responses received to the statutory consultation; describes the methodology used for their analysis and identifies the main themes arising from the feedback received.

1.6.6 The chapter also contains an overview of the content of the responses received from statutory consultees and a summary of the main points raised in responses received from the public.

### **Chapter 5: How Highways England has had regard to the matters raised in the responses to the statutory consultation**

1.6.7 Chapter 5 provides Highways England's response to the matters raised to demonstrate how it has had regard to the responses received as part of the statutory consultation. The chapter also provides a summary of changes made to the design as a result of the consultation.

## **Chapter 6: Further consultation**

1.6.8 Chapter 6 describes the supplementary consultation undertaken in relation to:

1/ Five changes to the draft Order limits;

2/ Changes to the areas for temporary and permanent land acquisition; and

3/ Consultation with additional interested parties following ongoing land referencing activities.

1.6.9 The chapter provides an explanation of why the supplementary consultation was undertaken, what was consulted on, when consultation activities took place, who was consulted and approaches used. The chapter then provides a summary of responses received and how these have been taken into consideration in the development of the Scheme.

## **Chapter 7: Conclusions**

1.6.10 Chapter 7 summarises the principal outcomes following the completion of the pre-application consultations and identifies how Highways England has complied with the relevant guidance produced by DCLG and the Inspectorate.



## 2 Engagement and non-statutory consultation during development of the Scheme

### 2.1 Structure of this chapter

2.1.1 This chapter provides a summary of the non-statutory consultation and engagement activities undertaken to support the Scheme development in the lead-up to statutory consultation. It includes a summary of the:

- first non-statutory options consultation carried out from 5 December 2014 to 30 January 2015;
- options assessment following the first non-statutory consultation;
- second non-statutory options consultation carried out from 15 September 2017 to 13 October 2017;
- announcement of the preferred route on 26 September 2018; and
- development of the preferred route up to the stage when statutory consultation was carried out on the proposed Scheme.

### 2.2 Timeline to statutory consultation

2.2.1 The need for the Scheme was identified in 2001 in the West Midlands Area Multi Modal Study. Three initial route concepts A, B and C were developed and presented at a public exhibition in 2006.

2.2.2 Figure 2.1 below provides a chronological summary of the two stages of non-statutory consultation which have supported development of the Scheme in the lead-up to the Preferred Route Announcement and subsequent statutory consultation.



**Figure 2.1: Timeline to statutory consultation**

## 2.3 First non-statutory options consultation (December 2014 – January 2015)

2.3.1 Highways England undertook an initial non-statutory consultation between December 2014 and January 2015. The purpose of this consultation was to understand the views of would-be statutory consultees, the wider public and other interested parties on the three route options.

2.3.2 Although non-statutory, the consultation followed the principles of pre-application statutory consultation as set out in the PA 2008. Highways England identified would-be statutory consultees and those parties potentially directly affected or likely to be interested and invited them to provide feedback on the proposals.

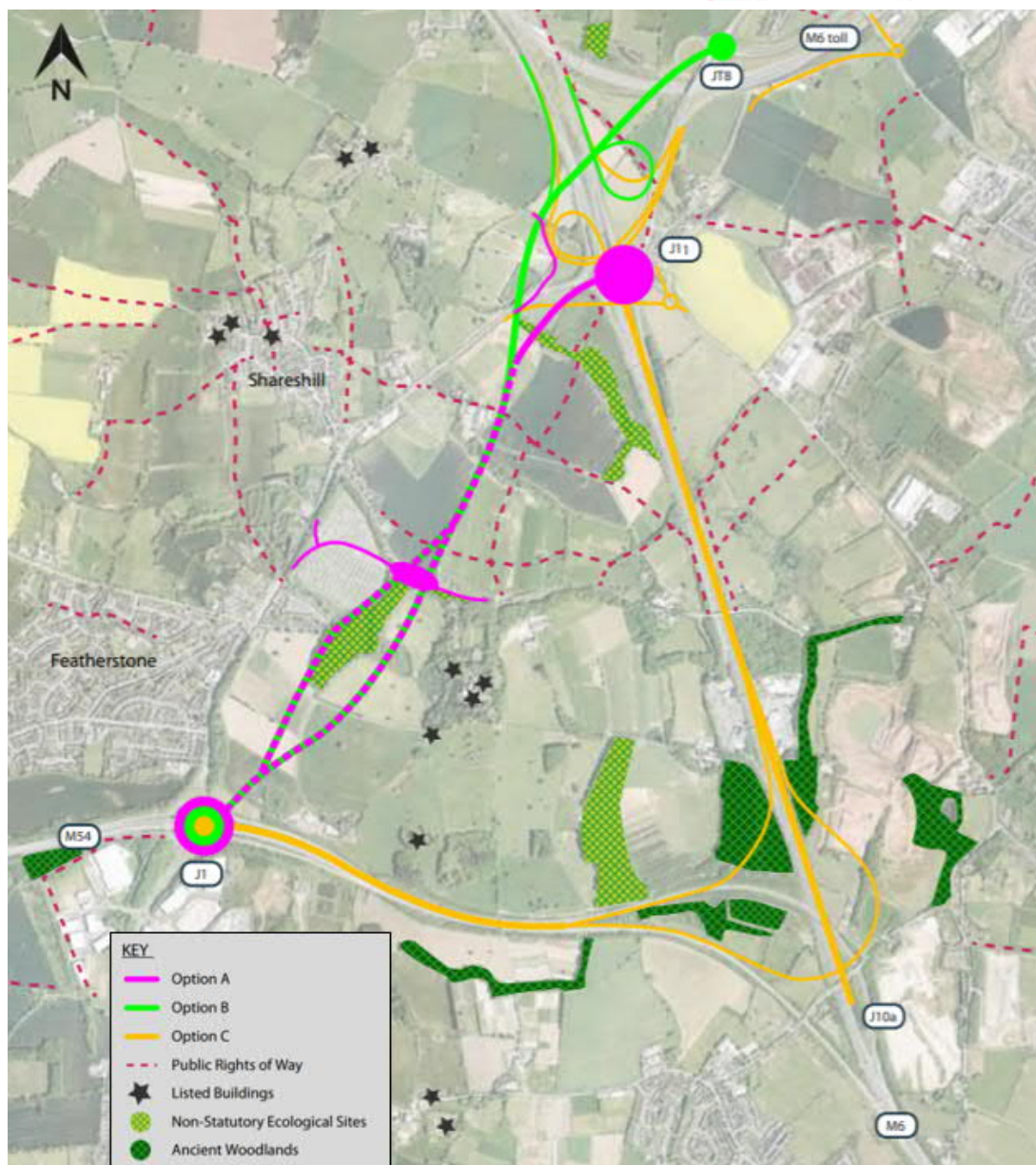
### **What Highways England consulted on: the options presented for 2014 / 2015 non-statutory consultation**

2.3.3 The three route options put forward for consultation in 2014 / 2015 were:

- **Option A** providing a new road between M54 junction 1 and M6 junction 11, covering approximately 1.5 miles (2.5 km).
- **Option B** providing a new road between M54 Junction 1 and the M6 and M6 Toll, covering approximately 2.2 miles (3.5km).
- **Option C** widening the M54 from Junction 1 to the M6, providing extra capacity through an additional traffic lane in each direction. New slip roads would be constructed at M6 Junction 10a to provide links to and from the M6 north.

2.3.4 Option A and Option B largely followed the same route, both with an eastern and western variant.

2.3.5 Figure 2.2 below illustrates the three route options that were consulted on and a copy of the consultation brochure can be found in **Annex [A]**.



**Figure 2.2: Route options consulted on during 2014 / 2015 non-statutory consultation**

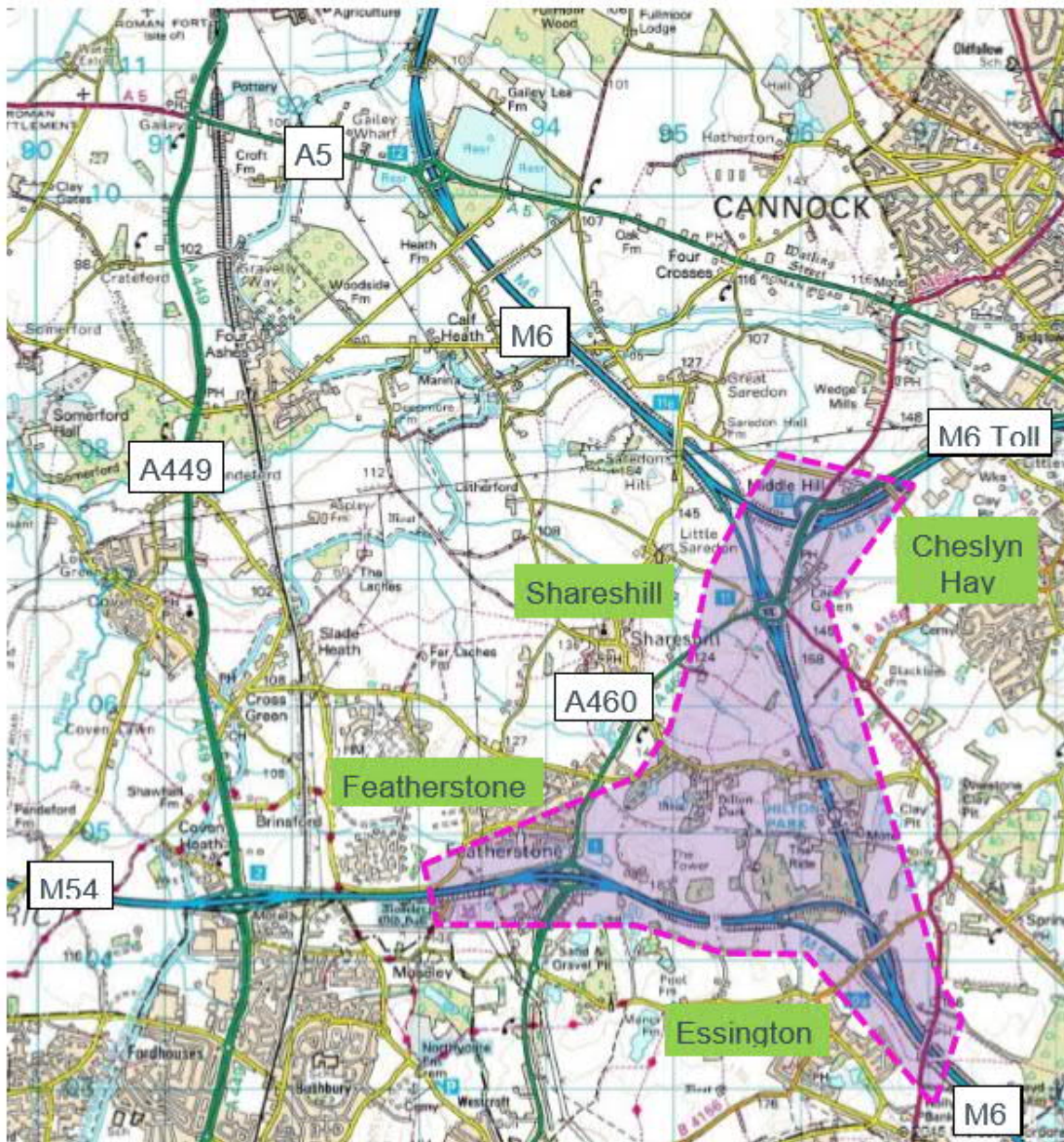
### **When Highways England consulted**

2.3.6 The first non-statutory consultation on route options was held over eight weeks, from 5 December 2014 to 30 January 2015 (a period of 56 days).



### Who Highways England consulted

- 2.3.7 The consultation sought to engage those who live and work in the vicinity. A consultation zone was identified that covered the main geographic area of the Scheme. Outside this area public information events were also held in the communities of Featherstone, Shareshill, Cheslyn Hay and Essington. The consultation also targeted residents, businesses and road users along the A449 and A460 as these two routes are those most likely to be affected by changes in traffic flows as a result of the Scheme.
- 2.3.8 The consultation zone is illustrated on Figure 2.3 below.



**Figure 2.3: Consultation zone identified for the 2014 / 2015 non-statutory consultation**

## How Highways England consulted

- 2.3.9 To enable those likely to be affected or interested in the Scheme to obtain information on the route options being consulted upon and the way that feedback could be provided a consultation brochure and response form were produced. The consultation brochure included the following information:
- an introduction to the Scheme and objectives;
  - a map showing the location of the proposed Scheme;
  - an explanation of why the Scheme is needed;
  - details of the three options being consulted on;
  - a summary of other options considered and discounted;
  - an outline of Scheme development stages; and
  - details of how to respond to the consultation.
- 2.3.10 A copy of the consultation brochure can be found in **Annex [A]**.
- 2.3.11 To raise awareness of the non-statutory consultation and to inform people about the proposed Scheme and options being consulted on, a number of approaches were used:
- **Mailing:** at the start of the consultation the brochure outlining the proposed Scheme and publicising the consultation was sent to all addresses within Shareshill and Featherstone, and properties within 100m of each of the three options.
  - **Project website:** to enable people to access information on the consultation, the consultation brochure and response form were available to download from the project website throughout the consultation period. An online web-chat was available on 21 January 2015 between 13:00 and 14:00 to enable people to ask the project team questions.
  - **Gov.uk website:** the consultation brochure and response form were also made available on the Government's website for the duration of the consultation.
  - **Information points:** copies of the consultation brochure and response form were made available to review and take away from a number of unmanned information points in communities in the vicinity of the Scheme.
  - **Posters:** to publicise the consultation a poster was displayed in public locations within the area of the Scheme. Copies were also sent to each of the parish councils potentially affected by the three options.
  - **Media engagement:** including Highways England Project Manager, giving a live interview on BBC Radio Shropshire breakfast show, a pre-recorded interview for ITV Midlands News and a press release to publicise the Scheme and consultation process. The Shropshire Star, Highways Magazine, Cannock Mercury and the Express and Star ran articles from the press release.

- **Direct engagement:** the following organisations and individuals were contacted directly to ensure that they were aware of the consultation:
  - Local authorities and parish councils within the area of the Scheme
  - Local Members of Parliament
  - Highways England’s key strategic stakeholders
  - Commerce and industry associations
- **Social media:** Twitter was also used to publicise the consultation and to the promote the web-chat.
- **Public consultation events:** five public events were held to give the public the opportunity to view information about the Scheme, access printed copies of the consultation documents and speak with members of the project team, as well as provide comments on the scheme proposals. Table 2.1 below provides details of these events. Around 785 people attended the events.

Table 2.1 Public events to support the first non-statutory options consultation			
Location	Date	Time	Attendance
Featherstone	5 December 2014	14:00 – 20:00	153
Featherstone	6 December 2014	10:00 – 16:00	96
Shareshill	7 December 2014	10:00 – 16:00	193
Essington (exhibition boards left unmanned for the remainder of the weekend)	9 December 2014	14:00 – 20:00	300*
Cheslyn Hay	17 December 2014	11:30 – 15:30	43
<b>TOTAL ATTENDANCE</b>			<b>785</b>

**\*Unverified count provided by elected member of South Staffordshire Council and Essington Parish Council**

- 2.3.12 At each of the events information boards were used to provide details of the proposed route options, including the environmental and traffic impact of the options, the consultation process and an outline timescale for the project.
- 2.3.13 In addition to the information boards, a video clip of the Scheme options, including photomontage views to help the public visualise and understand the route options, was shown.
- 2.3.14 All attendees at the events were encouraged to complete and return a response form.

**Feedback mechanisms**

- 2.3.15 The following feedback mechanisms were put in place to capture people’s comments on the options:



- by completing and submitting an electronic version of the response form via the Scheme webpage: [www.highways.gov.uk/roads/road-projects/M54-to-M6M6-Toll-Link-Road](http://www.highways.gov.uk/roads/road-projects/M54-to-M6M6-Toll-Link-Road)<sup>1</sup>
- by requesting a copy of the response form from the Highways England Customer Contact Centre and returning by post to the Highways England project office at the Cube in Birmingham
- by completing and handing in the response form available at the public consultation events, or returning them by post to the Highways England project office at the Cube in Birmingham
- by sending an email to: [M54toM6/M6tollinkroad@highwaysengland.gsi.gov.uk](mailto:M54toM6/M6tollinkroad@highwaysengland.gsi.gov.uk)<sup>2</sup>

**Further engagement to support the consultation**

2.3.16 In addition to the public consultation events, a number of presentations and meetings were held with groups and organisations and one-to-one meetings were held with a number of potentially affected businesses and landowners to seek their feedback on the proposed route options.

2.3.17 The groups and organisations engaged at this stage are listed in Table 2.2 below.

Table 2.2 Groups and organisations engaged via presentations or meetings to seek feedback on the proposed route options	
Sector	Group or organisations
Local authorities	<ul style="list-style-type: none"> <li>• Staffordshire County Council</li> <li>• South Staffordshire Council</li> <li>• City of Wolverhampton Council</li> <li>• Cannock Chase Council</li> <li>• Telford and Wrekin Council</li> <li>• Walsall Council</li> </ul>
Environmental bodies	<ul style="list-style-type: none"> <li>• The Woodland Trust</li> <li>• The Rambler Association Staffordshire Area</li> </ul>
Local Enterprise Partnerships	<ul style="list-style-type: none"> <li>• Association of Black Country Authorities</li> <li>• Stoke-on-Trent and Staffordshire</li> <li>• The Marches</li> </ul>
Parish councils	<ul style="list-style-type: none"> <li>• Cheslyn Hay Parish Council</li> <li>• Norton Canes Parish Council</li> <li>• Essington Parish Council</li> <li>• Featherstone and Brinsford Parish Council</li> <li>• Saredon Parish Council</li> <li>• Shareshill Parish Council</li> <li>• Hiton Parish Council</li> </ul>

<sup>1</sup> Website address changed during statutory consultation in 2019 to reflect change in scheme name so this link is no longer active

<sup>2</sup> Email address for responses was also changed during statutory consultation in 2019 to reflect change in scheme name

Table 2.2 Groups and organisations engaged via presentations or meetings to seek feedback on the proposed route options	
Sector	Group or organisations
	<ul style="list-style-type: none"> <li>• Billbrook Parish Council</li> <li>• Hatherton Parish Council</li> <li>• Great Wyrley Parish Council</li> </ul>
Local community groups	<ul style="list-style-type: none"> <li>• Chubb Angling Club</li> </ul>
Industry associations	<ul style="list-style-type: none"> <li>• Road Haulage Association</li> <li>• RAC Foundation</li> </ul>

2.3.18 The main themes and key points raised at these meetings were considered by the project team alongside the formal feedback to the consultation.

2.3.19 Where possible, the meetings were open for members of the public to attend and to ask questions of the project team. Meetings were also attended by representatives of neighbouring parishes where there was no separate meeting scheduled. The format of meetings varied depending on the venue, the chairperson and those in attendance, but generally included a presentation by the project team and then an open-floor question and answer session.

**Summary of feedback received to the first non-statutory options consultation**

2.3.20 In total, 502 responses were received from members of the public via the response form or letter / email to the first non-statutory options public consultation. Highways England read and considered every response and comment received. Of these respondents, 87% supported the need for the Scheme. 63% preferred Option C, 22% preferred Option B, 13% preferred Option A and 2% did not have a preference.

2.3.21 In addition, 25 groups and organisations responded to the consultation. 46% preferred Option B, 36% preferred Option C, 15% preferred Option A and 3% did not have a preference.

2.3.22 A summary of the key themes emerging from the feedback received from the groups, organisations and the public and Highways England’s response to these is presented in Table 2.3.



**Table 2.3 Summary of key themes emerging from the first non-statutory options consultation and how these were considered**

Theme	Detail	Consideration given in 2015 to points raised
<b>Engineering and construction</b>	Request for free flow links onto the M54, M6 and M6 Toll in order to reduce congestion at the entry / exit junctions. Suggestion that M6 Junction 11 is already congested, and Option A will aggravate the issue.	Free-flowing junctions would provide benefits at an increased Scheme cost. Traffic modelling carried out indicated that the M6 Junction 11 in Option A would provide enough capacity for predicted traffic volumes. This option would include highway widening and realigning and bridge building. If identified as the preferred option, proposals would be progressed to provide more detail of junction layouts at the formal public consultation.
	Concerns raised that Options A and B would cause local disruption during construction for residents in Featherstone, Hilton and Shareshill.	Contractors will prepare clear plans for their work, which will be reviewed and approved by Highways England. These plans will consider the impact of works and how these can be mitigated to reduce the effects on road users, residents and businesses. The approach to construction will be developed in line with industry best practice.
<b>Traffic impact</b>	Concern that Option C will have a minimal impact on traffic on the A460.	Traffic modelling undertaken at the options stage indicated that the overall traffic reduction on the A460 through Featherstone would be lower with Option C than the other options. If identified as Highways England's preferred option, Highways England will implement additional measures to maximise the traffic reductions on the A460.
	Concern that Option C would cause congestion on the M6, which would encourage drivers to use the A460 instead.	The traffic modelling undertaken at the options stage indicated that this option was less effective than Option A and Option B in delivering the Scheme objectives because it removed less traffic and congestion from the A460.
	Concerns that the M6 Diesel garage on the A460 would attract HGVs to use this route. Suggestions to move it to a more suitable location.	To understand the potential impacts of the Scheme and to inform further Scheme development, Highways England engaged affected businesses. Highways England does not have the authority to compulsorily relocate or close a business where land is not required by the Scheme from the business.
	Concern that Option C would cause disruption in Cheslyn Hay and Essington, particularly due to the potential for increased rat-running.	The assessments suggest that in all three options traffic patterns in Cheslyn Hay and Essington will change as result of traffic re-routing rather than additional traffic being attracted into the villages.

**Table 2.3 Summary of key themes emerging from the first non-statutory options consultation and how these were considered**

Theme	Detail	Consideration given in 2015 to points raised
<b>Environmental impact</b>	Concern about the impact of Options A and B on the local environment (including land take, noise and air pollution, open countryside and greenbelt), particularly for residents on Dark Lane and Hilton Lane.	The Scheme is designed to avoid, reduce or offset any adverse impact on the environment where possible. This includes, minimising land take and fragmentation of agricultural land, and aiming to retain access for landowners. The environmental impact of any options progressed will be assessed, mitigation measures identified shared in more detail as part of subsequent consultation.
	Concerns that the height of the link road over the A460 and the M6 for Option B could cause visual intrusion and impact noise and air pollution.	At the location of the crossing of the proposed new link road, west of M6 Junction 11 with Option B, the A460 is much lower relative to the bridges at Junction 11 due to the topography. The new road will therefore be at a similar height to M6 Junction 11 in this location.
	Support for the western route was because it avoided cutting through ponds and it would be least disruptive for Hilton Hall.	The Scheme is designed to avoid, reduce or offset any adverse impact on the environment where possible.
	Concern regarding the loss of fishing ponds for both the amenity and wildlife habitat, due to the construction of routes A or B.	As part of the options identification process, Highways England assessed the environmental impact of the Scheme, identified a range of mitigation measures, and Highways England will continue to engage those affected by the Scheme to reduce impacts as far as practicable.
	Support for the eastern route because it would cause less disruption and environmental impact in residential areas. Some preferred this route as it is further away from Dark Lane.	The Scheme is designed to avoid, reduce or offset any adverse impact on the environment where possible. This includes, minimising environmental effects such as noise and air quality relating to the proximity of the road.
	Respondents requested further information on the environmental impact of each option before they could fully commit to a preferred route option.	Following the first options consultation, further work will be carried out to assess the environmental impact of the options. This includes assessments of the impact on; noise, air quality, landscape, and ecology and natural conservation. Details of the environmental assessments will be presented during further consultation.
	Concerns that Option C would lead to a considerable loss of ancient	The impact of the Scheme on ancient woodland was assessed and if this option is identified as the preferred option efforts will be made during further development of

**Table 2.3 Summary of key themes emerging from the first non-statutory options consultation and how these were considered**

Theme	Detail	Consideration given in 2015 to points raised
	woodland.	the design to mitigate the effect on ancient woodland.
<b>Economic growth</b>	Mixed views about the impact that the scheme would have on the local economy.	In compliance with the Local Plan and planning policies, all the options presented would support economic growth. However, the objectives of the Scheme do not include facilitating future development along this specific corridor, that has not been identified by local planning authorities in their local plan.
<b>Suggested alternative route options</b>	Several respondents suggested an alternative route between M54 Junction 2 and M6 Junction 12, which would cause less disruption for local villages.	The option was discounted because it would only benefit journeys northbound between the M54 and M6. Journeys eastbound would likely continue to use the existing route on the A460 in preference to the new link road due to the increased distance travelled via M6 junction 12. This would negate the benefit of reduced traffic and improved safety on the A460. The option would also increase cost and environmental impact and it would move the negative impact of the presented options on residents to other residential areas.
	One resident suggested an amendment to Option C, which would create a new M54 link to M6 North at junction 10a, remove the existing junction 11, make the A460 motorway only with motorway speeds and diverted to the south, build a new road between the A460/A4662 to Saredon Road.	The suggested alternative would meet the Scheme objectives; however, it is not preferable to the options presented because, while it would help to separate local traffic from long distance traffic the new link road would have few junctions and no direct accesses. The suggested alternative would also significantly increase cost (due to increase in structures, new carriageway and land take) and environmental impact (due to increase in size of area impact) without providing a significant increase in benefits. As a result of this consideration, Highways England concluded that this alternative was unlikely to provide good value for money and as a result did not progress this further.
	A local HGV driver proposed an alternative to provide a more direct route from the M54 to the A5 at Cannock to do more to relieve congestion in the area.	Journeys east-west between the M54 and the M6 Toll/A5, and local traffic, could benefit from this proposed alternative. However, traffic travelling between the M54 and the M6(N) and the Cannock area would be likely to still use the existing routes (A449/A5 and A460) in preference to the new link road due to the increased distance travelled. This would negate the benefit of reduced traffic and improved safety on the A460. The suggested alternative would also increase costs and environmental impacts when compared to the options consulted on and it would move the negative impacts to other areas.

## 2.4 Options assessment following first non-statutory consultation

- 2.4.1 Following consideration of the feedback received during the 2014 / 2015 non-statutory consultation, there was no clear decision made on the preferred route.
- 2.4.2 The feedback received during the consultation contrasted with the outcome of Highways England's technical appraisals. Highways England reviewed the feedback and shortlisted two routes, Option B and Option C, and carried out further technical work to improve these designs in terms of their environmental and traffic performance.
- 2.4.3 **Option A** - was least favoured by stakeholders and the public and following further technical analysis it was concluded that the option did not present as strong a case as Option B in terms of transport, social, economic and environmental benefits. **This option was therefore discounted as a possible solution.**
- 2.4.4 **Option B** - was most favoured by groups and organisations, with 46% preferring this option, and was the public's second preference with 22%. Respondents were asked to note a preference for an eastern or western alignment, of the 475 people who responded to this question, 40% expressed a preference for a western variant (for either Option A or B). The assessment of the western and eastern variants showed that the western route provided more opportunity to mitigate the potential effects of the Scheme on the Grade I listed Hilton Hall and associated buildings, and noise effects for residents around the Dark Lane area of Featherstone. The western variant was therefore identified as the preferred solution of the two Option B routes. **Further technical work was therefore undertaken to develop this solution further on a western alignment.**
- 2.4.5 **Option C** - was most favoured by the public with 63%, 36% of groups and organisations who responded to the consultation also preferred this option. However, further technical assessment suggested that this option was less effective than Option A and Option B in delivering the Scheme objectives because it removed less traffic and congestion from the A460. **Further technical work was undertaken to see if there were any alternative options that could be considered in this corridor that better met the Scheme objectives.**
- 2.4.6 Further technical development and discussions with groups, organisations and the local Member of Parliament (PM) for South Staffordshire, about Options B and C led to the development of three modified options: Option B (West), Option C (West) and Option C (East).
- 2.4.7 Option B was modified to create Option B (West) as a result of feedback from the non-statutory consultation, the local MP and the residents of Shareshill highlighting concerns around potential visual and noise intrusion and impacts on the setting of listed buildings at Hilton Hall. The vertical alignment of the Scheme was amended to allow the A460 to pass over the link road at similar height to the current road and additional mitigation measures were identified in the vicinity of Hilton Hall to reduce the impact on the setting of the listed buildings.

- 2.4.8 Option C (West) and Option C (East) were identified in a broadly similar corridor to Option C, with some alterations to the route east of Hilton Hall.
- 2.4.9 These modified options were assessed against the Scheme objectives to identify potential impacts on the environment and local communities. The options development and appraisal process is covered in more detail in Chapter 3 of the Environmental Statement [TR010054/APP/6.1].
- 2.4.10 In summary, the further options development and assessment undertaken following the first non-statutory consultation led to three modified options being identified: **Option B (West); Option C (West) and Option C (East)**.
- 2.4.11 These options had different impacts to the ones previously consulted upon, therefore a second non-statutory options consultation was held in 2017 to seek feedback on the modified options.

## 2.5 Second non-statutory options consultation (September to October 2017)

- 2.5.1 A second non-statutory options consultation was undertaken during September and October 2017. This consultation sought feedback on the three modified route options which were developed as a result of further technical work and feedback from the 2014/15 non-statutory consultation.
- 2.5.2 Although non-statutory in nature, the second consultation was also conducted following the principles of pre-application statutory consultation set out in the PA 2008. Highways England identified would-be statutory consultees and those parties potentially directly affected or likely to be interested and invited them to provide feedback on the proposals.

### **What Highways England consulted on: the options presented for 2017 non-statutory consultation**

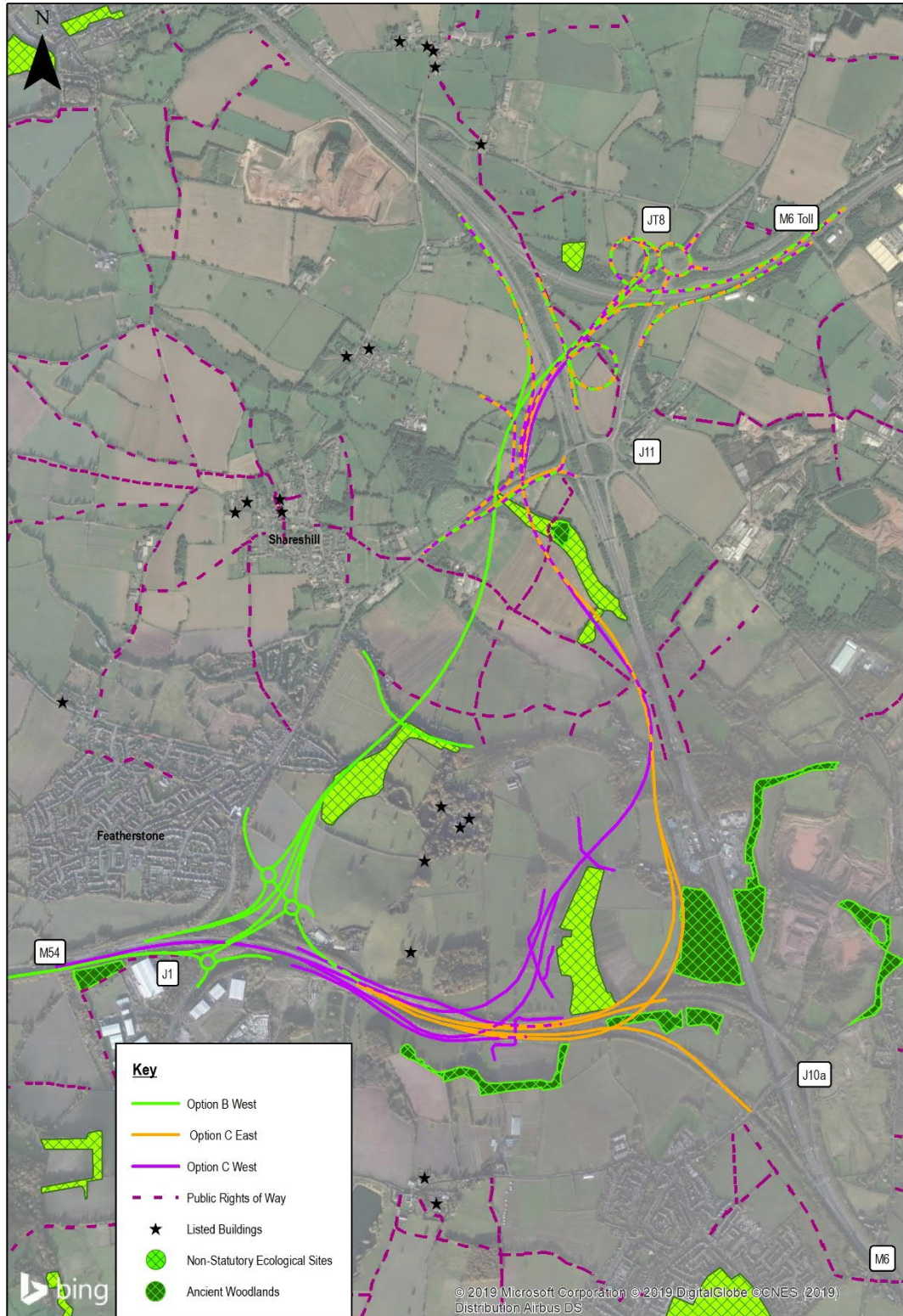
- 2.5.3 The second non-statutory consultation presented three modified options that were developed following consideration of the feedback from the 2014 / 2015 consultation and the further technical assessment and options appraisal work.
- 2.5.4 Further details of the options presented during the second non-statutory consultation can be found in M54 to M6 / M6 (Toll) Link Road, Report on Public Consultation, September 2018. A copy of this document can be found on the Highways England webpage for the Scheme at:  
<https://highwaysengland.citizenspace.com/he/m54-to-m6-m6-toll-link-road/results/consultationreport.pdf>

2.5.5 In summary the three modified options were:

- **Option B (West)** would bypass the villages of Featherstone and Shareshill to the east of the existing A460. The road would pass to the west of Hilton Hall, crossing the M6 north of junction 11 and connect to the M6 Toll. Junction 11 would remain unchanged with local access to the M6 and M6 Toll remaining the same.
- **Option C (East)** would widen the existing M54 from junction 1 towards the M6. The road will continue northwards towards the M6, affecting areas of the ancient woodland at Burn's Wood, Spring Coppice and Keeper's Wood. The route would then pass under Hilton Lane and run north towards the M6 at junction 11. The route will pass under the re-aligned A460, crossing the M6 north of junction 11. Junction 11 would remain unchanged with local access to the M6 and M6 Toll remaining the same.
- **Option C (West)** was identified to avoid direct impact on ancient woodland caused by Option C East. This option would widen the existing M54 from junction 1 towards the M6. The road would continue northwards towards the existing M6, passing under Hilton Lane and run north towards the M6 at junction 11. The route would pass under the realigned A460 and cross the M6 north of junction 11. Junction 11 would remain unchanged with local access to the M6 and M6 Toll remaining the same.

2.5.6 Figure 2.4 below shows the three modified route options consulted on. The green route is Option B (West), the orange route is Option C (East) and the purple route is Option C (West).





**Figure 2.4: Three modified route options presented at second non-statutory consultation in 2017**

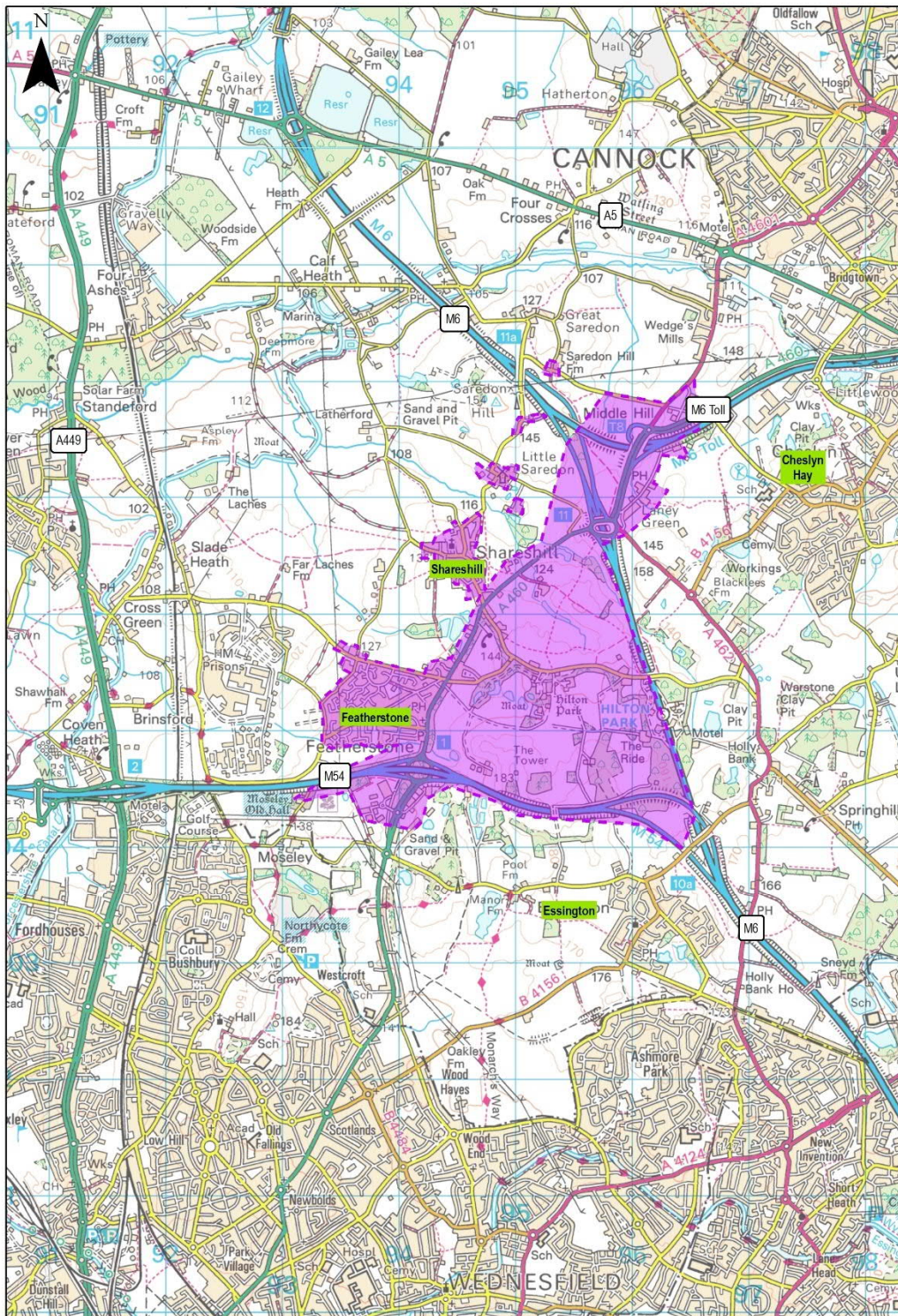
### **When Highways England consulted**

- 2.5.7 The second non-statutory consultation on route options was held over four weeks, from 15 September to 13 October 2017 (a period of 28 days).

### **Who Highways England consulted**

- 2.5.8 As with the first non-statutory consultation various groups and organisations were contacted and invited to participate and to provide their views on the modified options. In addition to the relevant local authorities and statutory consultees Highways England specifically sought to engage those who live and work in the vicinity of the proposed Scheme including residents and businesses in proximity to the A460, Dark Lane and the M54 Junction 1. Highways England also sought feedback from parish councils in the vicinity of the Scheme and the local MP.
- 2.5.9 A consultation zone was identified that included Featherstone, Hilton and Shareshill. The consultation zone is illustrated on Figure 2.5 below.





**Figure 2.5: Consultation zone identified for the 2017 non-statutory consultation**

## How Highways England consulted

2.5.10 To enable those likely to be affected or interested in the Scheme to obtain information on the route options being consulted upon and the way that feedback could be provided a consultation brochure and response form were produced. The consultation brochure included the following information:

- an introduction to the Scheme and objectives;
- an overview of the need for the Scheme;
- a summary of the three route options consulted on in 2014 / 15 and how the three modified options were identified;
- details of the three modified options being consulted on;
- a summary of the environmental considerations for the three modified options;
- a summary comparison of the three options;
- an outline of Scheme development stages; and
- details of how to respond to the consultation.

2.5.11 A copy of the consultation brochure and response form are provided in **Annex [A]**.

2.5.12 To raise awareness of the non-statutory consultation and inform people about the proposed Scheme and options being consulted on, a number of approaches were used:

- **Mailing:** at the start of the consultation a letter publicising the proposed Scheme and the consultation was distributed to properties within 100m of each of the three options and a corridor along the A460, around Dark Lane and the M54 Junction 1.
- **Website:** the consultation brochure and response form were made available to download from the project website throughout the consultation period. An online web-chat was available on 27 September 2017 between 13:00 and 14:00 to enable people to ask questions of the project team.
- **Information points:** copies of the consultation brochure and response form were made available to review and take away from a number of unmanned information points. Table 2.4 below lists the location of these information points.
- **Posters:** to publicise the consultation a poster was developed and displayed in each of the information points listed in Table 2.4 below.

Table 2.4 Location of information points and posters
Location
Shareshill Post Office
Shareshill Community Centre
Shareshill Parish Council



Table 2.4 Location of information points and posters	
Location	
	Cheslyn Hay Leisure Centre
	Cheslyn Hay Post Office
	Cheslyn Hay Community and Sports Club
	Cheslyn Hay Parish Council
	South Staffordshire Council Offices
	Staffordshire County Council Offices
	Cannock Chase District Council Offices
	City of Wolverhampton Council Offices
	Great Wyrley Community Centre

- Media engagement:** interviews were conducted at the first public information event with BBC Radio Shropshire, Free Radio and Express & Star/Shropshire Star. A press release was issued on 15 September 2017.
- Social media:** Twitter was used to publicise the consultation and to promote the web chat.
- Public consultation events:** Five public events were held to give the public the opportunity to view information about the modified route options, access printed copies of the consultation documents and speak with members of the project team, as well as provide comments on the Scheme proposals. Table 2.5 below provides details of these events. Around 337 people attended the events.

Table 2.5 Public events to support the second non-statutory options consultation			
Location	Date	Time	Attendance
Shareshill Village Hall	15 September 2017	12:00 – 20:00	137
Featherstone and Hilton Community Centre	16 September 2017	09:00 – 17:00	80
Essington Community Centre	18 September 2017	13:00 – 20:00	83
Cheslyn Hay Village Hall	2 October 2017	17:00 – 20:00	25
Wedges Mill Village Hall	3 October 2017	17:00 – 20:00	12
<b>TOTAL ATTENDANCE</b>			<b>337</b>

2.5.13 At each of the events information boards were used to display details of the proposed scheme and the modified options being consulted on, as well as details of the need for the Scheme, environmental considerations and details of how to respond to the consultation.

2.5.14 In addition, large scale plans were available to view on tables, including option drawings and aerial photography mapping showing the three route options.

2.5.15 All attendees at the events were encouraged to complete and return a response form.

**Feedback mechanisms**

2.5.16 The following feedback mechanisms were put in place to capture people’s comments on the options:

- by completing and submitting an electronic version of the response form via the Scheme webpage: [www.highways.gov.uk/M54-to-M6/M6-Toll](http://www.highways.gov.uk/M54-to-M6/M6-Toll)<sup>3</sup>
- by requesting a copy of the response form from the Highways England Customer Contact Centre and returning by post to the Highways England project office at the Cube in Birmingham
- by completing and handing in the response form available at the public consultation events, or returning them by post to the Highways England project office at the Cube in Birmingham
- by sending an email to: [M54toM6/M6tollinkroad@highwaysengland.co.uk](mailto:M54toM6/M6tollinkroad@highwaysengland.co.uk)<sup>4</sup>

**Further engagement to support the consultation**

2.5.17 In addition to the public consultation events, 13 presentations, workshops and meetings were held with groups and organisations, and one-to-one meetings were held with a number of potentially affected businesses and landowners to seek their feedback on the proposed route options.

2.5.18 The groups and organisations engaged at this stage are listed in Table 2.6 below.

Table 2.6 Groups and organisations engaged via presentations or meetings to seek feedback on the proposed modified route options	
Sector	Group or organisations
Local authorities	<ul style="list-style-type: none"> <li>• Staffordshire County Council</li> <li>• South Staffordshire Council</li> </ul>
Government Departments	<ul style="list-style-type: none"> <li>• Transport for the West Midlands</li> </ul>
Environmental bodies	<ul style="list-style-type: none"> <li>• Natural England</li> </ul>
Local Enterprise Partnerships	<ul style="list-style-type: none"> <li>• The Marches</li> </ul>
Parish councils	<ul style="list-style-type: none"> <li>• Featherstone and Brinsford Parish Council</li> <li>• Cheslyn Hay Parish Council</li> </ul>

<sup>3</sup> Website address changed during statutory consultation in 2019 to reflect change in scheme name so this link is no longer active

<sup>4</sup> Email address for responses was also changed during statutory consultation in 2019 to reflect change in scheme name

Table 2.6 Groups and organisations engaged via presentations or meetings to seek feedback on the proposed modified route options	
Sector	Group or organisations
	<ul style="list-style-type: none"> <li>• Essington Parish Council</li> <li>• Shareshill Parish Council</li> <li>• Hilton Parish Council</li> <li>• Hatherton Parish Council</li> </ul>
Other organisations	<ul style="list-style-type: none"> <li>• National Trust</li> </ul>
Major employers and local business groups	<ul style="list-style-type: none"> <li>• Nurton Developments</li> <li>• Jaguar Land Rover</li> <li>• Four Ashes Limited</li> </ul>

2.5.19 The main themes and key points raised at these meetings were considered by the project team alongside the formal feedback to the consultation.

### Summary of feedback received to the second non-statutory options consultation

2.5.20 In total, 462 responses were received from members of the public and other stakeholders to the second non-statutory consultation. Highways England read and considered every response and comment received.

2.5.21 Of the respondents that answered the question, 55% supported the need for the Scheme. Of these respondents 71% preferred Option B (west), 17% preferred Option C (west), 8% preferred Option C (east) and 4% did not have a preference.

2.5.22 17 groups and organisations responded to the consultation and their preferences are set out in Table 2.7 below. It is worth noting that some stakeholders expressed a preference for more than one option (these are highlighted in **bold**).

Table 2.7 Stakeholder option preference	
Preferred option	Stakeholder
Option B (West)	<ul style="list-style-type: none"> <li>• <b>Staffordshire County Council</b></li> <li>• Transport for the West Midlands</li> <li>• Natural England</li> <li>• Two private companies</li> </ul>
Option C (West)	<ul style="list-style-type: none"> <li>• <b>Staffordshire County Council</b></li> <li>• South Staffordshire Council</li> <li>• Shareshill Parish Council</li> <li>• Hatherton Parish Council</li> <li>• Hilton Parish Council</li> <li>• Featherstone and Brinsford Parish Council</li> </ul>

Table 2.7 Stakeholder option preference	
Preferred option	Stakeholder
	<ul style="list-style-type: none"> <li>Cheslyn Hay Parish Council</li> <li>One private company</li> </ul>
Option C (East)	<ul style="list-style-type: none"> <li>Historic England</li> <li>One private company</li> </ul>
General support for the Scheme but with no preferred option	<ul style="list-style-type: none"> <li>National Trust</li> <li>Marches LEP</li> <li>One private company</li> </ul>

2.5.23 It is worth noting that Staffordshire County Council supported both Option B (West) and Option C (West). All the parish councils that responded to the consultation supported Option C (West), referencing South Staffordshire Council’s preference for this option. Historic England opposed both Option B (West) and Option C (West) and Natural England opposed Option C (East).

2.5.24 A report summarising the feedback received to the 2017 non-statutory consultation and Highways England’s response to the main matters raised is available on the Highways England webpage for the Scheme at: <https://highwaysengland.citizenspace.com/he/m54-to-m6-m6-toll-link-road/results/consultationreport.pdf>

2.5.25 As summary of the main points raised in the feedback received from stakeholders and the public is presented in Table 2.8 below:

Table 2.8 Summary of feedback to the second non-statutory consultation and Highways England’s response	
Option	Summary of feedback received
<b>Option B (West)</b>	71% of respondents who expressed a preference favoured Option B (West).
	13% of those who supported Option B (West) commented that this would have the least impact on locals with a further 7% noting that this would have the least impact on Shreshill.
	Many respondents noted environmental benefits with 16% responding to suggest that Option B (West) had the least impact on woodland, 13% commenting that it would reduce pollution to surrounding areas and 10% noting that it would have minimal noise impacts.
	10% of respondents believed that this option would reduce traffic and congestion.
	10 people responded to say that they disagreed with the design.
	A number of respondents were concerned that this option would negatively impact local residents.

<b>Table 2.8 Summary of feedback to the second non-statutory consultation and Highways England's response</b>	
<b>Option</b>	<b>Summary of feedback received</b>
	Concerns were raised relating to the impact this option would have on the setting of listed buildings at Hilton Hall.
<b>Option C (East)</b>	8% of respondents favoured Option C (East).
	26% of respondents noted a benefit of Option C (East) was that the route follows the existing motorway corridor, with some believing that this would have the least impact on landscape, local residents and farmland. A further 14% noted that this would be the least disruptive.
	10% noted that this option would reduce noise and pollution in the local area.
	Of the respondents who opposed Option C (East) 46% stated that this was as a result on the impact on farmland and equestrian areas, a further 24% noted concerns about the negative impact on landscape and wildlife.
	Some noted that this option was the longest.
<b>Option C (West)</b>	17% of respondents favoured Option C (West).
	16% of respondents who supported Option C (West) perceived that this option would have the least impact on Ancient Woodland.
	13% of respondents noted that this option would have the least impact on locals.
	13% noted that this would reduce pollution to the surrounding areas with a further 10% suggesting it would reduce traffic volumes and congestion.
	Of the respondents who opposed Option C (West) 46% stated that this was as a result on the impact on farmland and equestrian areas, a further 24% noted concerns about the negative impact on landscape and wildlife.
<b>Option C (West) and C (East)</b>	The most common concerns expressed in relation to these options related to the impact on farmland and specifically horses.
	Respondents (49) were concerned with the link road negatively impacting landscape and wildlife.
<b>Comments related to all options</b>	There was an increase from the first non-statutory consultation in the number of respondents stating that they did not support the Scheme.
	Respondents were concerned about the project for the following reasons: impact on environment and wildlife; construction disruption; and cost.
	91% of those who responded were concerned about the impact of the Scheme on the landscape and scenery.
	88% of those who responded were concerned or very concerned about the impact of the Scheme on residential properties.

## 2.6 Announcement of the preferred route (September 2018)

2.6.1 Following consideration of the responses to the second non-statutory options consultation and after undertaking further analysis of the route options and additional surveys and assessments, Option B (West) was identified as the preferred route for the Scheme for the following reasons:

- provides the highest benefit to the local economy;
  - will provide the best journey times of all the options;
  - was preferred by the majority of the respondents to the 2017 non-statutory consultation;
  - has least impact on ancient woodland of the options considered; and
  - provides the best value for money.
- 2.6.2 Further details can be found in the M54 to M6 / M6 (Toll) Link Road, Scheme Assessment Report, 2018 which can be found on the Scheme webpage at: <https://highwaysengland.citizenspace.com/he/m54-to-m6-m6-toll-link-road/results/schemeassessmentreport.pdf>
- 2.6.3 At this time the link to the M6 Toll was removed from the Scheme. The connection to the M6 Toll junction T8 was subject to other developer contributions. However, the level of contributions available was not enough to meet the cost of the free-flow link. After the non-statutory consultation, the connection was tested with a direct connection into the M6 junction 11. The resulting solution improves the value for money delivered by the Scheme, without additional significant environmental effects.
- 2.6.4 These changes resulted in an amended modified Option B (West) being announced as the preferred route by the Secretary of State for Transport on 26 September 2018.
- 2.6.5 A Preferred Route Announcement brochure was produced and made available on the project website and is provided in **Annex [A]**. The brochure included the following information:
- an explanation of the need for the Scheme;
  - a summary of the 2017 non-statutory public consultation and feedback received;
  - an explanation of how the preferred route was identified;
  - a timeline for the next steps in the development of the Scheme; and
  - contact details for further information.
- 2.6.6 To publicise the announcement of the preferred route a press release was produced which generated coverage in Design & Build UK, Insider Media, Express & Star and the Shropshire Star. Highways England also used social media and Twitter to publicise the Preferred Route Announcement.
- 2.6.7 Following the Preferred Route Announcement, Highways England held five public events to publicise the preferred route. Details of these events are set out in Table 2.9 below.



Table 2.9 Public events to support the Preferred Route Announcement		
Location	Date	Time
Essington Community Centre	28 September 2018	14:00 – 19:00
Essington Community Centre	5 October 2018	13:00 – 20:00
Essington Community Centre	6 October 2018	10:00 – 17:00
Shareshill Village Hall	12 October 2018	14:00 – 19:00
Featherstone Community Centre	13 October 2018	10:00 – 14:00

## 2.7 Development of the preferred route

- 2.7.1 Confirmation of the preferred route enabled further design development to take place on the modified Option B (West) so that more detailed Scheme proposals could be put forward for statutory consultation in 2019.
- 2.7.2 During this design development phase Highways England continued to engage with stakeholders including making presentations to parish councillors, a presentation to South Staffordshire Council’s Cabinet and meetings with directly affected landowners.
- 2.7.3 This design development and engagement undertaken in the lead-up to statutory consultation led to the following further changes to the design of modified Option B (West):
- development of the layout of M6 Junction 11 to ensure the existing A460 retains a connection at Junction 11;
  - realignment of the road as it passes Dark Lane to move it approximately 25m to the east taking it further away from residential properties (in response to concerns raised by local residents and parish councils);
  - refinement of the design at Hilton Lane to reduce changes to the existing road layout and impacts on woodland (The Shrubbery) which contributes to the historic landscape character of Hilton Park;
  - changes to the design of M54 Junction 1 to avoid the direct loss of ancient woodland at Whitgreaves Wood (which also provides screening for Mosely Old Hall), the loss of a tree belt which screens Featherstone from the M54 and allows retention of the existing noise barrier;
  - a change to the alignment to minimise the loss of land around Brookfield Farm and impact on the fishing ponds; and
  - introduction of landscaping to minimise visibility of the Scheme.
- 2.7.4 Further details of the design development and options appraisal process that took place following the Preferred Route Announcement are provided in Chapter 3 of the Environmental Statement: Assessment of Alternatives [TR010054/APP/6.1].

- 2.7.5 In summary, the Scheme taken forward to statutory consultation comprised the following main components:
- a new link road of approximately 2.5 km (1.6 miles) in length between the M54 junction 1 and the M6 junction 11;
  - a new junction at M54 junction 1 to provide direct links to and from the M54; and to maintain the connections to the local road network;
  - minor realignment of Hilton Lane over the new link road; and
  - a new junction at M6 junction 11 with junction capacity improvements and changes proposed to Mill Lane.
- 2.7.6 Full details of the Scheme proposals put forward for statutory consultation can be found in: M54 to M6 Link Road Scheme, Statutory consultation brochure, May 2019. A copy of this document can be found in **Annex [K]**.

## 2.8 EIA screening

- 2.8.1 Highways England identified at an early stage in the Scheme's development that it would be a development which would require Environmental Impact Assessment under Schedule 1 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations).
- 2.8.2 Full details of how Highways England complied with the EIA Regulations in relation to the preparation of the Environmental Statement are contained within Chapter 1 of the Environmental Statement **[TR010054/APP/6.1]**.
- 2.8.3 The pre-application publicity and consultation requirements have been undertaken in accordance with, where relevant, the PA 2008 and the EIA Regulations. A summary of how Highways England has complied with the pre-application consultation requirements of the EIA Regulations is set out below.

### Secretary of State notification

- 2.8.4 On 11 January 2019, and by means of a letter to the Inspectorate, Highways England notified the Secretary of State under Regulation 8(1) (part b) of the EIA Regulations that an Environmental Statement would be prepared and submitted alongside the application for development consent. The Environmental Statement presents the findings of the EIA in compliance with the requirements of the EIA Regulations. A copy of the letter is included in **Annex [B]**.

### Request for a scoping opinion

- 2.8.5 Regulation 10(1) of the EIA Regulations states that a person who proposes to make an application for an order granting development consent may ask the Secretary of State for a written opinion in regard to the information required for inclusion within the Environmental Statement (known as a Scoping Opinion). In this context, and in accordance with Regulation 10(3) of the EIA Regulations, an EIA Scoping Report was submitted to the Inspectorate on 11 January 2019.

- 2.8.6 On behalf of the Secretary of State, a Scoping Opinion was provided by the Inspectorate on 21 February 2019. A copy of the Scoping Opinion letter can be found in **Annex [B]**. Annex 2 of the Scoping Opinion provided the responses of the consultees that responded within the statutory 28-day period, as per Regulation 10(11) of the EIA Regulations.
- 2.8.7 The Technical chapters within the Environmental Statement (Chapters 5 to 15) identify where issues raised by statutory consultees in the consultation responses contained within the Scoping Opinion have been considered. Each chapter demonstrates how responses have been considered as part of the technical approach and where an alternative approach has been taken, the reasoning for this is also listed. Responses to the Inspectorate's comments on Chapters 1 - 5 of the EIA Scoping Report are provided in **Appendix 4.2 [TR010054/APP/6.3]**.

## 3 Statutory consultation

### 3.1 Structure of this chapter

3.1.1 This chapter provides a summary of how Highways England undertook the statutory consultation on the Scheme between 24 May and 5 July 2019 (a period of 42 days). It includes:

- an overview of the consultation which summarises the purpose, who Highways England consulted, what Highways England consulted on, when and the mechanisms put in place to gather feedback; and
- details of the activities undertaken to comply with Sections 42, 46, 47 and 48 of the PA 2008 and Regulations 3 and 4 of the APFP Regulations, starting with the preparation of the SoCC.

### 3.2 Overview of the statutory consultation

#### Introduction

3.2.1 The M54 to M6 Link Road Scheme is a Nationally Significant Infrastructure Project (NSIP) and therefore requires consent via the Development Consent Order (DCO) process set down in the PA 2008. Pre-application consultation is a statutory requirement of the PA 2008 and this chapter sets out the actions Highways England has taken to comply with Sections 42, 46, 47 and 48 of the PA 2008 and the APFP Regulations.

#### Purpose of the consultation

3.2.2 The principal purpose of the consultation was to seek the views of statutory consultees, the local community and other interested groups and individuals on the Scheme proposals which had been developed following the Preferred Route Announcement in September 2018. The consultation also sought feedback on the preliminary environmental information which had been compiled for the Scheme.

#### Who Highways England consulted

3.2.3 In accordance with the PA 2008, Highways England consulted with the following groups and individuals:

- Section 42 – prescribed consultees, including relevant local authorities (under Section 43) and statutory undertakers, those listed in Schedule 1 of the APFP Regulations, and those who own, occupy or have a legal interest in land that would be affected by the proposed Scheme (under Section 44)
- Section 47 – local community consultees, including the people living in the vicinity of the proposed Scheme, local businesses, community representatives and community groups

3.2.4 The Inspectorate confirmed in a letter to Highways England on 21 February 2019 that no persons had been identified under Regulation 11(1)(c) of the EIA Regulations. A copy of this letter is provided in **Annex [B]**.

3.2.5 In addition, Highways England publicised the Scheme in accordance with Section 48 of the PA 2008 and regulations 3 and 4 of the APFP Regulations.

**What Highways England consulted on: the Scheme proposals for statutory consultation**

3.2.6 The Scheme taken forward for statutory consultation is summarised in paragraph 2.7.5 at the end of Chapter 2.

3.2.7 During the statutory consultation Highways England specifically sought feedback on the following:

- overall level of support for the Scheme put forward for consultation;
- position of the proposed link road as it passes Dark Lane and Hilton;
- alignment of the link road as it passes under Hilton Lane;
- proposals for the design of the junctions at either end of the link road
- proposals for the closure of Mill Lane where it meets the A460;
- options for screening barriers to be used around M54 junction 1, Dark Lane, Hilton Lane and M6 junction 11; and
- the preliminary environmental information provided under Regulation 12(2) of the EIA Regulations.

3.2.8 A summary description of the Scheme proposals, including the options being consulted on and accompanying plans can be found in: M54 to M6 Link Road Scheme, Statutory consultation brochure, May 2019. A copy of this document can be found in **Annex [K]**.

**When Highways England consulted**

3.2.9 The statutory consultation was undertaken between 24 May and 5 July 2019 (a period of 42 days).

**Feedback mechanisms**

3.2.10 From the start of the statutory consultation period on 24 May 2019 to the end of the consultation at 11:59pm on 5 July 2019, people were able to provide feedback on the Scheme in the following ways:

- by completing and handing in the response form available at public consultation events, or returning them by post using the Freepost address: FREEPOST M54 TO M6 LINK ROAD
- by completing and submitting an electronic version of the response form via the Scheme webpage at: [www.highwaysengland.co.uk/M54-M6linkroad](http://www.highwaysengland.co.uk/M54-M6linkroad)
- by writing to the Freepost address: FREEPOST M54 TO M6 LINK ROAD



### 3.3 Preparation of Statement of Community Consultation

- 3.3.1 Highways England's approach to the statutory consultation started with the preparation of a SoCC. The content of the SoCC was developed in accordance with the guidance provided in the Inspectorate's Advice Note fourteen: Compiling the consultation report, Version 2 (April 2012) and the DCLG Guidance, including confirmation that the proposed Scheme is EIA development.
- 3.3.2 In accordance with Section 47(2) of the PA 2008, Highways England consulted Staffordshire County Council, South Staffordshire Council and City of Wolverhampton Council as part of preparing the SoCC, to gain their views on arrangements for consulting people living in the vicinity of the Scheme. In line with Regulation 12 of the EIA Regulations, the SoCC explained that the development requires an Environmental Statement and set out how Highways England would consult on the preliminary environmental information.

#### **Identifying the consultation zone**

- 3.3.3 Working with Staffordshire County Council, South Staffordshire Council and City of Wolverhampton Council, Highways England identified a consultation zone for the statutory consultation.
- 3.3.4 The area is based on an assessment of the area potentially most affected by the proposed design taking into account Scheme visibility, noise levels and the proximity to the new link road to existing properties. The boundary of the consultation zone was also expanded to take in key features in the landscape and create logical boundaries.
- 3.3.5 Highways England has ensured the area includes everyone who was notified during the 2014 / 2015 and 2017 non-statutory consultation periods and incorporated additional areas suggested by the consulted local authorities. Highways England has also taken into account comments received from local people during the previous non-statutory consultations and comments made by parish councils.
- 3.3.6 Figure 3.1 below illustrates the consultation zone identified for the statutory consultation as presented in the SoCC.

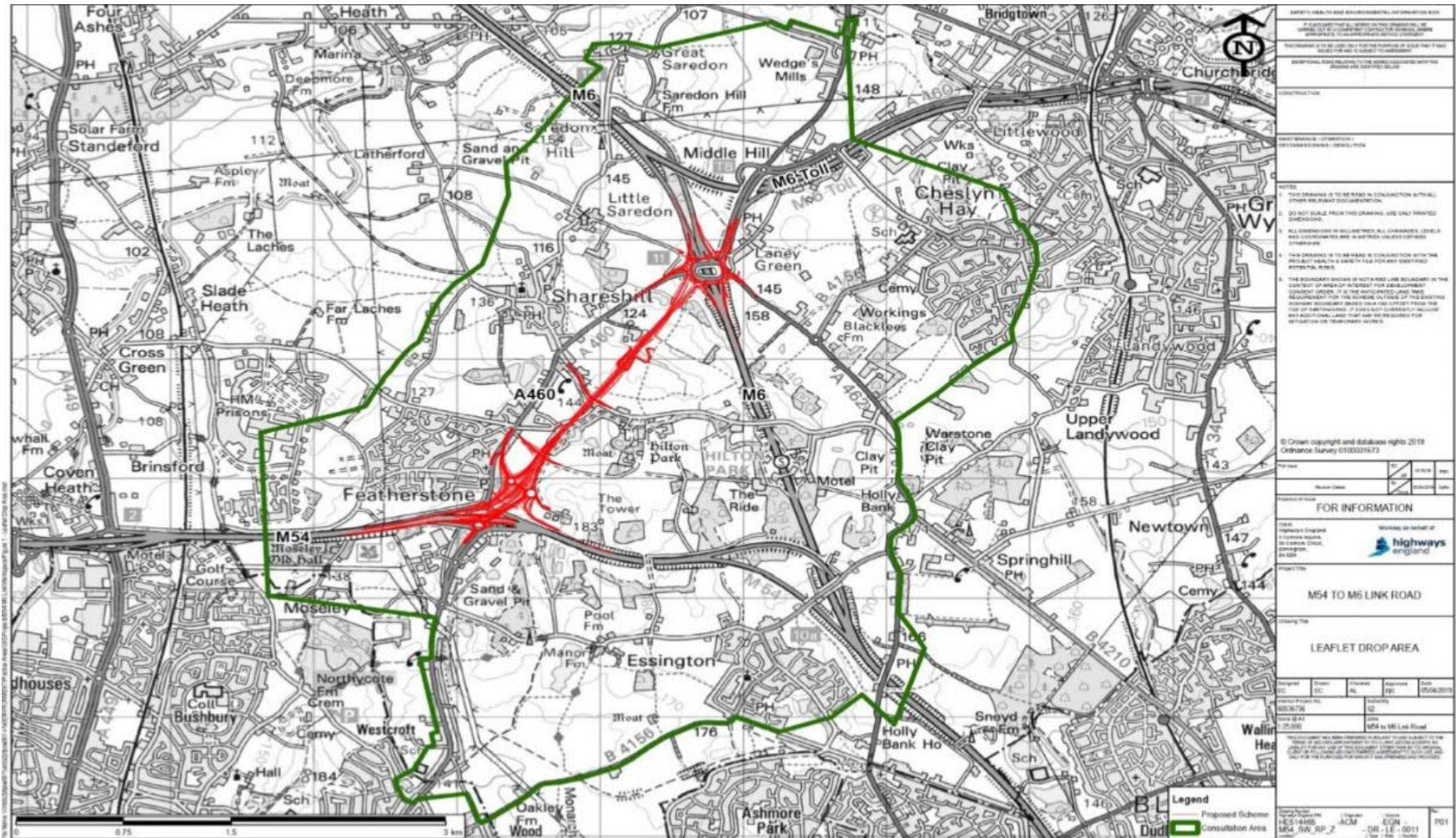


Figure 3.1: Plan of identified consultation zone for the statutory consultation

### Consultation on the draft SoCC

- 3.3.7 Initial comments provided by Staffordshire County Council, South Staffordshire Council and City of Wolverhampton Council on the early draft SoCC were taken into consideration in development of the SoCC prior to formal submission of the final draft to the councils on 8 April 2019.
- 3.3.8 A copy of the letter and draft SoCC sent to Staffordshire County Council, South Staffordshire Council and City of Wolverhampton Council to formally consult on the draft SoCC can be found in **Annex [D]**. The councils were asked to provide any comments on the draft SoCC by 7 May 2019 (a period of 30 days), which is greater than the 28-day period prescribed by Section 47(3) of PA 2008.
- 3.3.9 Comments on the draft SoCC were received on 1 May (South Staffordshire Council), 3 May (Staffordshire County Council) and 7 May (City of Wolverhampton Council).
- 3.3.10 Table 3.1 below provides details of the comments received from each of the councils and how these were taken into consideration in the development of the final SoCC. Copies of the councils' full responses can be found in **Annex [E]**.

Table 3.1 SoCC Consultation with Local Authorities			
Section of SoCC:	Suggestion/comment made by Local Authority:	Regard had to the suggestion:	Amendment to SoCC (if applicable):
<b>Staffordshire County Council</b>			
Page 13	Move the typing error "South" from first line and added to second line to read, "South Staffordshire Council".	Accepted	Amended the text as per suggestion.
<b>South Staffordshire Council</b>			
Page 3	Can Highways England confirm this is accurate? At a previous presentation, we were informed that this was for the total nationwide consultation responses, not those locally?	Consultation results are accurate however Highways England is aware this is being queried by the local parish council and therefore Highways England has removed "issued at these events" as it reflects total responses not just from the events.	Removed "issued at these events".
Page 3	Whilst not necessarily relevant to the SoCC, it should be noted that South Staffordshire are yet to be provided with sufficient information to confirm this statement and agree with Highways England. As	The conclusion was a result of Highways England's assessment of the options. It is noted that this conclusion is not necessarily shared by all.	Removed text "Highways England are of the view that the Option B West would have the most positive impacts on



<b>Table 3.1 SoCC Consultation with Local Authorities</b>			
<b>Section of SoCC:</b>	<b>Suggestion/comment made by Local Authority:</b>	<b>Regard had to the suggestion:</b>	<b>Amendment to SoCC (if applicable):</b>
	currently written, it appears a statement of fact, rather than Highways England's position.		residents living alongside the A460, with the most significant reductions in noise and air pollution."
Page 8	Table 2 - Reformatted opening hours layout for consistency and clarity.	Accepted.	Table 2 reformatted for ease of use.
<b>City of Wolverhampton Council</b>			
Page 4	Given the proximity to the boundary of the site, City of Wolverhampton Council would suggest a wider area for the leaflet drop, as highlighted on your map below. The housing located in this area, links directly onto the A460.	<p>The consultation leaflet drop area (green line) was extended to include the properties directly on the A460 to the south of M54 J1 (at Westcroft) in pre-consultation liaison with South Staffordshire Council. The leaflet area below already extends into the City of Wolverhampton boundary and takes in properties around the junction of A460 (Cannock Road) and Underhill Lane as shown below. Highways England believe the area was sufficient for the SoCC leaflet drop as it takes in the main properties at the junction of these roads.</p> <p>The properties in this area further to the south / south west of the area, will only be affected by potential signing and lining works to the south of M54 Junction 1 and Highways England hope that through liaison with City of Wolverhampton Council, it will be able to communicate details of the proposals and opportunities to get involved in the consultation via the Council's existing communication.</p>	No changes to leaflet distribution area.

Table 3.1 SoCC Consultation with Local Authorities			
Section of SoCC:	Suggestion/comment made by Local Authority:	Regard had to the suggestion:	Amendment to SoCC (if applicable):
Page 9	City of Wolverhampton Council would suggest an additional community facility is selected closer to A460 (Cannock Road) area.	Noted.	Featherstone and Hilton Community Centre added to Table 2 as additional deposit location.
Page 13	Would Walsall Council be interested in consultation events, being a neighbouring local authority. City of Wolverhampton Council added to Appendix A.	As a neighbouring authority Walsall council will be consulted as Section 42 consultee.	Appendix A updated.

3.3.11 A copy of the final SoCC can be found in **Annex [F]**.

### Publication of the SoCC

3.3.12 In accordance with the requirements of Section 47(6) of the PA 2008, Highways England published a notice in a newspaper circulating in the vicinity of the Scheme stating where and when the SoCC could be inspected. In addition, Highways England chose to replicate this notice in the London Gazette and the Times alongside the Section 48 notice. Table 3.2 below provides details of the newspapers in which the notices were published and the dates they appeared.

3.3.13 Copies of the notices as they appeared in the publications are provided in **Annex [F]**.

Table 3.2 Publication of the SoCC notices	
Date published:	Newspapers:
21 May 2019	West Midlands Express & Star
21 May 2019	London Gazette
21 May 2019	The Times

3.3.14 The SoCC was also made available online and at a series of deposit points in the vicinity of the Scheme from 24 May 2019. The deposit points are listed in Table 3.3 below. The SoCC was also available at all the public consultation events listed in Table 3.6.

Table 3.3 Deposit point locations	
Location	Dates available
Featherstone and Hilton Community Centre, Baneberry Drive, Featherstone, WV10 7TR	Mon – Fri: 07:00 – 20:00 Sat / Sun: closed



<b>Table 3.3 Deposit point locations</b>	
<b>Location</b>	<b>Dates available</b>
Cannock Library, Manor Avenue, Cannock, WS11 1AA	Mon: 09:00 – 17:00 Tue: 09:00 – 19:00 Wed: 09:00 – 17:00 Thu: 09:00 – 17:00 Fri: 09:00 – 17:00 Sat: 09:00 – 16:00 Sun: Closed
South Staffordshire Council, Council Offices, Wolverhampton Road, Codsall, WZ8 1PX	Mon – Fri: 08:45 – 17:00 Sat / Sun: closed
Codsall Library, South Staffordshire Council, Council Offices, Wolverhampton Road, Codsall, WZ8 1PX	Mon: 09:00 – 17:00 Tue: 12:30 – 20:00 Wed: closed Thu: 09:00 – 17:00 Fri: 09:00 – 17:00 Sat: 09:30 – 16:00 Sun: closed
Staffordshire County Council, No1 Staffordshire Plane, Tipping Street Stafford, ST16 2LP	Mon – Fri: 08:00 – 18:00 Sat: 09:00 – 17:00 Sun: closed
Brewood and Coven Parish Council, 35 Stafford Street, Brewood, ST19 9DX	Mon – Fri 09.30 – 12:30 Sat / Sun: closed
Bilbrook Parish Council, Joeys Lane, Bilbrook, WV8 1JL	Mon: 10:00 – 12:00 Tue: 10:00 – 12:00 Wed: 10:00 – 12:00 Thu: closed Fri: 10:00 – 12:00 Sat / Sun: closed
Collingwood Library, Northwood Park Road, Bushbury, WV10 8EA	Mon: closed Tue: 10:00 – 13:00 Wed: 14:00 – 17:00 Thu: 09:00 – 11:00 Fri: 13:00 – 17:00 Sat: 10:00 – 13:00 Sun: closed
Cheslyn Village Hall and Library, Pinfold Lane, Cheslyn Hay, WS6 7HP	Mon: 09:00 – 13:00 and 14:00 – 17:00 Tue: closed Wed: closed Thu: 14:00 – 17:00 Fri / Sat / Sun: closed
Pendeford Library, Whitburn Close, Pendeford, WV9 5NJ	Mon: 10:00 – 13:00 Tue: 10:00 – 18:00 Wed: 13:00 – 17:00 Thu: 10:00 – 13:00 Fri: 14:00 – 17:00 Sat: 10:00 – 13:00 Sun: closed
Sainsburys Cannock, Orbital Retail Centre, Voyager Drive, Cannock, WS11 8XP	24 hours a day, 6 days a week.

Table 3.3 Deposit point locations	
Location	Dates available
	Sun: 10:00 – 16:00
Essington Community Centre, Hobnock Road, Essington, WV11 2RF	Mon – Fri: 08.30 – 13:00 and 14:00 – 16:30 Sat / Sun: closed

3.3.15 In addition to media advertising, in accordance with the requirements of Section 47(6) of the PA 2008, Highways England sent a copy of the consultation leaflet, containing details of the planned public events to all residential and business addresses in the identified consultation zone. Copies of the consultation leaflet, consultation brochure, response forms and a poster were also provided to local parish councils to help promote the consultation. A copy of these materials is provided in **Annex [K]**.

### 3.4 Section 42 (statutory consultees)

3.4.1 Section 42 of the PA 2008 specifies who the applicant must consult about the proposed application. Those relevant to this Scheme are:

- Section 42(1)(a) – such persons as may be prescribed
- Section 42(1)(b) – each local authority that is within Section 43
- Section 42(1)(d) – each person who is within one or more of the categories set out in Section 44
- Section 42(1)(aa) and (c) – not applicable in this case

3.4.2 A full list of consultees identified in accordance with Section 42(1)(a) and (b) is included in **Annex [G]**. The consultees are set out in the format of Schedule 1 of the APFP Regulations.

3.4.3 All consultees identified in accordance with Section 42(1)(d) are listed in the Book of Reference **[TR010054/APP/4.3]**.

3.4.4 Further explanation of the Section 42 consultees and how they were identified is provided below.

#### Identification of Section 42 consultees

##### *Identification of Section 42(1)(a) prescribed consultees*

3.4.5 The Section 42(1)(a) prescribed consultees were identified by careful review of Schedule 1 of the APFP Regulations, read alongside the Inspectorate's Advice Note three (August 2017) Version 7 and accompanying Annex. Highways England also included the organisations consulted by the Inspectorate on the EIA Scoping Report identified in accordance with Regulation 11 of the EIA Regulations and required to be consulted under Regulation 13.

3.4.6 The Scoping Opinion adopted by the Inspectorate (on behalf of the Secretary of State) identified relevant statutory undertakers as presented in the Regulation 11(1)(a) list in **Annex [M]**.

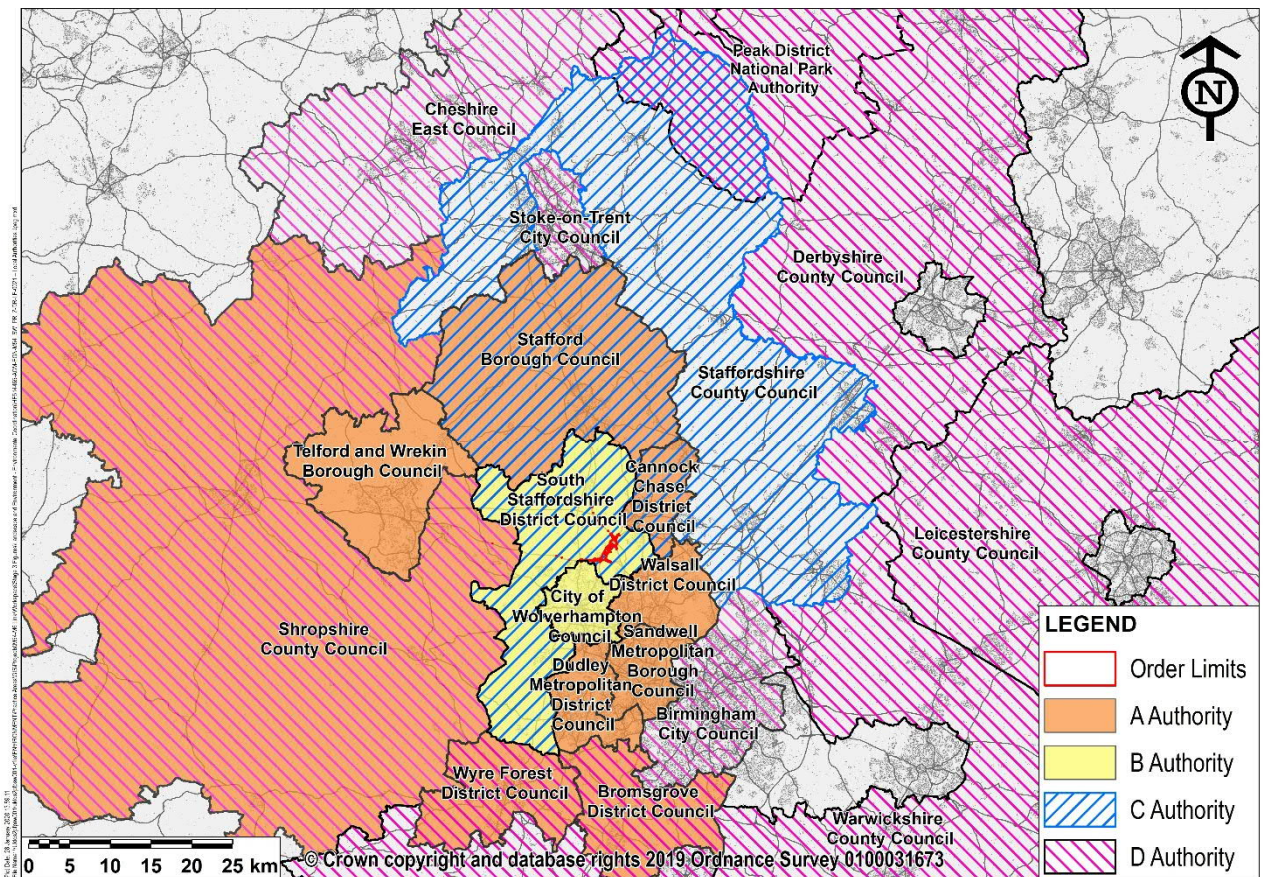
*Identification of Section 42(1)(b) relevant local authorities*

3.4.7 Relevant local authorities were identified via application of Section 43 of the PA 2008. The application site is within the administrative area of Staffordshire County Council, South Staffordshire Council and City of Wolverhampton Council. Table 3.4 below identifies the relevant local authorities for the Scheme, which are also illustrated in Figure 3.2.

<b>Table 3.4 Identification of relevant local authorities</b>		
<b>Name:</b>	<b>A, B, C or D Authority:</b>	<b>Criteria for identification:</b>
<b>Host local authorities (Section 42 (1)(b), Section 43(1))</b>		
South Staffordshire Council	'B' Authority	Almost whole project in area, lower tier local authority (Local authority B in Section 43(2))
Staffordshire County Council	'C' Authority	Almost whole project in area, upper tier county council (Local authority C in Section 43(2))
City of Wolverhampton Council	'B' Authority	Unitary metropolitan borough council (Local authority B in Section 43(2)). Area for a potential new/ amended sign along Stafford Road (Local Authority road) to the south of M54 junction 2 is in Wolverhampton Council's area.
<b>Adjacent local authorities (Section 42 (1)(b), S43(2))</b>		
Stafford Borough Council	'A' Authority	Lower tier local authority. Shares a boundary with South Staffordshire Council.
Cannock Chase District Council	'A' Authority	Lower tier local authority. Shares a boundary with South Staffordshire Council.
Walsall District Council	'A' Authority	Metropolitan district council. Shares a boundary with South Staffordshire Council and City of Wolverhampton Council.
Dudley Metropolitan District Council	'A' Authority	Metropolitan district council. Shares a boundary with South Staffordshire Council and City of Wolverhampton Council.
Bromsgrove District Council	'A' Authority	Lower tier local authority. Shares a boundary with South Staffordshire.
Wyre Forest District Council	'A' Authority	Lower tier local authority. Shares a boundary with South Staffordshire.
Shropshire County Council	'A' and 'D' Authority	Upper tier local authority. Shares a boundary with South Staffordshire.
Telford and Wrekin Borough	'A' Authority	Unitary authority. Shares a boundary with South Staffordshire.

<b>Table 3.4 Identification of relevant local authorities</b>		
<b>Name:</b>	<b>A, B, C or D Authority:</b>	<b>Criteria for identification:</b>
Council		
Sandwell Metropolitan Borough Council	'A' Authority	Unitary authority. Shares a boundary with City of Wolverhampton Council.
Derbyshire County Council	'D' Authority	County council (upper tier). Shares boundary with Staffordshire County Council.
Leicestershire County Council	'D' Authority	County council (upper tier). Shares boundary with Staffordshire County Council.
Warwickshire County Council	'D' Authority	County council (upper tier). Shares boundary with Staffordshire County Council.
Worcestershire County Council	'D' Authority	County council (upper tier). Shares boundary with Staffordshire County Council.
Cheshire East Council	'D' Authority	Unitary authority. Shares a boundary with Staffordshire County Council.
Birmingham City Council	'D' Authority	Unitary authority. Shares a boundary with Staffordshire County Council.
Stoke-on-Trent City Council	'D' Authority	Unitary authority listed as consultee in Scoping Opinion from the Inspectorate. Stoke-on-Trent does not border any host authorities but is a unitary authority in Staffordshire and as the Inspectorate has included, Highways England has mirrored this process.
Peak District National Park Authority	'D' Authority	National Park Authorities are unitary authorities as defined in the Planning Act Section 43. The southern boundary of the Peak District National Park is located in Staffordshire, north of Ashbourne, but this then extends north such that the National Park borders Staffordshire County Council. Peak District National Park Authority was including in list in the Scoping Opinion provided by the Inspectorate.





**Figure 3.2: Relevant ‘A’, ‘B’, ‘C’ and ‘D’ authorities for the Scheme**

- 3.4.8 *Identification of Section 42(1)(d) landowners and others with an interest in the land*  
The Section 42(1)(d) of the PA 2008 states that the applicant must consult each person who is within one or more of the categories set out in Section 44. This includes any owner, lessee, tenant or occupier, any person interested in the land or has power to sell, convey or release the land and any person entitled to make a relevant claim (as defined by Section 44(6) of the PA 2008)
- 3.4.9 In preparing the DCO application, Highways England carried out diligent inquiry in order to identify all persons who fall into the categories set out in Section 44 of the PA 2008 for this Scheme. Such persons are listed in the Book of Reference **[TR010054/APP/4.3]** and have been consulted about the DCO application in accordance with Section 42 as described below.
- 3.4.10 Diligent inquiry to identify affected landowners, those with an interest in land and those with a potential relevant claim was undertaken by Highways England’s land referencing supplier. The categories of persons identified and the methods used to identify the persons with an interest in the land are outlined fully in the Land Referencing Methodology which is set out in the Statement of Reasons **[TR010054/APP/4.1]** and are summarised below.



- 3.4.11 Land referencing has been undertaken throughout the pre-application period to ensure that any changes in ownership or new interests have been identified, consulted and subject to engagement.
- 3.4.12 The categories of persons that require to be identified for the purposes of consultation under Section 42 are prescribed in Section 44 of the PA 2008 under the following categories:
- Category 1 comprises of owners, lessees, tenants (whatever the tenancy period) and occupiers of the land.
  - Category 2 comprises persons that are interested in the land or have the power to sell and convey, or to release, the land.
  - Category 3 comprises persons who the applicant thinks would or might be entitled to make a 'relevant claim' for compensation, if the order sought by the application were to be made and fully implemented. A 'relevant claim' is defined in the PA 2008 as meaning a claim under Section 10 of the Compulsory Purchase Act 1065, or under Part 1 of the Land Compensation Act 1973, or under Section 152(3) of the PA 2008.

#### **Notifying Section 42 consultees**

- 3.4.13 On 23 May 2019, Highways England sent all Section 42(1)(a), (b) and those identified under Section 42(1)(d) a letter to inform them of the start of the statutory consultation on 24 May 2019. Letters, and the information included with them, were tailored to ensure their reference to consultees under the applicable Sections of the PA 2008. The deadline for responses was identified as 5 July 2019. An example of the letter sent to each strand of Section 42 consultees can be found in **Annex [I]**.
- 3.4.14 The letter provided an overview of the Scheme, explained that it was an EIA development and how to respond to the consultation. The letter included a link to the Scheme webpage where consultees could view the Preliminary Environmental Information Report (PEI Report) and other information to support the consultation. The consultation brochure enclosed with the letter provided details of the public events and deposit locations where documents could be viewed. The Section 48 notice included information on how paper copies of the materials could be obtained.
- 3.4.15 A summary of the minor differences between the letters and enclosures sent to the different Section 42 consultees is set out below.

#### **S42(1)(d) Category 1 and 2 Consultees**

- 3.4.16 This group were identified as having a legal interest in or rights over land which may be directly affected by the Scheme.

3.4.17 The letter provided an overview of the Scheme, explained that it was a Nationally Significant Infrastructure Project (NSIP) and that the party to whom it was addressed was being formally consulted under the requirements of Section 42(1)(d) of the PA 2008, as they had an interest in land that may be affected by the application. The following were included with the letter:

- consultation brochure;
- response form;
- land interest plan(s) – a land registry plan of their land interests;
- red line boundary plan;
- land interest schedule – setting out nature of their interest in the land Highways England believe to be affected by the Scheme;
- land interest questionnaire; and
- a copy of the s48 notice.

S42(1)(d) Category 3 Consultees

3.4.18 Category 3 consultees were identified as potentially being indirectly affected by the Scheme i.e. changes in air and noise quality. The letter and consultation materials sent were almost identical to those described above, except for sentences about why they have been contacted and about potential entitlement to a future claim under Part 1 of the Land Compensation Act 1973, or a claim under Section 10 of the Compulsory Purchase Act 1965. A land registry plan was not appropriate here and therefore was not included. The following were included with the letter:

- consultation brochure;
- response form; and
- a copy of the s48 notice.

S42(1)(a) and s42(1)(b) prescribed consultees and local authorities

3.4.19 This group of consultees were issued a similar letter to that sent to Section 42(1)(d) consultees. The letter was different in that it did not mention land take or environmental impacts, unless the prescribed consultee was also a Section 42(1)(d). Material issued to prescribed consultees and land interests differed to ensure that it furnished the receiving party with the relevant information.

3.4.20 A copy of the Section 48 notice was also included with the letter.

### Managing return to senders

- 3.4.21 There were instances where the letters and enclosed consultation materials sent to Section 42 and Section 47 consultees were returned to sender. All returned letters were logged within a correspondence log, identifying the reason for the returned mail. All return to senders were investigated to ascertain why the correspondence had failed to deliver. Where alternative addresses were identified (for instance if addressees have moved home / office without updating Land Registry), correspondence was re-sent to the new correspondence address.

### Additional consultees

- 3.4.22 Throughout the diligent enquiry process additional land interests were continually identified and consulted on the Scheme. These parties were identified from the return of Land Interest Questionnaires, Land Registry refresh and ongoing conversations with affected parties. Some of those identified were land interests not previously consulted, while others were existing land interests consulted over additional or new parcels of land. In particular a number of additional statutory consultees were identified in Autumn 2019 and were sent an amended version of the Section 42 letter on 21 November 2019 with the following additional information:
- land interest plan(s) – an extract of the draft land plans specific to their land interests;
  - land interest schedule – setting out nature of their interest in the land Highways England believe to be affected by the Scheme;
  - land interest questionnaire;
  - plan showing the extent of the Scheme as presented during the statutory consultation period in May-July 2019 (labelled as ‘red line boundary from statutory consultation’) alongside the current proposed extents (labelled as ‘current red line boundary’); and
  - consultation brochure circulated with the initial consultation
- 3.4.23 A copy of the amended Section 42 letter is included in **Annex [I]**.
- 3.4.24 A list the additional statutory consultees identified is provided in **Annex [N]**. The list includes details of the date letters were sent and deadline for responses. Each additional consultee was given 28 days to provide a response to the Scheme proposals.

### Book of Reference – cross check

- 3.4.25 In accordance with Advice Note fourteen, the consultee list has been cross checked against the Book of Reference [TR010054/APP/4.3]. There will be some differences in the consultee list and the Book of Reference as following comments from the statutory consultation and discussions with affected parties, the draft Order limits have been amended to remove affected persons. As a result of the issued Land Interest Questionnaire responses some parties have been removed from the Book of Reference after confirming that they do not have an interest within the draft Order limits.

## 3.5 Section 46 (Notifying the Secretary of State)

- 3.5.1 Highways England wrote to the Infrastructure Planning Lead at the Inspectorate (on behalf of the Secretary of State) on 23 May 2019 to provide formal notification of the start of the statutory consultation for the Scheme. In accordance with Section 46 of the PA 2008, enclosed with the letter were copies of the information that was provided to consultees identified under Section 42 (as set out in paragraph 3.4.13 to 3.4.20 above).
- 3.5.2 A copy of the letter to notify the Secretary of State of the proposed application for development consent is included in **Annex [J]**. A copy of the acceptance letter received in response from the Inspectorate (on behalf of the Secretary of State) on 28 May 2019 is also included in **Annex [J]**.

## 3.6 Section 47 consultation

### Identification of section 47 consultees

- 3.6.1 Section 47 of the PA 2008 requires the preparation of ‘*a statement setting out how the applicant proposes to consult, about the proposed application, those people living in the vicinity of the land*’. Section 3.3 above provides details of the production and publication of the SoCC; and the identification of the consultation zone. A plan showing the consultation zone is included in Figure 3.1.
- 3.6.2 In addition to those people living in the vicinity of the land, Highways England also sought feedback on the proposals from businesses and business groups, environmental bodies and members of the general public with an interest in the Scheme.
- 3.6.3 During the statutory consultation Highways England sought views on the Scheme from people living in the vicinity, in accordance with Section 47 of the PA 2008. The principal activities undertaken to consult the local community are outlined in the SoCC. They included a series of public consultation events and digital and analogue channels of communication. These activities are described in detail below.

## Materials produced to support consultation

- 3.6.4 To support the delivery of the consultation, Highways England developed a variety of materials to explain the proposals and what was being consulted on; to publicise the consultation, the methods via which people could respond and the date by which responses should be provided.
- 3.6.5 All materials were made available via the Scheme webpage and at the public consultation events. A selection of materials was also made available at deposit points (see Table 3.3 which lists locations of the deposit points).
- 3.6.6 The materials produced included:

### *Consultation documents*

- M54-M6 Link Road Scheme, Statutory consultation brochure – explaining the proposed Scheme and what Highways England was consulting on (**Annex [K]**)
- M54-M6 Link Road Scheme, Statutory consultation response form – containing the specific questions on which Highways England was seeking feedback (**Annex [K]**)
- Plans illustrating the proposed Scheme – a series of plans were developed to illustrate the detail of the proposed Scheme and mitigation measures (A copy of the plan of the proposed Scheme can be found on the Scheme webpage at: [https://highwaysengland.citizenspace.com/he/m54-to-m6-link-road/supporting\\_documents/M54%20to%20M6%20Link%20Road%20%20Scheme%20plan.pdf](https://highwaysengland.citizenspace.com/he/m54-to-m6-link-road/supporting_documents/M54%20to%20M6%20Link%20Road%20%20Scheme%20plan.pdf))
- M54-M6 Link Road Scheme, PEI Report and appendices (available on the Scheme webpage at: <https://highwaysengland.co.uk/projects/m54-to-m6m6-toll-link-road/>)
- Non-technical summary of the PEI Report (A copy of this document can be found on the Scheme webpage at: [https://highwaysengland.citizenspace.com/he/m54-to-m6-link-road/supporting\\_documents/M54%20to%20M6%20Link%20Road%20%20Preliminary%20Environmental%20Information%20Report%20%20NonTechnical%20Summary%20%20May2019.pdf](https://highwaysengland.citizenspace.com/he/m54-to-m6-link-road/supporting_documents/M54%20to%20M6%20Link%20Road%20%20Preliminary%20Environmental%20Information%20Report%20%20NonTechnical%20Summary%20%20May2019.pdf))

### *Materials to publicise the consultation*

- SoCC – statement setting out how Highways England would consult local communities on the proposals (**Annex [F]**)
- Section 47 notice – publicising the SoCC (**Annex [K]**)
- Section 48 notice – advert published in national and local press to publicise the proposed development (**Annex [L]**)
- Consultation leaflet – sent to all addresses within the identified consultation zone to provide a summary of the Scheme and publicise the consultation (**Annex [K]**)



- Consultation poster – displayed in locations in the vicinity of the Scheme to publicise the consultation (**Annex [K]**). The poster was refreshed midway through the consultation in a proactive measure designed to drive greater participation.

*Scheme background documents to support the consultation*

- Information boards displayed at the public consultation events provided information on: the need for the Scheme and its objectives; the proposed design (including details of proposed M54 and M6 junctions and the alignment at Dark Lane and Hilton Lane); potential noise barrier options; environmental impacts and proposed mitigation. A copy of the information boards is available in (**Annex [K]**).
- A fly-through video was also made available on the project website.

**Community consultation**

- 3.6.7 In addition to the materials listed above, a press release was issued which achieved coverage in the West Midlands Express and Star. Facebook advertising and the Highways England Twitter account were also used to publicise the consultation.

**Launch event**

- 3.6.8 An initial event was held on 24 May 2019 at Wolverhampton University to publicise the consultation and provide the opportunity to discuss details of the proposed Scheme with MPs with constituencies in the vicinity, the local authority and parish councils.

**Public consultation events**

- 3.6.9 A series of seven public events were held at five venues to support the consultation. Locations for the consultation events were identified to try and make it as easy as possible for those likely to be affected or interested in the Scheme to attend. Venues were identified in each of the main communities in the vicinity of the Scheme. In most cases venues that had been successfully used during the non-statutory options consultations were re-visited. All venues were checked in accordance with Highways England's Equalities Impact Assessment process to make sure they were fully accessible.
- 3.6.10 At these locations Highways England made the consultation materials available and displayed a series of information boards illustrating details of the proposals, a large plan of the Scheme and had staff available to explain the proposals and answer any questions. In addition, a 3D immersive flythrough model and a sound demonstrations were available to help attendees gain a more detailed understanding of the proposals and their potential impacts.
- 3.6.11 The public were informed of the consultation events through a range of channels including the consultation leaflet sent to all properties in the consultation zone; advertisements in appropriate local newspapers; via the Scheme webpage; the media and direct communications.

3.6.12 Response forms were available at the consultation events for members of the public to record their comments. These could either be completed and deposited at the events, sent back via the Freepost address, or completed online using the Scheme consultation webpage.

3.6.13 The list of public consultation events is shown in Table 3.5 below.

Table 3.5 Public events held to support the consultation		
Location	Date	Time
Featherstone and Hilton Community Centre, Baneberry Drive, Featherstone, WV10 7TR	31 May 2019	13:00 – 20:00
Featherstone and Hilton Community Centre, Baneberry Drive, Featherstone, WV10 7TR	1 June 2019	11:00 – 18:00
Shareshill Village Hall, 1 Elms Lane, Shareshill, WV10 7TR	5 June 2019	13:00 – 20:00
Shareshill Village Hall, 1 Elms Lane, Shareshill, WV10 7TR	8 June 2019	11:00 – 18:00
Wedges Mill Village Hall, Wolverhampton Road, Wedges Mills, Cannock, WS11 1 <sup>ST</sup>	11 June 2019	15:00 – 20:00
Cheslyn Hay, Village Hall, Pinfold Lane, Cheslyn Hay, Walsall, WS6 7HP	13 June 2019	15:00 – 20:00
Essington Community Centre, Hobnock Road, Essington, WV11 2RF	15 June 2019	13:00 – 20:00

3.6.14 In addition to the public consultation events listed above, Highways England also held four pop-up events at the locations identified in Table 3.6 below.

Table 3.6 Pop-up events held to support the consultation		
Location	Date	Time
Hollybush Garden Centre, Warstone Rd, Shareshill, Wolverhampton, WV10 7LX	14 June 2019	10:00 – 15:00
Hilton Park Services (Northbound), Junction 10a M6 Wolverhampton, Essington WV11 2AT	28 June 2019	10:00 – 15:00
Hollybush Garden Centre, Warstone Rd, Shareshill, Wolverhampton, WV10 7LX	1 July 2019	10:00 – 15:00
Park Road, Featherstone (Hilton)	4 July 2019	18:00 – 20:00

### Deposit points

3.6.15 Copies of the following documents were also made available at a series of deposit points for the duration of the consultation: the consultation brochure, response form, plans illustrating the proposed Scheme, PEI Report, non-technical summary of the PEI Report, EIA Scoping Report, the SoCC and Section 48 notices.

3.6.16 The locations of the deposit points are detailed in Table 3.3 in Section 3.4 above.

#### **Further publicising the consultation**

3.6.17 In addition to publicising the consultation through placing Section 48 notices in local and national newspapers, Highways England parked an advertising van in a layby on the westbound carriageway of the A460 (Cannock Road) to the west of the junction between Hilton Lane and the A460. The van displayed a large poster publicising the consultation and was parked in the layby on the 4, 5, 6, 8 and 17 June and the 1, 2 and 4 July 2019.

3.6.18 Posters publicising the consultation were also displayed in 18 locations in the vicinity of the proposed Scheme including local shops and businesses, parish noticeboards and village halls.

3.6.19 Highways England also wrote to all of the parties listed in Appendix A in the SoCC, enclosing a copy of the consultation leaflet, requesting that they publicise the consultation and public events via their own communications channels.

### **3.7 Compliance with SoCC commitments**

3.7.1 Section 47(7) of the PA 2008 requires the applicant to carry out consultation in accordance with the details set out in the SoCC.

3.7.2 Table 3.7 below identifies each of the commitments made in the SoCC and identifies where these have been met in the delivery of the consultation.

Table 3.7 Compliance with SoCC commitments	
Commitment within the SoCC:	Compliance with commitment:
'Consultation events will be held at local venues, where information will be made available on the Scheme and members of the team will be present to answer questions about the proposals. Hard copies of response forms will be available'.	Events were held as per the list set out in the SoCC. See paragraphs 3.6.9 - 3.6.14 and Tables 3.6 and 3.7. Hard copies of response forms were made available at the events as set out in 3.6.10.
'Highways England is publishing the Preliminary Environmental Information Report as part of the consultation material'.	The consultation sought feedback on the preliminary environmental information which had been compiled for the Scheme. See paragraphs 3.2.2 and 3.2.7.
'Additional information about the Scheme, including detailed plans, will be included in the public consultation brochure. Copies of the brochure will be available at local display/ deposit locations detailed in this SoCC during the consultation period and on the Scheme webpage'.	The consultation brochure, with detailed plans, is available for review in <b>Annex [K]</b> . During the consultation period the brochure was available to view on the project website and at the deposit points referenced in paragraph 3.6.5 and 3.6.15 and 3.6.16.
'A full summary of the Scheme, this SoCC, the consultation brochure, online response form, plan showing the extent of the Scheme (red line boundary) and the Preliminary Environmental Information Report and non-technical summary will be available at: <a href="http://www.highwaysengland.co.uk/M54-M6linkroad">www.highwaysengland.co.uk/M54-M6linkroad</a>	See paragraph 3.6.4 to 3.6.6 for information on the materials produced for the consultation and how they were accessible.
'Flyers or letters will be sent to local people within the vicinity of the Scheme but will not be directly affected (no land take) by the Scheme'.	A consultation leaflet was sent to all addresses within the identified consultation zone. See paragraph 3.6.6 for promotional materials and <b>Annex [K]</b> to review the leaflet.
'The consultation brochure contains details of the Scheme and consultation events. Highways England will deliver this to those living within the extent of the Scheme (red line boundary) i.e. those whose land may be needed for the Scheme'.	S42(1)(d) Category 1 and 2 Consultees were sent a letter, which included the consultation brochure. See <b>Annex [K]</b> for the consultation brochure and paragraph 3.4.16 and 3.4.17 for detail of the engagement.
'Copies of both these documents will also be available to view at local display/deposit locations. The suite of documents available at local display/ deposit locations will include a Preliminary Environmental Information Report and a non-technical summary (more details below)'.	See paragraph 3.6.4 to 3.6.6 for detail about the documents provided at the local display / deposit locations, which included a Preliminary Environmental Information Report and a non-technical summary. See paragraph 3.6.15 and 3.6.16 for information about the deposit locations.

<b>Table 3.7 Compliance with SoCC commitments</b>	
<b>Commitment within the SoCC:</b>	<b>Compliance with commitment:</b>
'The Environmental Impact Assessment process is iterative and will assess the final Scheme design, which will be influenced by this consultation process'.	Section 5 summarises the consultee comments and how these have been addressed.
'Consultation events will be publicised through a leaflet on the Scheme delivered to all properties within Appendix B. The leaflet will also include a high-level overview of the Scheme and signpost further information'.	Detailed in paragraph 3.6.6, the consultation leaflet ( <b>Annex [K]</b> ) was sent to all addresses within the identified consultation zone and included a high-level overview of the Scheme and signposted further information. The consultation zone is shown in Figure 3.1, and is the same as is shown in the SoCC Appendix B.
'To ensure key stakeholders are notified of events, Highways England will also send leaflets to these parties listed in Appendix A. Highways England will also provide these stakeholders with a link to the Scheme webpage containing consultation information and invite stakeholders to publicise the events on their own websites and e- mail lists to try to reach a wider audience'.	Paragraph 3.6.19 describes how a letter was sent to parties listed in Appendix A of the SoCC. A copy of the consultation leaflet was enclosed with the letter. The leaflet includes a link to the Scheme webpage and the letter invited these stakeholders to publicise the consultation and public events via their own communication channels.
'Highways England will also advertise the public consultation events by placing media advertisements in locally circulating newspapers. to promote the launch of the consultation period and include details of consultation events. Press releases detailing the consultation period and how the community and road users can get involved will be issued'.	Paragraphs 3.6.6 and 3.6.7 describe the methods used to publicise the consultation process, which included a press release with information about the public consultation and events.
'The public consultation events will be advertised through Highways England's regional twitter account, @highwaysWMIDS'.	Paragraphs 3.6.6 and 3.6.7 describe the methods used to publicise the consultation process, which included social media posts that promoted the public consultation and events.
'The project team will happily attend meetings of local community groups affected by the proposal between 24 May and 21 June where invited and where possible. The timescale is set to provide attendees with sufficient time to respond to the consultation on the Scheme following any meeting. At Highways England's discretion, consideration may be given to attendance at events outside this period'.	No requests for meetings of local community groups were received during the consultation period.



Table 3.7 Compliance with SoCC commitments	
Commitment within the SoCC:	Compliance with commitment:
'When invited and where possible, Highways England will speak to local council forums and community area forums affected or in the vicinity of the Scheme'.	No requests for meetings of local council forums and community area forums were received during the consultation period.
'Statutory notices to publicise the proposed DCO application and the SoCC will be issued...Subject to confirmation on distribution areas, Highways England intends to use the West Midlands Express & Star as the locally circulating paper'.	A notice for the SoCC was publicised in the West Midland Express & Star, the London Gazette, and The Times. See paragraph 3.3.12 and 3.3.13 for detail and <b>Annex [K]</b> for a copy of the notice.
'Highways England will record and carefully consider all responses received during the consultation period. Highways Englane will take these into account when finalising the application before submission to the Inspectorate'.	Section 4 demonstrates how the responses to the consultation were analyses and Section 5 summarises the consultee comments and how these have been addressed.
'Highways England will summarise the findings in a Consultation Report, which will include a description of how the application was informed by the responses received, and outline any changes made as a result of consultation. The Consultation Report forms part of the submission to the Inspectorate. Highways England will not respond individually to each consultation response'.	Section 5 summarises the consultee comments and how these have been addressed.

### 3.8 Section 48 (publicity)

- 3.8.1 In accordance with Section 48(1) of the PA 2008 a notice publicising the proposed development was published in the prescribed manner, namely in accordance with Regulation 4(2) and with reference to Regulation 4(3) of the APFP Regulations.
- 3.8.2 The requirement for the Section 48 notice is for it to appear for at least two successive weeks in one or more local newspapers circulating in the vicinity of the proposed development; once in a national newspaper and once in the London Gazette.
- 3.8.3 A copy of the Section 48 notice as it appeared in the press is provided in **Annex [L]**.
- 3.8.4 Table 3.8 below provides details of where and when the Section 48 notices were published.

Table 3.8 Publication of the Section 48 notices		
National Newspaper		
Name:	Week 1:	Week 2 (local only):
The Times	21 May 2019	n/a
The London Gazette	21 May 2019	n/a
Local Newspaper(s)		
West Midlands Express and Star	21 May 2019	28 May 2019

### 3.9 Ongoing engagement with stakeholders

- 3.9.1 Following the statutory consultation, Highways England has continued to engage regularly with stakeholders including Natural England, Historic England, Environment Agency, directly affected landowners, South Staffordshire Council, Staffordshire County Council and other interested parties. Highways England is in the process of agreeing Statements of Common Ground with a number of these parties.
- 3.9.2 Directly affected landowners have all been offered meetings with the project team to discuss their response to the statutory consultation (where applicable) and next steps with the project.
- 3.9.3 Design changes as a result of the above engagement are described in Table 5.13 in Section 5 of this document.

### 3.10 Protective Provisions for Statutory Undertakers

- 3.10.1 We are currently engaging with the statutory undertakers likely to be affected by the proposed Scheme with the aim of reaching agreements around protective provisions.

3.10.2 **Annex [M]** provides a list of all statutory undertakers identified by the Inspectorate in their Regulation 11 list and provides a summary of engagement activities to date.

## 4 Summary of responses to the statutory consultation

### 4.1 Structure of this chapter

- 4.1.1 This chapter details the methodology used to analyse responses received during the statutory consultation. This includes an explanation of the classification of respondents, analysis of the feedback received, the process for responding to comments and how changes proposed in the feedback received have been considered.
- 4.1.2 The chapter demonstrates how Highways England has complied with the requirements of the PA 2008 and Inspectorate's advice notes and DCLG Guidance in relation to the consideration of responses to consultation.
- 4.1.3 Highways England has considered a consultation response to be any written communication received via email, post, online or left at public events about the Scheme during the consultation period. The responses comprised:
- response forms (online or paper copy); and
  - written responses received by post or email.
- 4.1.4 Comments received via social media or discussions about the Scheme at public events or briefings with consultees were not captured as formal consultation responses. Information on the channels via which responses to the consultation should be submitted was provided on consultation documents and the Scheme webpage.
- 4.1.5 Highways England received 263 responses to the statutory consultation undertaken under Sections 42, 47 and 48 of the PA 2008.
- 4.1.6 Respondents were identified by 'consultee strand' as part of the analysis process. The consultee strand refers to which section of the PA 2008 they were consulted under, either Section 42 (explained in Chapter 3, section 3.4 of this report), Section 47 (explained in section 3.6) or in response to Section 48 publicity (explained in section 3.8 of this report).
- 4.1.7 In line with the requirements of Section 49 of the PA 2008, Highways England has had regard to all relevant responses, many of which raised multiple points to be considered. Highways England has undertaken analysis in accordance with the approach outlined in Advice note fourteen which states:

*'If the level of response was significant it may be appropriate to group responses under headline issues. Care must be taken to ensure that in doing this the responses are not presented in a misleading way or out of context from the original views of the consultee. Where this approach has been adopted it should be clearly identified and explained in the main body of the report, including any safeguards and cross checking that took place to ensure that the responses were grouped appropriately.'*

- 4.1.8 Highways England analysed all responses by giving each comment a code related to the matter raised. These codes allowed similar comments to be grouped by themes. This approach was taken to summarise the feedback received systematically and coherently and has been used on other Highways England schemes.
- 4.1.9 Chapter 5 provides details of the matters raised in the responses received during the consultation. Tables 5.1 to 5.12 set out Highways England's responses to the matters raised and identifies if this resulted in a change to the Scheme. If changes were suggested by consultees but not taken forward the reason for this is explained in Highways England's response. **Annex [P]** identifies who raised each matter.
- 4.1.10 Section 5.14 provides a summary of changes to the Scheme that occurred taking into consideration feedback received to the statutory consultation.

## 4.2 Method of analysis

- 4.2.1 Consultees were invited to respond to the following questions provided on the response form:
- Please indicate your level of support for the Scheme.
  - How satisfied are you with the position of the new link road to Dark Lane and Hilton?
  - How satisfied are you with the position of the new link road under Hilton Lane?
  - How satisfied are you with the design of the junctions at either end of the proposed link road?
  - Please indicate your level of support for the closure of Mill Lane where it meets the A460.
  - We're still considering the different options for screening barriers. What type of screening barriers would you prefer around M54 junction 1, Dark Lane, Hilton Lane and M6 junction 11?
  - How satisfied are you with the proposed environmental mitigation for the Scheme?
  - If you have any further comments on the M54 to M6 link road, please write them below.
- 4.2.2 In addition to the response form, written consultation responses (paper copy or email<sup>5</sup>) were also received and accepted. All consultation responses, regardless of which consultee strand they were from or the format they were received in, were analysed in the same way.

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<sup>5</sup> While a specific email address was not set-up or publicised as a feedback mechanism to capture responses to the consultation a number of s42 consultees provided their response direct to a Scheme email address. Responses received via this method have been analysed and taken into consideration alongside all other feedback received.



- 4.2.3 All responses were logged within a spreadsheet, their consultee strand identified and the consultee given a unique reference number for identification purposes.
- 4.2.4 An online survey system was used during the consultation where consultees could complete an electronic version of the response form. The views of respondents who chose to complete the online response form were captured electronically. Responses received via paper copy or email were then manually inputted into the dataset.
- 4.2.5 All responses were read and individual comments expressing specific points separated. The comments were then grouped into a series of themes for analysis. This analysis is detailed in tables 5.1 to 5.12 of this report.
- 4.2.6 **Annex [P]** provides each consultee comment grouped by theme and identifies who raised each of these comments. Statutory and prescribed consultees are named in **Annex [P]** so it is clear which consultees raised specific matters. Landowners have been assigned a reference number (starting with 'W') to comply with General Data Protection Regulation.
- 4.2.7 The first step in this process was to review all responses and allocate individual comments to team member(s) most likely to be able to respond to the specific query. Where queries or comments requested a change to the Scheme, these items were then highlighted by the team and a process agreed to establish what further work was required to reach a decision. The next steps then depended on the nature and complexity of the query. For example, the request from South Staffordshire Council to move the alignment to the east at Dark Lane resulted in extensive optioneering and assessment of the impacts of the alignment, team workshops to evaluate options and development of a technical note. In other cases, issue-specific meetings were held involving all relevant disciplines within the project team to reach a decision.
- 4.2.8 During the process the coded consultee comment spreadsheet was updated and reviewed by the consultation lead, DCO lead and project manager to ensure all comments were being fully considered and addressed.
- 4.2.9 Section 5.18 provides a summary of all the changes which have been made to the Scheme taking into consideration feedback received from the consultation.
- 4.2.10 As described in the Inspectorate's Advice note fourteen, a checking system was put in place to ensure that comments were coded and grouped correctly. This included a project briefing for those undertaking the analysis and coding, calls to discuss and check coding and the consultation lead and discipline specialists undertaking a review to check comments were coded correctly.

## 4.3 Classifying respondents

### 4.3.1 Advice note fourteen states:

*'We advise that applicants group respondents under the three strands of consultation as follows:*

Section 42 prescribed consultees (including Section 43 and Section 44)

Section 47 community consultees

Section 48 responses to statutory publicity

*The list should also make a further distinction within those categories by sorting responses according to whether they contain comments which have led to change to matters such as siting, route, design, form of scale of the Scheme itself, or to mitigation or compensatory measures proposed, or have led to no change.*

*A summary of responses by appropriate category together with a clear explanation of the reasons why responses have led to no change should also be included, including where responses have been received after deadlines set by the applicant.'*

### 4.3.2 In line with this advice, Highways England categorised each respondent within one of the following strands (as set out in Chapter 3):

- Section 42(1)(a) – prescribed consultees
- Section 42(1)(b) – local authorities whose boundaries the Scheme falls within or bordering authorities
- Section 42(1)(d) – those with an interest in the land affected by the Scheme or entitled to make a relevant claim
- Section 47 – local community
- Section 48 – responses to statutory publicity

### 4.3.3 The response form for the consultation asked people to provide their address, or at least their postcode, in order to help identify their consultee strand and also to understand the consultation's reach. The form also asked people if they were responding on behalf of an organisation or if they were an affected landowner.

### 4.3.4 Section 42 responses have been identified by the following methods:

- respondent provided information, for example an organisation name, allowing cross referencing with the statutory consultee Section 42(1)(a) and local authority Section 42(1)(b) lists;
- respondent identified themselves as an affected landowner on the response form or via written feedback; and
- respondent provided full address details which were cross referenced against the Section 42(1)(d) list.

4.3.5 Where Highways England could not positively identify a respondent to the statutory consultation as being a Section 42 consultee, they were identified as a Section 47 consultee.

4.3.6 Although Section 48 notices were sent to all Section 42 consultees, no respondent stated they were replying in response to the Section 48 notice.

#### 4.4 Event attendance

4.4.1 The following section summarises the attendance at the public consultation events held to support the statutory consultation.

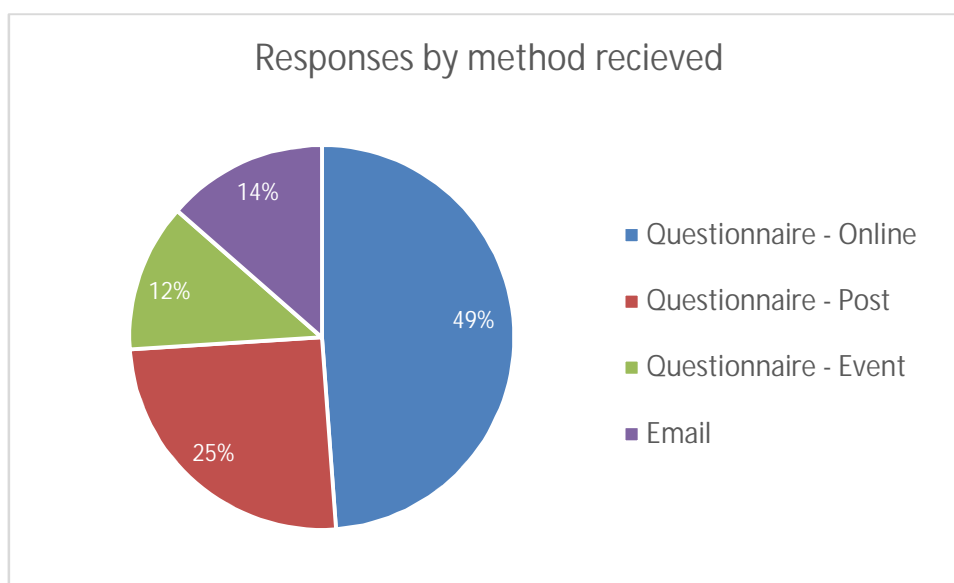
4.4.2 As outlined in Tables 3.4 and 3.5, seven public consultation events and three pop-up events were held. In total, 650 people attended these events, the breakdown of which is shown in Tables 4.1 and 4.2 below.

Table 4.1 Attendance at public events held to support the consultation		
Location	Date	Attendance
Featherstone and Hilton Community Centre, Baneberry Drive, Featherstone, WV10 7TR	31 May 2019	141
Featherstone and Hilton Community Centre, Baneberry Drive, Featherstone, WV10 7TR	1 June 2019	106
Shareshill Village Hall, 1 Elms Lane, Shareshill, WV10 7TR	3 June 2019	90
Shareshill Village Hall, 1 Elms Lane, Shareshill, WV10 7TR	8 June 2019	58
Wedges Mill Village Hall, Wolverhampton Road, Wedges Mills, Cannock, WS11 1 <sup>ST</sup>	11 June 2019	21
Cheslyn Hay, Village Hall, Pinfold Lane, Cheslyn Hay, Walsall, WS6 7HP	13 June 2019	45
Essington Community Centre, Hobnock Road, Essington, WV11 2RF	15 June 2019	41
<b>TOTAL ATTENDANCE</b>		<b>502</b>

Table 4.2 Attendance at pop-up events held to support the consultation		
Location	Date	Attendance
Hollybush Garden Centre, Warstone Rd, Shareshill, Wolverhampton, WV10 7LX	14 June 2019	47
Hilton Park Services (Northbound), Junction 10a M6 Wolverhampton, Essington WV11 2AT	28 June 2019	27
Hollybush Garden Centre, Warstone Rd, Shareshill, Wolverhampton, WV10 7LX	1 July 2019	55
Park Road, Featherstone (Hilton)	4 July 2019	22
<b>TOTAL ATTENDANCE</b>		<b>148</b>

## 4.5 Statistical summary of responses received

4.5.1 In total 263 responses were received to the statutory consultation. As illustrated by Figure 4.1 below, these responses were received in the following formats: response forms completed online (126), response forms returned by FREEPOST (65), response forms completed at an event (32) and responses received by email (40)<sup>6</sup>.



**Figure 4.1: Methods via which responses were received**

<sup>6</sup> While a specific email address was not set-up or publicised as a feedback mechanism to capture responses to the consultation a number of Section 42 consultees provided their response direct to a Highways England email address. Responses received via this method have been analysed and taken into consideration alongside all other feedback received.

4.5.2 Table 4.3 below provides a breakdown of the responses received under each consultee strand as described in paragraph 4.3.2.

Table 4.3 Breakdown of responses to the statutory consultation by consultee strand		
Consultee strand	Strand reference	Number of responses
Prescribed consultees	Section 42(1)(a)	24
Local authorities	Section 42(1)(b)	6
Land interests	Section 42(1)(d)	7
Local community	Section 47	226
Responses to statutory publicity	Section 48	0 <sup>7</sup>

#### Additional consultees

4.5.3 As outlined in paragraphs 3.4.22 and 3.4.23, 14 additional Section 42 consultees were identified following the end of the statutory consultation through ongoing land referencing and ongoing checks. These were each sent a Section 42 letter and documentation on 21 November 2019 and were given 28 days to respond to the consultation. The majority of these were identified during ongoing inquiry into land interests affected by the scheme. Lists of these consultees and when additional letters were sent are included in **Annex [N]**.

4.5.4 Eight responses were received from these additional consultees. These have been analysed in line with the methodology above and the results included in analysis below, and in Section 5 of this report and **Annex [P]**.

## 4.6 Summary of feedback received via the response form

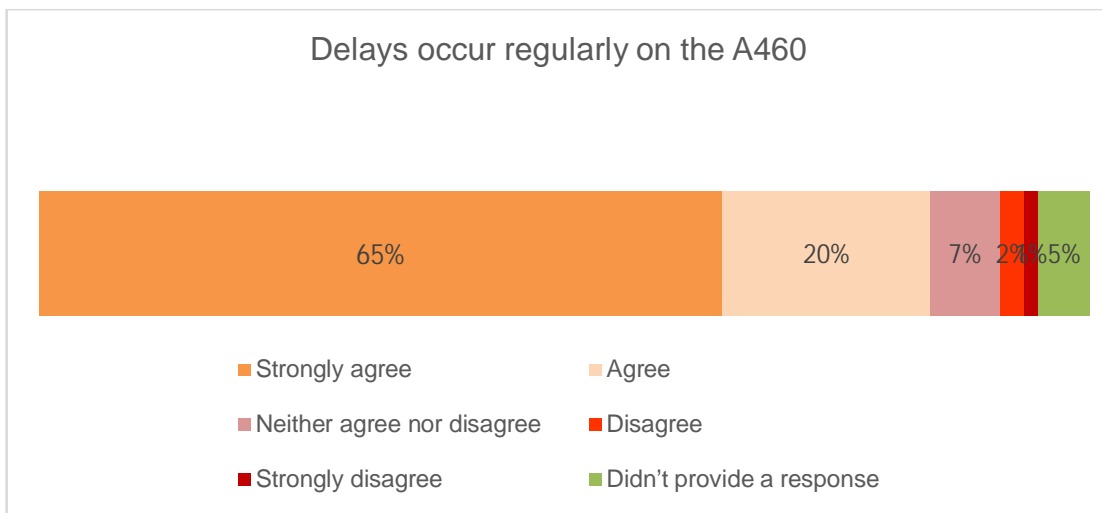
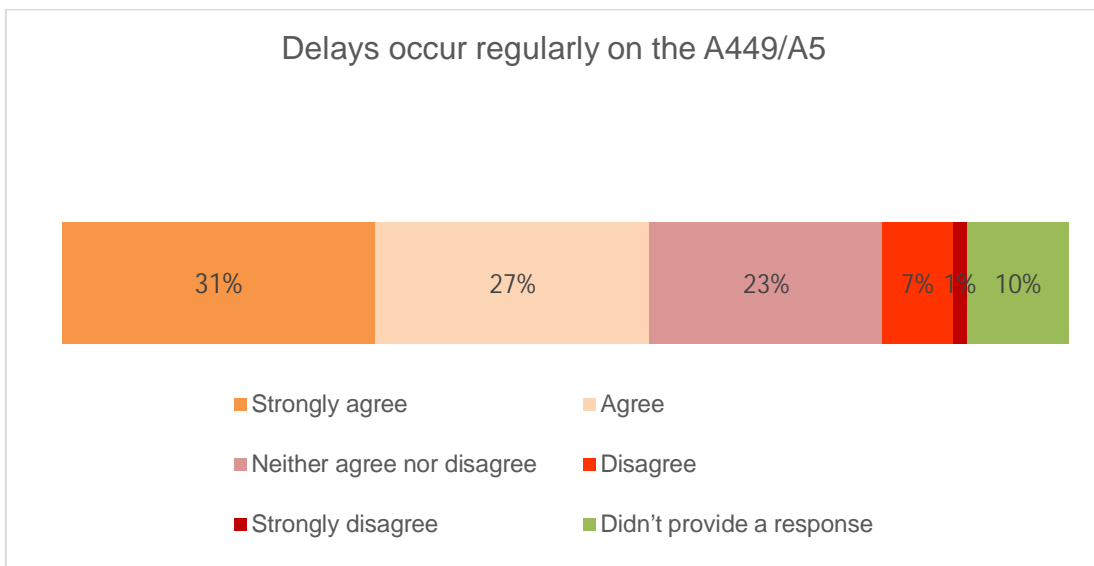
4.6.1 The following section provides a summary of the quantitative data and qualitative comments provided by those who responded using the response form. The vast majority of those who provided feedback via the response form were Section 47 consultees. The following Section 42 consultees chose to provide feedback via the response form:

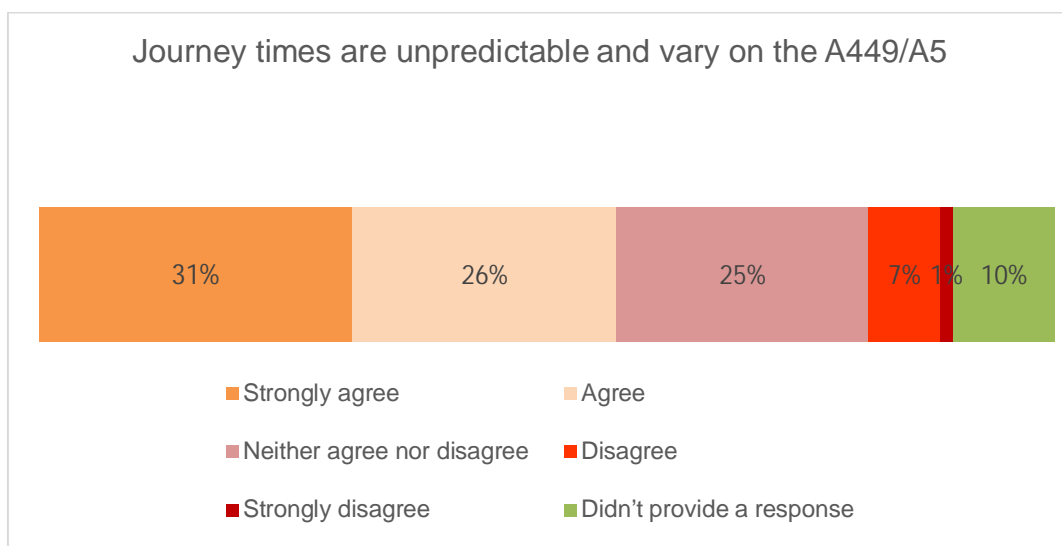
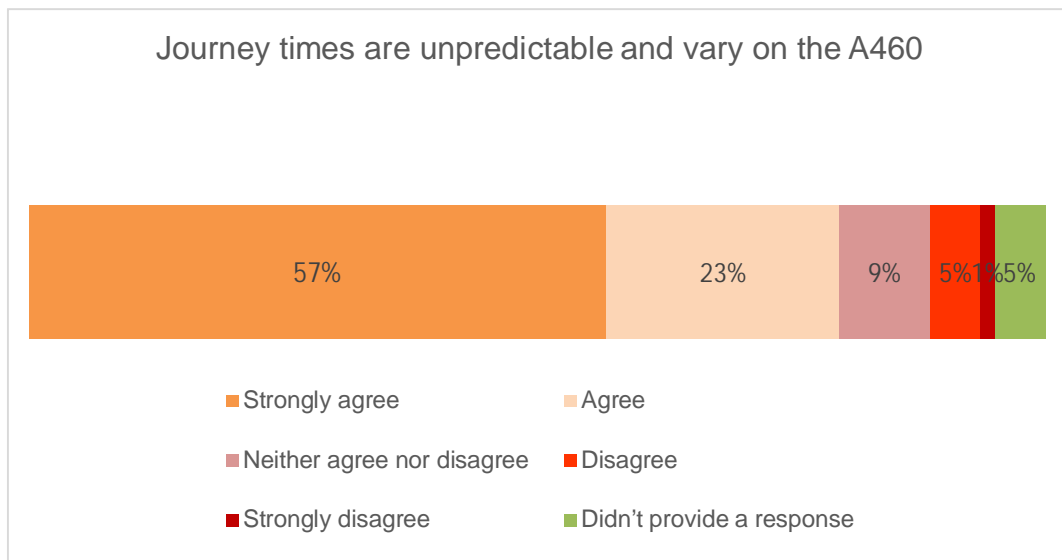
- Cheslyn Hay Parish Council
- Hilton Parish Council
- Midland Expressway Limited
- Staffordshire Fire and Rescue Service
- Telford and Wrekin Council

<sup>7</sup> No respondents stated they were replying in response to the Section 48 notice.



- 4.6.2 Questions one to five on the response form sought general background information on the respondent, to help identify consultee strand and the names of specific organisations responding, as well as information on the respondent's travel in the area of the Scheme.
- 4.6.3 To gain an understanding of perceptions on the existing SRN in the vicinity of the Scheme question 6 asked respondents whether they agreed or disagreed with statements on existing traffic flows (in relation to delays) and journey time reliability on the A449/A5 and the existing A460.
- 4.6.4 The figures below illustrate feedback received in response to the statements presented in this question.

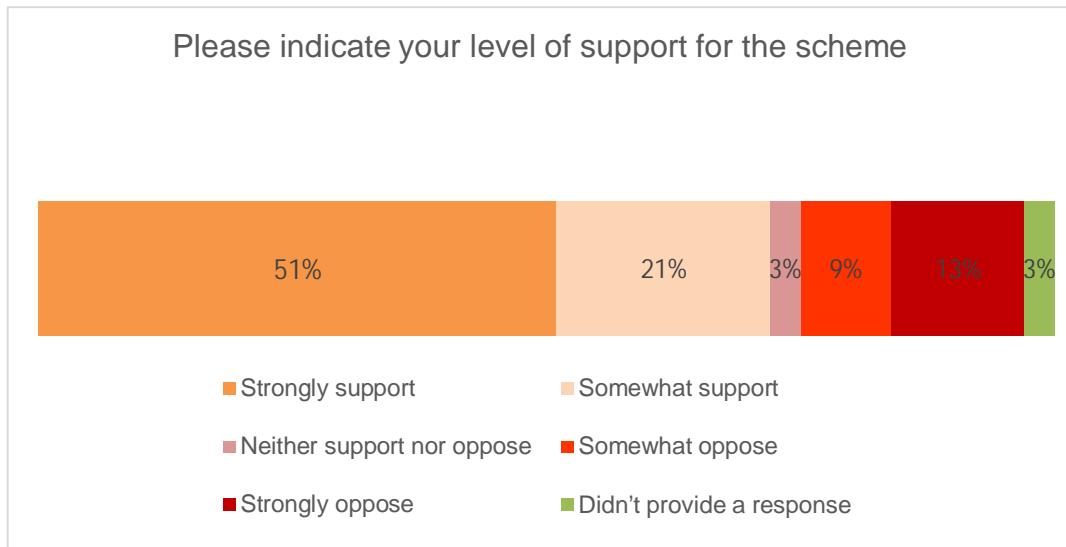




**Figure 4.2: Perceptions of current traffic levels on the A460 and A449/A5**

**Overall level of support for the Scheme**

4.6.5 Question seven on the response form asked respondents to indicate their level of support of the Scheme. Of the 223 respondents that provided feedback via the response form, 72% expressed the view that they either ‘strongly support’ or ‘somewhat support’ the Scheme.



**Figure 4.3: Level of support for the Scheme**

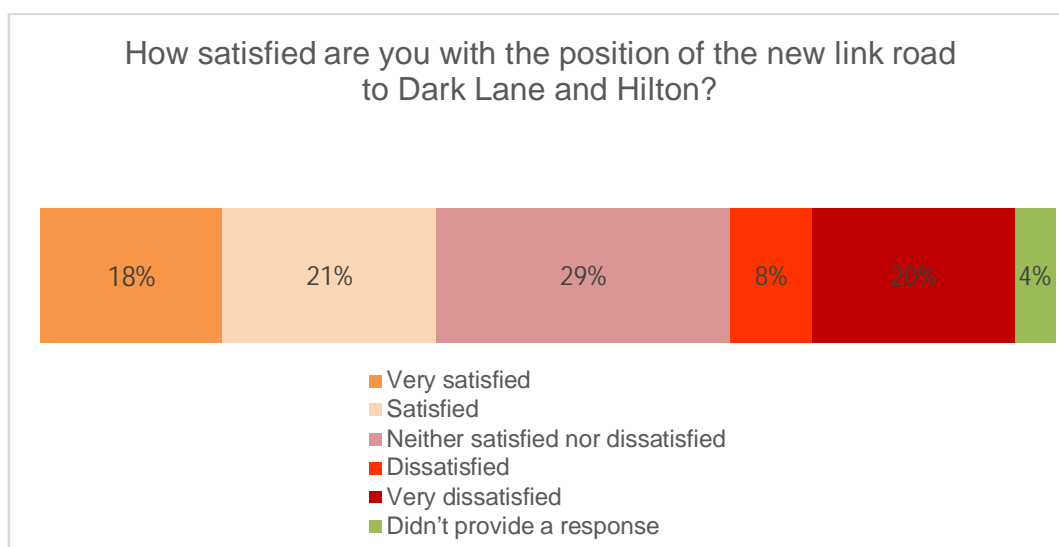
- 4.6.6 Respondents were asked to give reasons for their indicated level of support. These comments have been analysed, coded and summarised into a series of themes which are set-out in Table 4.4 below. For each theme a summary description of the matters raised within each theme is also provided.
- 4.6.7 The 223 respondents to question seven provided a total of 324 comments, with some respondents providing multiple individual comments.

Table 4.4 Summary of matters raised by theme from question seven of the statutory consultation – level of support for the Scheme	
Theme	Summary description of matters raised
Overall support	<p>Proposed highway improvements welcomed, a link road is needed</p> <p>The proposed Scheme will reduce congestion and volume of traffic on A460, this will benefit the communities of Featherstone, Shareshill and Hilton</p> <p>The proposed Scheme will reduce journey times and improve journey time reliability</p> <p>The proposed Scheme will improve connectivity with the wider motorway network, will benefit commuters and businesses</p>
Overall opposition	<p>Do not support the proposed route</p> <p>Concern about the proximity of the proposed Scheme to residential properties and potential impact on property prices</p>

<b>Table 4.4 Summary of matters raised by theme from question seven of the statutory consultation – level of support for the Scheme</b>	
<b>Theme</b>	<b>Summary description of matters raised</b>
	<p>Concern over the cost of the Scheme</p> <p>The link road is not needed, other solutions are available</p>
Environment	<p>Concerns related to potential noise, air quality and visual impacts of the proposed Scheme on nearby residents</p> <p>Concern over loss of greenbelt land, green space and potential impact on local wildlife</p>
Construction	<p>Concern over potential impact of noise and pollution during construction, particularly for properties close to the proposed link road</p> <p>Concern over traffic disruption during construction</p>
Design	<p>Concerns about the design for M6 Junction 11, that this should be free flow and that current design will lead to congestion and delays and will therefore not solve the overall problem</p> <p>The link road should be motorway standard with free flow links</p> <p>Scheme should include a direct link to the M6 Toll</p>

**Satisfaction with the location of the Scheme in relation to Dark Lane and Hilton**

4.6.8 Question eight asked respondents to provide their level of satisfaction with the location of the Scheme in relation to Dark Lane and Hilton. Of the 223 respondents that provided feedback via the response form, 39% were either ‘very satisfied’ or ‘satisfied’, 28% were either ‘dissatisfied’ or ‘very dissatisfied’ and 29% gave a neutral response.



**Figure 4.4: Level of satisfaction with the Scheme in relation to the position of the new link road to Dark Lane and Hilton**

4.6.9 Respondents were asked to provide additional information to support their answer. The 223 respondents left a total of 186 comments in relation to the new link road to Dark Lane and Hilton which have been analysed, coded and are summarised in Table 4.5 below.

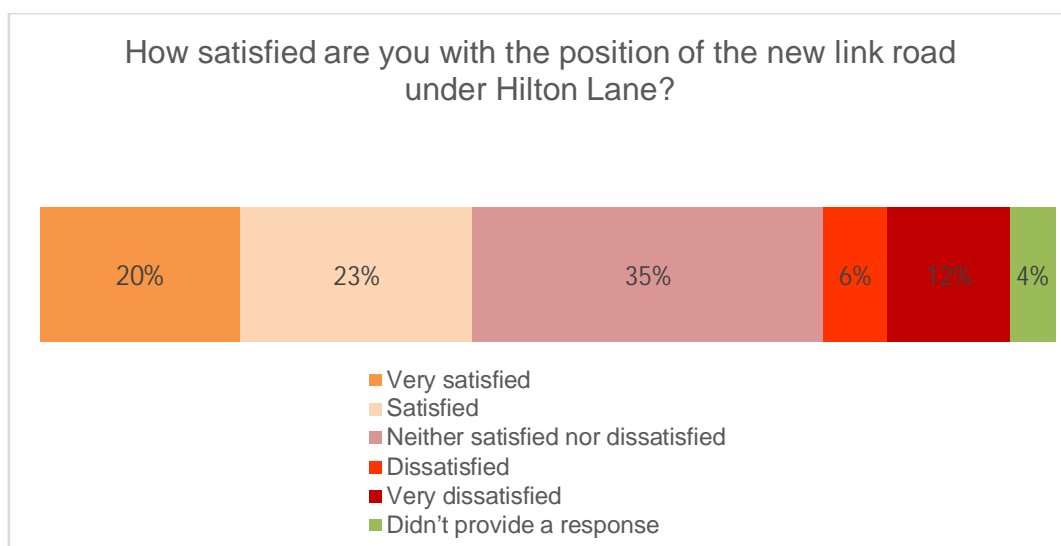
Table 4.5 Summary of matters raised by theme from question eight of the statutory consultation – location the scheme in relation to the position of the new link road to Dark Lane and Hilton	
Theme	Summary description of matters raised
Neutral comment	Not affected or have no opinion on location of Scheme in relation to Dark Lane
Overall support	The proposed route is the best option; most cost effective and minimises impacts
Overall opposition	Overall opposition to principal of the link road and / or proposed route  Concern over the proximity of the proposed link road to residential properties in Hilton, route is too close to these properties  The link road is not needed, other solutions are available
Impact on local community	Concern over potential visual, noise and air quality impacts on Dark Lane / Hilton residents  Requests to move traffic further away from Dark Lane  Concern over the potential impact of the Scheme on local businesses and landowners,



Table 4.5 Summary of matters raised by theme from question eight of the statutory consultation – location the scheme in relation to the position of the new link road to Dark Lane and Hilton	
Theme	Summary description of matters raised
	with specific reference to the fishing ponds  Potential impact on property prices in the area
Traffic	Comments that the Scheme will reduce traffic and congestion on the A460  Suggestions that the Scheme will stop Dark Lane being used as a rat run  Concern that the Scheme will lead to an increase in journey times for residents making local journeys
Environment	Concern over visual, noise and air quality impacts on Dark Lane / Hilton residents
Design	Requests to move the traffic further away from Dark Lane

**Satisfaction with the position of the new link road under Hilton Lane**

4.6.10 Question nine asked respondents to indicate their level of satisfaction with the position of the new link road under Hilton Lane. Of the 223 respondents that provided feedback via the response form, 35% were either ‘very satisfied’ or ‘satisfied’, 35% were ‘neither satisfied or dissatisfied’ and 26% were ‘either dissatisfied or very dissatisfied’.



**Figure 4.5: Level of satisfaction with the position of the new link road under Hilton Lane**

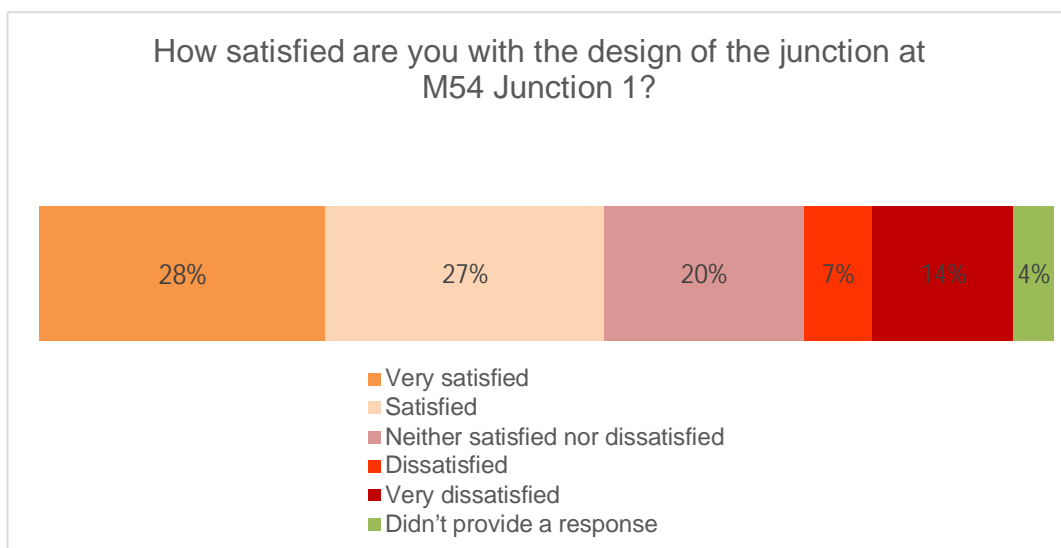
4.6.11 Respondents were then given an opportunity to provide additional feedback with regard to the response to the question. 108 comments were provided which have been analysed, coded and summarised in Table 4.6 below.

<b>Table 4.6 Summary of matters raised by theme from question nine of the statutory consultation - position of the new link road under Hilton Lane</b>	
<b>Theme</b>	<b>Summary description of matters raised</b>
Neutral comment	Not affected or have no opinion on location of Scheme in relation to Hilton Lane
Overall support	Proposed Scheme will help reduce visual and noise impact for properties in close proximity
Overall opposition	Overall opposition to principle of the link road and / or proposed route  Concerns over the proximity of the proposed link road to residential properties in Hilton, route is too close to these properties  The link road is not needed, other solutions are available
Impact on local community	Concerns over potential noise and visual impacts on residential properties in Hilton  Lowering the level of the proposed link road at Hilton Lane will minimise impact on local residents
Traffic	It is important that Hilton Lane remains open
Design	Potential impact on walking / cycling access
Environment	Concern over loss of greenbelt land  Concern over potential impact of Scheme on wildlife  Proposed route minimises impact on people and the environment

### **Satisfaction with the design of M54 Junction 1 and M6 Junction 11**

4.6.12 Question 10 asked respondents to indicate their level of satisfaction with the designs for M54 Junction 1 and M6 Junction 11.

4.6.13 With regards to the design of M54 Junction 1, of the 223 respondents that provided feedback via the response form, 53% were either 'very satisfied' or 'satisfied', 20% were 'neither satisfied or dissatisfied' and 21% were 'either dissatisfied' or 'very dissatisfied'.



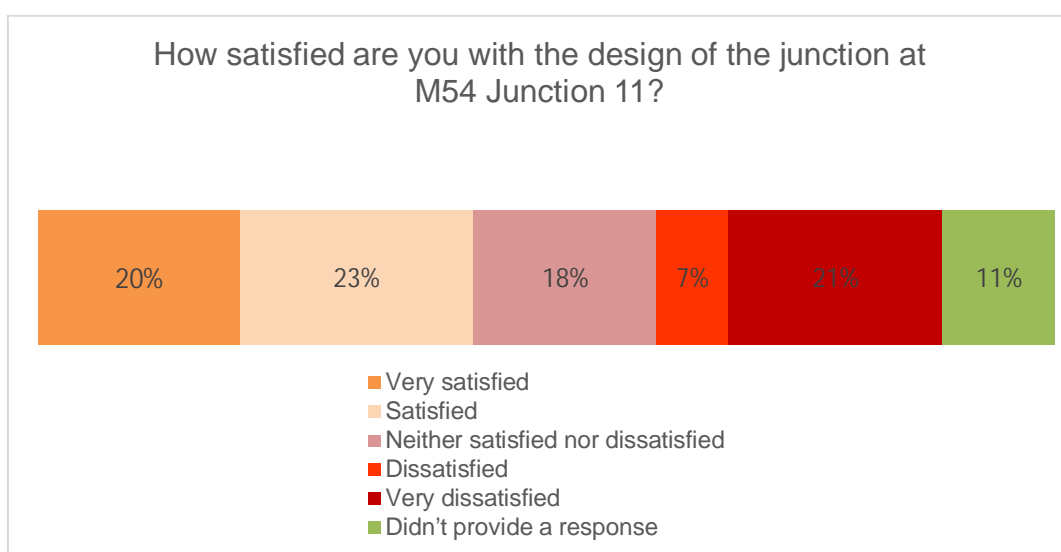
**Figure 4.6: Level of satisfaction with the design of M54 Junction 1**

- 4.6.14 Following this, respondents were given an opportunity to provide an explanation for the satisfaction rating they provided for the design of M54 Junction 1.
- 4.6.15 A total of 150 comments were received in relation to the design of M54 Junction 1. These have been analysed, coded and are summarised in Table 4.7 below.

Table 4.7 Summary of matters raised by theme from question 10 of the statutory consultation – design of M54 Junction 1	
Theme	Summary description of matters raised
Neutral comment	Not affected or expressed no opinion
Overall support	Support for free flow links from M54 to new link road
Overall opposition	Overall opposition to principal of the link road and / or proposed route
Impact on local residents and landowners	Land take required for the Scheme is too great
Traffic	Concern that the proposed link road will lead to additional traffic on the A460 and local roads
Design	<p>Support for the free flow design of M54 Junction 1</p> <p>Concern that the proposed roundabouts at M54 J1 will cause congestion and delays and that the complex design may be confusing for drivers</p> <p>Concern about the impact on walking and cycling routes, no provision for walking or cycling shown in design of the junction</p>

Table 4.7 Summary of matters raised by theme from question 10 of the statutory consultation – design of M54 Junction 1	
Theme	Summary description of matters raised
Environment	Concerns about potential noise impacts for nearby residents
Construction	Concerns about potential noise and traffic impacts during construction

4.6.16 With regards to the design of M6 Junction 11, of the 223 respondents who provided feedback via the response form, 43% stated that they were either ‘very satisfied’ or ‘satisfied’, 18% were ‘neither satisfied or dissatisfied’ and 28% were either ‘dissatisfied’ or ‘very dissatisfied’.



**Figure 4.7: Level of satisfaction with the design of M6 Junction 11**

4.6.17 Following this, respondents were given an opportunity to provide an explanation for the satisfaction rating they provided for the design of M54 Junction 11.

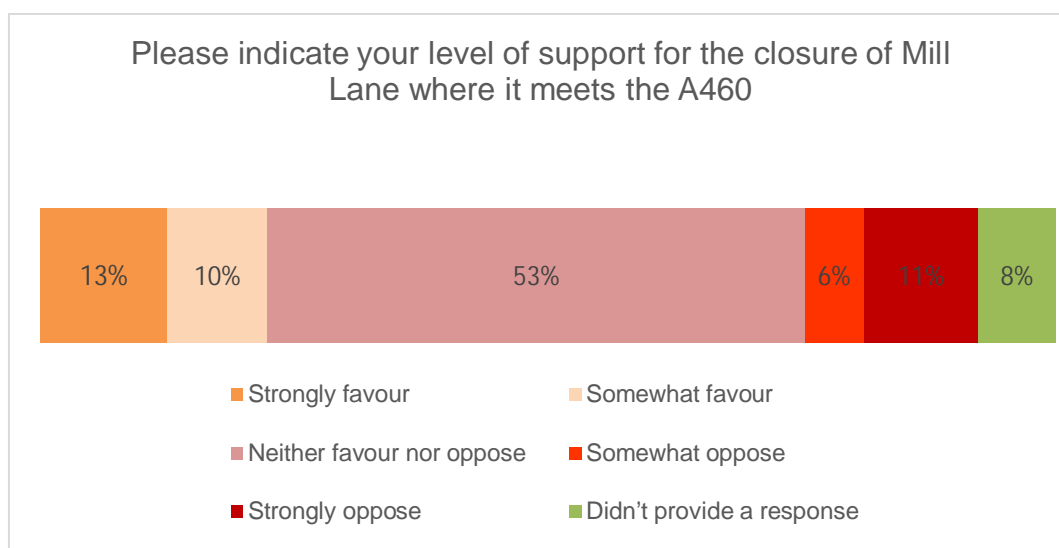
4.6.18 A total of 153 comments were received in relation to the design of M6 Junction 11. These have been analysed, coded and are summarised in Table 4.8 below.

Table 4.8 Summary of matters raised by theme from question 10 of the statutory consultation – design of M6 Junction 11	
Theme	Summary description of matters raised
Neutral comment	Not affected or expressed no opinion
Overall support	Support for enlarged Junction 11 to cope with extra traffic, improvements at this junction much needed
Overall opposition	Overall opposition to principle of the link road and / or route.  Free flow links to and from M6 should be

Table 4.8 Summary of matters raised by theme from question 10 of the statutory consultation – design of M6 Junction 11	
Theme	Summary description of matters raised
	provided, suggestion that not providing free flow links is short sighted
Design	<p>Concerns about the design for M6 Junction 11, that this should be free flow and that current design will lead to congestion and delays and will therefore not solve the overall problem</p> <p>Safety concerns with regards to the roundabout, concern that the junction is too large and complex, leading to driver confusion</p> <p>Concern that the roundabout is too large, too much land take is required</p> <p>Concern over impact on walking and cycling routes, no provision for walking or cycling shown in design of the junction</p>
Environment	Concerns about potential noise impacts for nearby residents
Construction	Concerns about potential noise and traffic impacts during construction

### Proposed closure of Mill Lane

4.6.19 Question 11 asked respondents to indicate to what degree they support the closure of Mill Lane. Of the 223 respondents that provided feedback via the response form, 23% stated that they were either ‘strongly’ or ‘somewhat’ in favour, 53% neither favour or oppose and 17% either ‘somewhat’ or ‘strongly’ opposed.



**Figure 4.8: Level of support for closure of Mill Lane where it meets the A460**

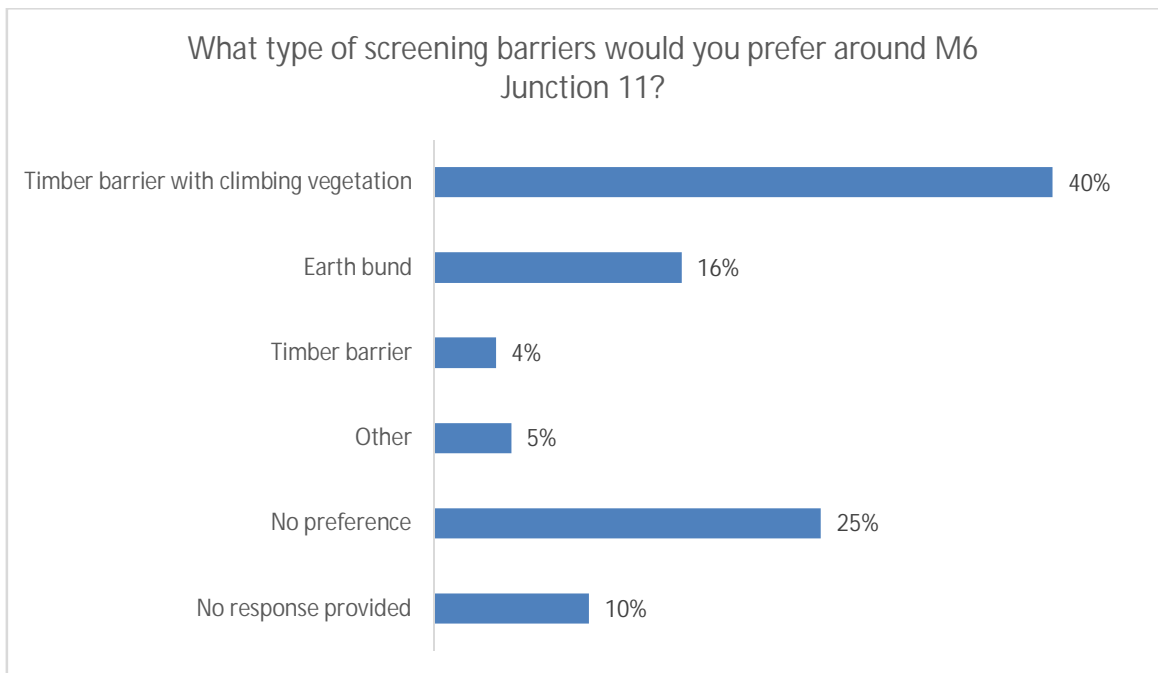
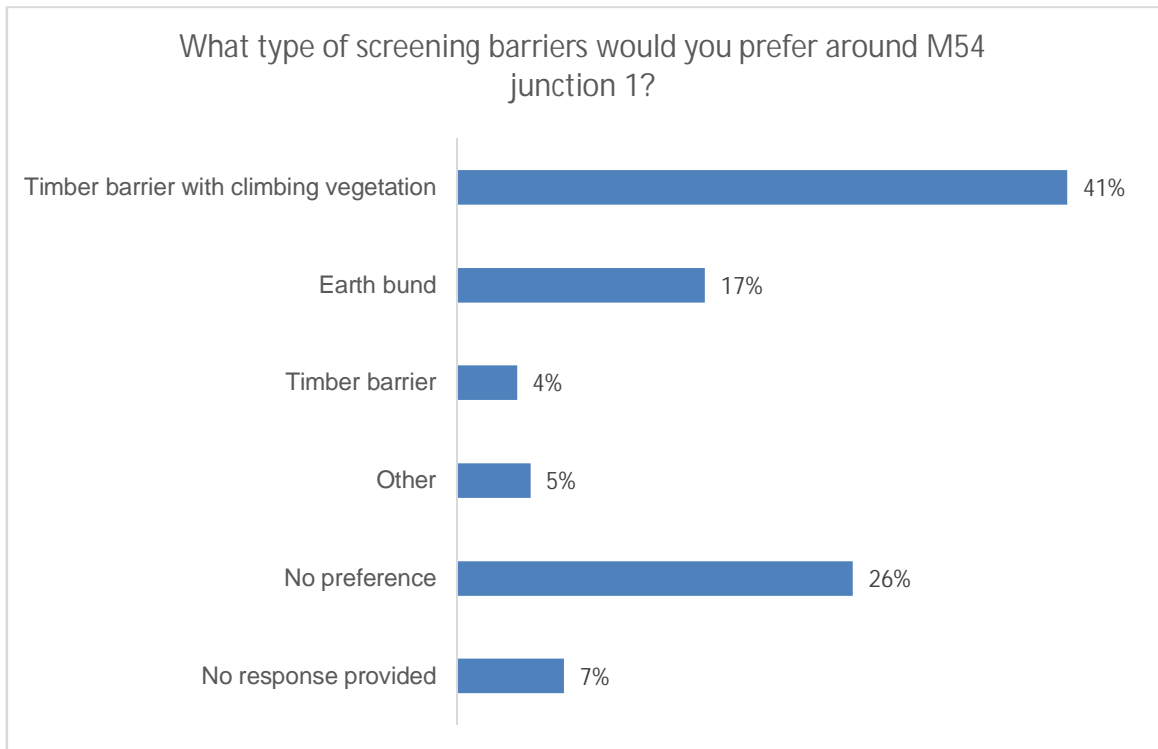


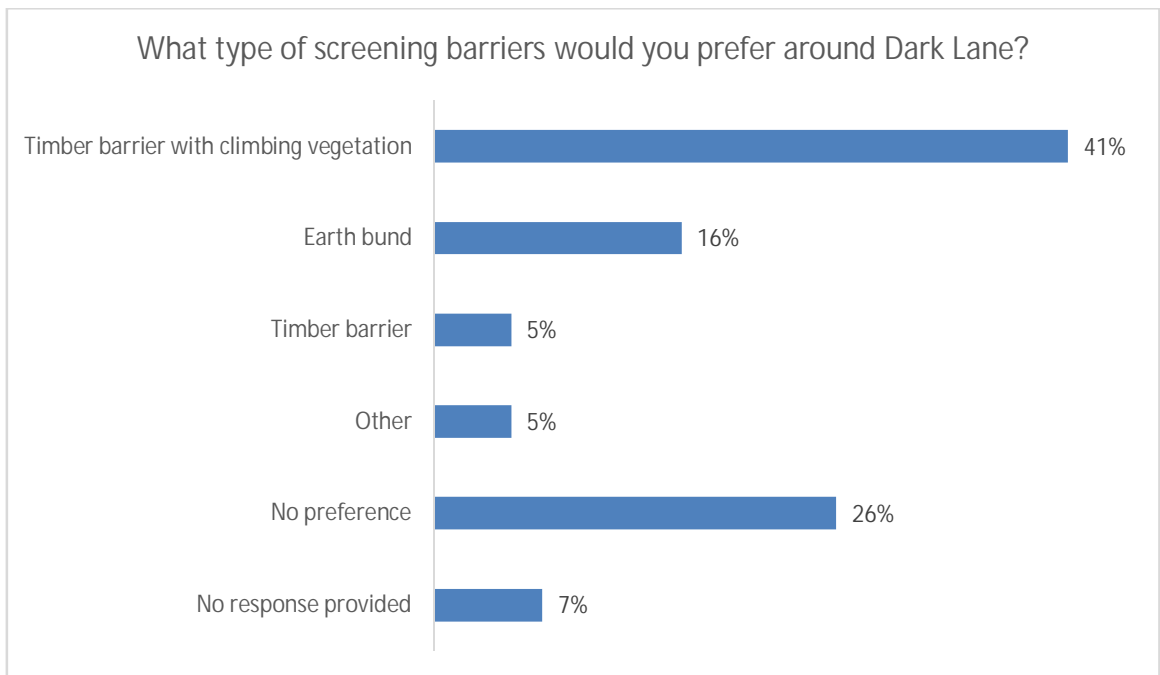
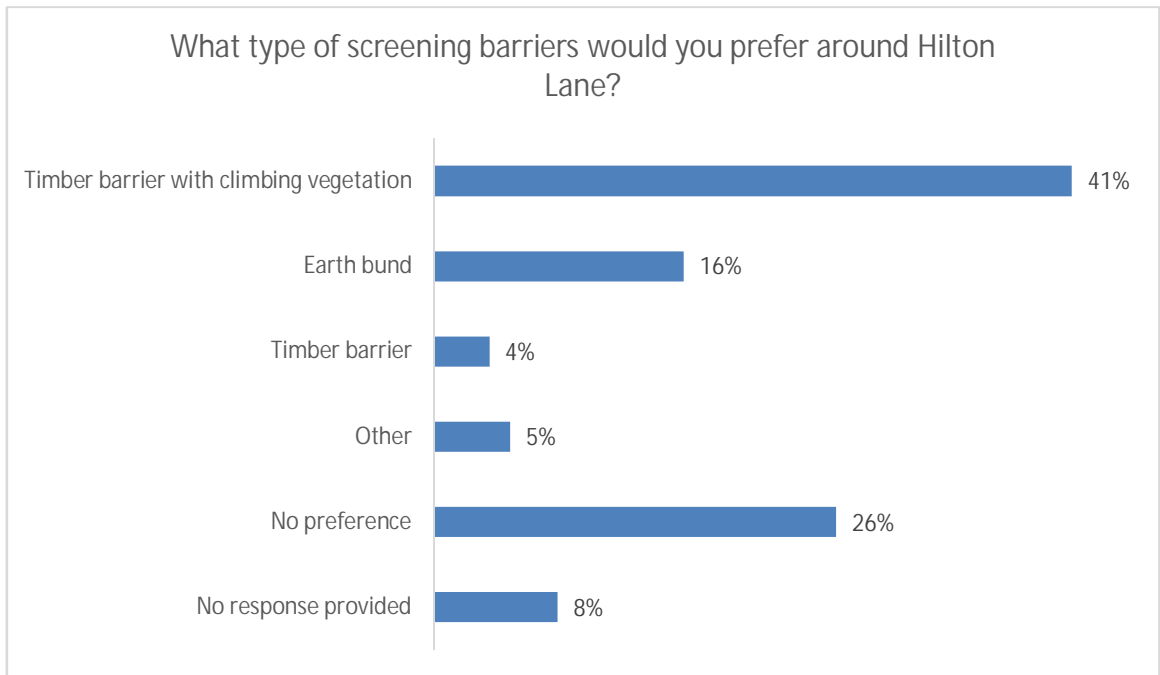
4.6.20 A total of 122 comments were received which have been analysed, coded and are summarised in Table 4.9 below.

<b>Table 4.9 Summary of matters raised by theme from question 11 of the statutory consultation – proposed closure of Mill Lane where it meets the A460</b>	
<b>Theme</b>	<b>Summary description of matters raised</b>
Overall support	Support for the closure of Mill Lane
Overall opposition	Closing Mill Lane will not make a difference to the Scheme; do not see a reason for Mill Lane to be closed  Concern that closing Mill Lane will displace traffic onto other local roads
Neutral comments	Not affected, have no view, do not use Mill Lane
Traffic	Support for the closure of Mill Lane as it will prevent rat-running  Concern over increase in traffic on local roads, including use by large agricultural vehicles  Concern that closure of Mill Lane will increase journey times for local residents  Comments that the majority of the traffic using Mill Lane is to access the car boot sale, concern over impact of traffic accessing the car boot sale site will have an impact on other local roads following closure of Mill Lane
Access	Concerns over access for local residents, farmers and access to fishing ponds  Concerns over access for large vehicles to farmland  Access for pedestrians and cyclists should be retained on Mill Lane  Concern over unauthorised access to the land and anti-social behaviour once Mill Lane is stopped up

### **Screening barrier preferences**

4.6.21 Question 12 asked respondents to state their preference for the type of screening barriers which could be used in four locations; M54 Junction 1, Dark Lane, Mill Lane and M6 Junction 11. Results were similar across all locations with around four in ten respondents favouring a timber barrier with climbing vegetation in each location. Around a quarter of respondents stated that they had 'no preference' with regard to barrier type in each location. The analysis of responses to this question is shown in the graphs below.



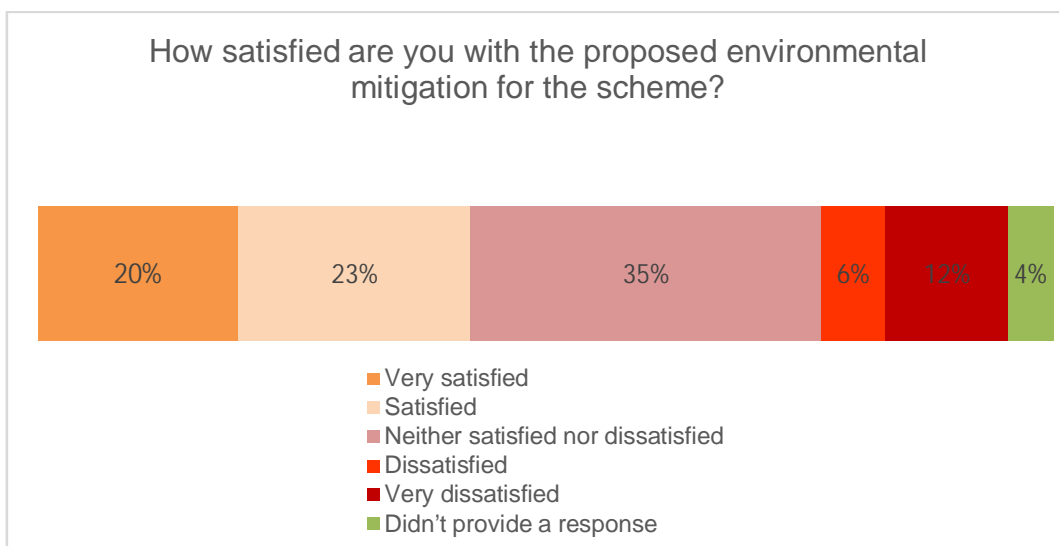


**Figure 4.9: Preferences expressed for proposed options for screening barriers at four locations on the Scheme**

4.6.22 The feedback to this question has been used to inform the ongoing noise and landscape assessment work and the final design of screening barriers to be included in the Scheme.

### Proposed mitigation for the Scheme

4.6.23 Question 13 asked respondents to indicate their level of satisfaction with the migration measures proposed in the PEI Report to reduce identified environmental impacts of the Scheme. Of the 223 respondents that provided feedback via the response form, 39% stated that they were either 'very satisfied' or 'satisfied', 32% were 'neither satisfied or dissatisfied' and 18% were either dissatisfied or very dissatisfied.



**Figure 4.10: Level of satisfaction with the proposed mitigation**

4.6.24 A total of 87 comments were received in relation to this question, these comments have been analysed, coded and are summarised in Table 4.10 below.

Table 4.10 Summary of matters raised by theme from question 13 of the statutory consultation – proposed mitigation	
Theme	Summary description of matters raised
Overall support	Support for proposed mitigation, impacts have been considered
Overall opposition	Opposition to overall principal of building the link road and the impact it will have on the environment  PEI Report is too complicated
Environment	Support for the proposed replanting  Proposed mitigation will help reduce potential noise and visual impacts  Concerns about potential noise, visual and air quality impacts of the Scheme  Concerns about the potential loss of

<b>Table 4.10 Summary of matters raised by theme from question 13 of the statutory consultation – proposed mitigation</b>	
<b>Theme</b>	<b>Summary description of matters raised</b>
	greenspace, green belt and wildlife
Impact on local community	Comments supporting traffic being moved away from residential properties near the A460  Impact of the Scheme on residential properties
Design	Comments regarding the provision of walking and cycling routes

### **Additional comments on the Scheme**

4.6.25 Question 14 asked respondents to provide any additional comments they had with regard to the Scheme. A total of 136 comments were received which have been analysed, coded and are summarised in Table 4.11 below.

<b>Table 4.11 Summary of matters raised by theme from question 14 of the statutory consultation – additional comments</b>	
<b>Theme</b>	<b>Summary description of matters raised</b>
Overall support	Comments of overall support for the proposed Scheme, need for the road to be delivered as soon as possible
Overall opposition	Opposition to the development of a link road of any form  Preference expressed for an alternative route
Environment	Concern over noise impacts  Concern over air quality impacts  General concerns about the impact of the Scheme on the local environment
Design	Preference for a motorway standard link  Comments regarding the need for free flow links at M6 Junction 11  Scheme should include a direct link to the M6 Toll  Comments regarding the provision of walking, cycling and equestrian routes
Traffic	Concerns that traffic will still use A460 particularly HGVs and that a weight limit / traffic calming should be put in place to



Table 4.11 Summary of matters raised by theme from question 14 of the statutory consultation – additional comments	
Theme	Summary description of matters raised
	address this  Proposed Scheme should lead to reduction in traffic should on the A460
Impact on local residents / businesses	Concerns about potential impact on businesses in Featherstone  Concern about potential impact on Hilton, particularly Dark Lane residents
Construction	Concern about potential disruption during construction to residents of Dark Lane, queries regarding working hours

## 4.7 Summary of other written feedback received

- 4.7.1 The following section provides a summary of the comments given in response to the statutory consultation by prescribed and selected non-prescribed bodies and organisations.
- 4.7.2 Tables 4.12 – 4.55 below provide a summary of the matters raised by each responding body. The summaries are presented by consultee strand.
- 4.7.3 Highways England's responses to the matters raised are contained in the tables presented in Chapter 5 collated under the relevant themes and in **Annex [P]**, which also includes the names of the prescribed organisations who raised each of the specific matters listed.

### Summary of responses from Section 42(1)(a) – prescribed consultees

Table 4.12 C.A. Telecom (Colt Technology Services)	
Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	Colt Technology Services do not have apparatus near the location.
Suggestions	If any development or Scheme amendments fall outside the 50-metre perimeter new plans must be submitted for review.

Table 4.13 Cheslyn Hay Parish Council	
Supportive comments	Strongly support the scheme because it is the least disruptive route for Cheslyn Hay residents.
Opposing comments	No comments

Table 4.13 Cheslyn Hay Parish Council	
or concerns	
Neutral comments	<ul style="list-style-type: none"> <li>Agreed that delays occur regularly, and journey times are unpredictable and varied on the A460 and A449/A5.</li> <li>Neither satisfied nor dissatisfied with the position of the new link road to Dark Lane and Hilton and the new link road under Hilton Lane.</li> </ul>
Suggestions	<ul style="list-style-type: none"> <li>Request for the introduction of a direct link from the A462 to the M6 before the junction link in order to save time waiting in traffic.</li> </ul>

Table 4.14 City Fibre	
Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>Requesting contact via online enquiry service.</li> </ul>
Suggestions	No comments

Table 4.15 Coal Authority	
Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>Unaware of any interests in the land shown, other than ownership of any mines and minerals of coal.</li> </ul>
Suggestions	<ul style="list-style-type: none"> <li>Require further information on the rights referred to and copies of Register and title plan referred to.</li> </ul>

Table 4.16 Energetics	
Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>Based on the information provided, I can confirm that Energetics does not have any plant within the area</li> </ul>
Suggestions	No comments

<b>Table 4.17 Environment Agency</b>	
Supportive comments	<ul style="list-style-type: none"> <li>• Welcome proposal to replace existing culverts/bridges and upgrade these structures, taking climate change into consideration.</li> <li>• PEI Report in Chapter 8 (ecology) and Chapter 13 (road drainage and water environment) is well written and comprehensive and the ecological information being collected is appropriate for the Scheme,</li> </ul>
Opposing comments or concerns	No comments
Neutral comments	No comments
Suggestions	<ul style="list-style-type: none"> <li>• Detailed information and expectations provided relating to culvert and bridge building and modelling to determine flood risk, JFLOW modelling, FRI, and the Flood Risk Assessment.</li> <li>• Proposals should consider any findings or recommendations applicable from the South Staffordshire District's Strategic Flood Risk Assessment (SFRA), while also taking account development sites allocated for growth downstream at Featherstone, which may have linked flood risk issues.</li> <li>• Construction and operation of the Scheme should seek to: enhance the natural environment, provide net gains for biodiversity (including restoring more natural processes to the watercourses), improve ecosystem service function, consider the impact on fish, provide river crossings which minimise detrimental impacts to the natural function of the river corridor, enhance the watercourse, ensure that silt, soil and suspended solids do not enter any watercourses, and introduce SUDs systems with provision to balance flows and incorporate pollution control systems.</li> <li>• Recommendations regarding minimising the production and disposal of waste during construction and operation and mitigating measures to protect Controlled Waters. Environment Agency will review the draft Construction Environmental Management Plan / Waste Management Plan which must be delivered in accordance with current Environment Permitting Regulations.</li> </ul>

<b>Table 4.18 EPS Utilities Group Ltd</b>	
Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>• EPS has no gas or electricity apparatus in the vicinity of the Scheme and will not be affected by the proposed works.</li> </ul>
Suggestions	No comments

Table 4.19 Harlaxton Gas Network	
Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>Harlaxton has no assets in the area and have no comment to make on this Scheme.</li> </ul>
Suggestions	No comments

Table 4.20 Hilton Parish Council	
Supportive comments	<ul style="list-style-type: none"> <li>The consultations were good.</li> </ul>
Opposing comments or concerns	<ul style="list-style-type: none"> <li>Understand the need for a link road but oppose the chosen route. They commented that at the options stage they chose Option C along with all the neighbourhood parish councils and the district council, as well as many residents because Option B comes too close to Hilton.</li> <li>The position of the route is too near to some houses on Dark Lane, at only 25m, and this is after the parish council objected when it was virtually 0 metres away from properties. The option will lead to the loss of; historic parkland along with part of lower pool which is an area of scientific interest, a rookery which has been there for many decades, and an area of bluebells.</li> <li>The 3D images and fly through showing mature planting as it could look in 30 years' time was misleading to the public.</li> <li>Only houses 31-44 on Dark Lane received information packs because all residents will be impacted by noise.</li> </ul>
Neutral comments	<ul style="list-style-type: none"> <li>Agreed that delays occur regularly on the A460 but disagreed that journey times are unpredictable and varied. They disagreed that delays are regular and journey times are unpredictable and varied on the A449/A5.</li> <li>Neither satisfied nor dissatisfied with the position of the new link road under Hilton Lane, and the design of the junctions at either end of the proposed link road (M54 Junction 1 and M6 Junction 11).</li> </ul>
Suggestions	<ul style="list-style-type: none"> <li>Would like to see a timber barrier with climbing vegetation for screening barrier around M54 junction 1, Dark Lane, Hilton Lane and M6 junction 11, which includes the replacement of the corrugated iron fence in Dark Lane replaces with a wooden fence with vegetation.</li> <li>The design must encourage drivers to use the link road and not the A460.</li> <li>Where Dark Lane could be closed off it must be done in a way that fly tippers cannot get access, also the tree planting should include some evergreen trees and some mature trees, not just whips.</li> <li>The land opposite houses in Dark Lane must be compulsory purchased if this route goes ahead, also the land used for a car boot at the moment, and both fields must be planted as woodland to mitigate natural environments that will be destroyed. The ecology pond on the car boot field must go ahead to mitigate losing part of Lower Pools. Planting this land as woodland would protect Hilton from further development and go some way to mitigate environmental damage.</li> </ul>

Table 4.21 Historic England	
Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>Meeting scheduled to discuss PEI Report; detailed mitigation, including design and enhancement measures prior to, and as part of the preparation for final DCO submission.</li> </ul>
Suggestions	No comments

Table 4.22 Health and Safety Executive (HSE)	
Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>There are currently no Major Hazard Installations in the vicinity of the proposed road, however should a Hazardous Substances Consent be granted prior to the determination of the present application, then HSE reserves the right to revise its advice.</li> <li>The proposed diversion of a large diameter high-pressure gas main in the vicinity of M54 Junction 1 is referenced. This Major Accident Hazard Pipeline is a Cadent Gas Ltd, Natural Gas, High Pressure Pipeline(s) (Alrewas/Ebstree (WM2402 A&amp;B)).</li> </ul>
Suggestions	<ul style="list-style-type: none"> <li>HSE is unable to provide specific LUP advice regarding this proposal until details of any proposed alterations / diversions to the Major Accident Hazard Pipeline(s) are made available to HSE, by the developer / pipeline operator. On receipt of this information, HSE will be able to provide case specific LUP advice.</li> </ul>

Table 4.23 KPN	
Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>KPN do not have any apparatus within the immediate proximity of the proposed works.</li> </ul>
Suggestions	No comments



Table 4.24 Midland Expressway Limited	
Supportive comments	<ul style="list-style-type: none"> <li>Somewhat support the scheme.</li> <li>Satisfied with the design of the junction at M54 Junction 1.</li> </ul>
Opposing comments or concerns	<ul style="list-style-type: none"> <li>Concerned about current congestion on the A460 north and southbound carriageways between M6 Junction 11 and M6 toll T8.</li> <li>MEL have requested evidence from the Highways England project team to demonstrate what impact the proposed scheme will have on the A460 linking the M6 and the M6 toll. This information has not been provided yet and it has not been demonstrated by the Highways England project team before or during the statutory consultation period that traffic flows will improve on the A460 between M6 J11 and M6 toll T8.</li> <li>Assurances have yet to be given regarding how the proposed scheme improves current congestion which has been observed queuing on the M6 toll T8 off slip back onto main line M6toll, and on the A460 northbound carriageway.</li> <li>As MEL are concerned that accessibility from/to the M6toll at T8 will be compromised in the proposed scheme.</li> </ul>
Neutral comments	<ul style="list-style-type: none"> <li>Agreed that delays occur regularly, and journey times are unpredictable and varied on the A460 and A449/A5.</li> <li>Neither satisfied nor dissatisfied with the design of the junction at M6 Junction 11.</li> </ul>
Suggestions	<ul style="list-style-type: none"> <li>Carry out an assessment of the traffic information and provide the existing and forecast (in the opening year and design year) traffic flows and journey time information for traffic on the A460 North and Southbound carriageways between M6 J11 and M6 toll T8. The provision of this information will enable an assessment to understand the impact of the proposed scheme on the A460 north and southbound carriageways and whether access and egress to/from the M6toll/M6 is improved or worsened in scheme opening and design years.</li> <li>There is an opportunity to improve journey times and reliability further on the motorway and local road network by reviewing the current design and making small refinements at the following locations; change road markings to widen the A460 southbound approach to M6 J11 to 6 lanes from the existing 2 lanes in the future scheme, change road markings for traffic joining the A460 southbound from M6 toll T8 to allow traffic to reach primary destination (e.g. A460 south) exits at M6 J11 without having to change multiple lanes, revise road markings to provide only two lanes on the M6 J11 Circulatory Carriageway to reduce lane change conflict and congestion around the circulatory and onto A460 southbound carriageway, provide advance Signing on A460 Southbound Carriageway in advance of the M6toll T8 off slip merge, which will reduce conflict between vehicles on the A460 southbound and those merging from M6toll T8 in order to reduce potential accidents and congestion on A460 southbound.</li> </ul>

Table 4.25 NATS	
Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>NATS operates no infrastructure in the vicinity. anticipates no impact and has no comments to make.</li> </ul>
Suggestions	No comments

Table 4.26 Natural England	
Supportive comments	<ul style="list-style-type: none"> <li>Otters - The proposed mitigation is generally satisfactory.</li> <li>We are generally satisfied with the desk studies and the methodology and timing of the 2015 / 2018 surveys.</li> <li>PEI Report Part A - 9.3.4 (page 95). We are pleased to see that an Agricultural Land Classification (ALC) survey will be carried out to provide baseline evidence of the grades present and also collect data for the soil management plan.</li> </ul>
Opposing comments or concerns	<ul style="list-style-type: none"> <li>Desk study surveys do not include dense bankside vegetation, access to all watercourses/waterbodies and do not mention mink in relation to water vole reintroduction.</li> </ul>
Neutral comments	<ul style="list-style-type: none"> <li>Request a discussion regarding designated sites for air quality receptors.</li> <li>PEI Report Part A - Table 5.4. It is unclear where the details originate, which do not match the details in APIS.</li> </ul>
Suggestions	<ul style="list-style-type: none"> <li>Definitions of woodland need to be clear and consistent.</li> <li>Wet woodland has ecosystem service benefits that should be considered if natural capital is a consideration.</li> <li>Ancient woodland loss cannot be mitigated, and it cannot be counted in calculations towards net gain. All measures to avoid its loss should be taken. Impact of dust on ancient woodland can be mitigated against by erecting screens for the duration of the proposal and ensuring an adequate buffer is in place.</li> <li>Suggested changes to PEI Report for clarification and correction, particularly in references to certain types of woodland.</li> <li>There are only eight individual Sorbus domestica recorded in England, so we would look to retain them.</li> <li>Recommends and gives guidance for bait marking survey to establish how many badger clans would be affected and the territories they occupy, which will need to be updated annually. Highways England needs to identify full impact of Scheme on badgers and mitigation measures.</li> <li>Guidance provided for construction approach to setts, including the delivery of artificial setts.</li> <li>Best practice for bat species, including using the Altringham &amp; Berthinussen model for survey protocols for transport infrastructure projects and assessing light impact on bats.</li> <li>Effective mitigation measures include underpasses, hop-overs and green bridges.</li> </ul>

Table 4.26 Natural England	
	<ul style="list-style-type: none"> <li>• Guidance provided for waterbodies that are to be scoped out due to physical potential barriers, EPS Mitigation Licence Submission and GCN, including GCN Method Statement.</li> <li>• A joint study / discussion with the Environment Agency would be useful to consider improving some of the waterways in the area to improve the habitat for otters and water voles.</li> <li>• Recommend inclusion of a soil resources plan, a detailed Agriculture Land Classification survey, a Material Management Plan and a Site Waste Management Plan.</li> <li>• Recommend a discussion regarding soil management</li> </ul>

Table 4.27 Network Rail	
Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	No comments
Suggestions	<ul style="list-style-type: none"> <li>• A section of the proposed new link road will span over Network Rail's operational infrastructure; therefore, the applicant will need to engage with them with regards to the proposed Scheme to; understand any impacts it may have on the operational railway, develop an Asset Protection Agreement prior to construction, and to agree standard protective provisions which may need to be included in the DCO as a minimum.</li> </ul>

Table 4.28 Office for Rail and Road (ORR)	
Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	No comments
Suggestions	No comments

Table 4.29 Public Health England	
Supportive comments	<ul style="list-style-type: none"> <li>• Welcome the commitment in response to comments at Scoping Stage to quantify changes in particulate concentration and to use these changes to determine the significance of any effect on the achievement of annual mean PM2.5 air quality objectives.</li> <li>• Welcome the alteration of the route so that there is 47 metres between the edge of the carriageway and the nearest property on Dark Lane.</li> <li>• Welcome the commitment to further investigate whether the proposed Scheme might impact on Private Water Supply abstractions at the Environmental Statement stage.</li> </ul>

**Table 4.29 Public Health England**

	<ul style="list-style-type: none"> <li>• Welcome proposals for communication with local communities as part of the Construction Environmental Management Plan.</li> </ul>
<p>Opposing comments or concerns</p>	<ul style="list-style-type: none"> <li>• The following information is missing from the PEI Report: <ul style="list-style-type: none"> <li>○ the methodology for the identification of populations at risk, vulnerable populations, baseline data, assessment of significance, mitigation measures and proposals for monitoring;</li> <li>○ the methodology to explain how the receptor sensitivity, significance and final determination of significant effects has been decided; and</li> <li>○ the identification of key public health priorities for the areas of health data in relation to wards affected.</li> </ul> </li> <li>• The impacts on health and wellbeing and health inequalities of the Scheme may have effects on vulnerable or disadvantaged populations, including those that fall within the list of protected characteristics.</li> <li>• Changes to non-motorised user routes have the potential to impact on usage, create displacement to other routes and potentially lead to increased road traffic collisions.</li> </ul>
<p>Neutral comments</p>	<ul style="list-style-type: none"> <li>• There is no mention of quiet areas, noise or tranquility in Chapter 7 of the PEI Report, so unable to comment on the suitability of the proposed assessment methodology.</li> <li>• It is not clear whether the proposed area of new woodland adjacent to Hilton will be additional public open space or how this may be accessed.</li> <li>• No further modelling has been submitted since the Scoping Study and no PM2.5 or PM10 background data is presented.</li> </ul>
<p>Suggestions</p>	<ul style="list-style-type: none"> <li>• Suggests promoting the Construction Environmental Management Plan communications approach.</li> <li>• Define health, normally the WHO definition, in support of the Dahlgren and Whitehead model and the specific inclusion of mental health.</li> <li>• The assessments and findings of the Environmental Statement and any Equalities Impact Assessment should be cross reference between the two documents, particularly to ensure the comprehensive assessment of potential impacts for health and inequalities and where resulting mitigation measures are mutually supportive.</li> <li>• For the baseline health and wellbeing data, review as a minimum, local data and public health reports published by the local Director of Public Health, the Joint Strategic Needs Assessment, Health and Wellbeing Board strategies or plans, CCG/NHS strategy or plans and the PHE fingertips data. This should be supported by liaison directly with the Director of Public Health, CCGs and NHS, as well as community engagement feedback, to assist in the drafting of the Environmental Statement.</li> <li>• Air quality and noise recommendations were: <ul style="list-style-type: none"> <li>○ baseline air quality monitoring for PM10 should be performed to inform the air quality modelling, especially in the light of the proximity of sensitive receptors to the Scheme (within 50 metres);</li> <li>○ specific air quality mitigation measures are included for the operational phase;</li> <li>○ Noise surveys to be carried out during both weekdays and weekends, in multiple locations, during different times, and for at least seven days;</li> <li>○ carefully considering the need to protect the north end of Noise Important Area 11490 when deciding the final extent of the barriers; and</li> </ul> </li> </ul>

**Table 4.29 Public Health England**

	<ul style="list-style-type: none"> <li>○ continued engagement with South Staffordshire Council in relation to proposed noise monitoring locations and methodology to inform the Environmental Impact Assessment.</li> <li>● Recommendations for non-motorised users (NMU) were:             <ul style="list-style-type: none"> <li>○ changes to have a positive long-term impact where possible;</li> <li>○ enhance existing infrastructure that supports active travel and should contribute to improved provision for active travel and physical activity;</li> <li>○ survey the three NMU routes that have not been surveyed in order to identify the nature and frequency of their use, and to determine the impact and potential for improvements for NMU infrastructure and connectivity;</li> <li>○ any traffic counts and assessment should, as far as reasonably practicable, identify informal routes used by NMU or potential routes used due to displacement;</li> <li>○ continue to identify any additional opportunities to contribute to improved infrastructure provision for active travel and physical activity; and</li> <li>○ the opportunity to contribute to NMU infrastructure should be discussed with the local Transport and Highways Departments.</li> </ul> </li> <li>● The Environmental Statement should:             <ul style="list-style-type: none"> <li>○ consider the impact on tranquility of public open space;</li> <li>○ identify the temporary traffic management system design principles or standards that will be maintained with specific reference to NMU, which may be incorporated within the Code of Construction Practice;</li> <li>○ include suitable and enough data to identify the populations at risk, vulnerable populations, baseline data, assessment of significance, mitigation measures and proposals for monitoring;</li> <li>○ include a refined air quality assessment;</li> <li>○ be consistent in referencing the underlain material of the site;</li> <li>○ assess and report monitoring requirements; and</li> <li>○ identify actions to improve road safety for NMU both during construction and operation</li> </ul> </li> </ul>
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**Table 4.30 Severn Trent Water**

Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>● Based on information provided, Severn Trent Water has no comments at this stage.</li> </ul>
Suggestions	No comments

**Table 4.31 SGN**

Supportive comments	No comments
Opposing comments or concerns	No comments

Neutral comments	<ul style="list-style-type: none"> <li>• SGN do not cover this area.</li> </ul>
Suggestions	No comments

Table 4.32 Sky Telecommunications Services Ltd	
Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>• Are not affected by the proposals.</li> </ul>
Suggestions	No comments

Table 4.33 South Staffordshire Water	
Supportive comments	No comments
Opposing comments or concerns	<ul style="list-style-type: none"> <li>• The proposed link road gives no consideration to existing infrastructure because it conflicts with one of South Staffordshire Water's 24-inch potable water mains.</li> </ul>
Neutral comments	No comments
Suggestions	No comments

Table 4.34 Staffordshire Fire and Rescue Service	
Supportive comments	<ul style="list-style-type: none"> <li>• Support the improvement to the road infrastructure as proposed to relieve congestion on the local road network and to provide improved access to the M6 network.</li> </ul>
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>• Agreed that delays occur regularly, and journey times are unpredictable and varied on the A460 and A449/A5.</li> <li>• Neither satisfied nor dissatisfied with the position of the new link road under Hilton Lane, and the design of the junctions at either end of the proposed link road (M54 Junction 1 and M6 Junction 11).</li> <li>• Neither satisfied nor dissatisfied with the Preliminary Environmental Information Report.</li> <li>• Neither favour nor oppose the closure of Mill Lane where it meets the A460</li> </ul>
Suggestions	<ul style="list-style-type: none"> <li>• Request that timely information is received regarding all the works involved to allow pre-planning in regard to providing emergency response to the area.</li> <li>• Requests that access to site is maintained for emergency vehicles for the road networks and information regarding and site works is made available to allow for suitable risk planning and awareness.</li> </ul>



Table 4.35 Virgin Media	
Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>Requires assistance with the postcode or grids to find the correct location.</li> </ul>
Suggestions	No comments

Table 4.36 Vodafone	
Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>Requires clarity on request and asks Highways England to confirm if request for comment relates to a C3 enquiry.</li> </ul>
Suggestions	No comments

### Summary of responses from Section 42(1)(b) – local authorities

Table 4.37 Cannock Chase District Council	
Supportive comments	<ul style="list-style-type: none"> <li>Welcome the planned highway improvements, which will improve journey reliability, increase capacity, improve access to the strategic highway network and will be critical in maintaining future traffic flows.</li> </ul>
Opposing comments or concerns	No comments
Neutral comments	No comments
Suggestions	<ul style="list-style-type: none"> <li>Proposed highway improvements to be made as soon as practicable, following completion of the improvements at Walsall Junction 10 of the M6.</li> </ul>

Table 4.38 Peak District National Park Authority	
Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>Will not be making any representations in relation to the proposed Scheme they do not believe that the Scheme will have any direct significant impact on the National Park.</li> </ul>
Suggestions	No comments

Table 4.39 South Staffordshire Council	
Supportive comments	<ul style="list-style-type: none"> <li>It is recognised that the link road has an important role in improving connectivity and in relieving traffic congestion in the local area, in particular on the A460 which is operating at capacity.</li> <li>It is also acknowledged that the new link road will bring economic benefits to the district and the wider sub region, including helping support the delivery of key strategic developments around the M54 corridor.</li> <li>The principle of a proposed new link road is supported.</li> <li>Comfortable with the proposed junction arrangement at Junction 1 of the M54.</li> <li>Welcome plans for further consultation regarding the detailed plans for the construction phase.</li> </ul>
Opposing comments or concerns	<ul style="list-style-type: none"> <li>Concerns regarding the alignment of the proposed link road, specifically relating to the proximity of the road to Hilton village. Concern that protecting the Lower Pools has taken precedence over the impact on the amenity of residents living in Hilton.</li> <li>Disappointed with the lack of free flow at Junction 11 of the M6.</li> <li>Concerns that the line of the proposed road offers little opportunity to protect the amenity of the residents in Dark Lane during construction works from the effects of noise and dust.</li> <li>Concerns that the proposed road layout could lead to a significant deterioration in PM10 and PM2.5 levels on the A460.</li> <li>Concerns over proposal to close Mill Lane, and in particular, with blocked off roads increasing the likelihood for fly tipping.</li> <li>Air quality will deteriorate in Dark Lane due to the proximity of the proposed road.</li> <li>Proposals could result in more HGVs using the A460 than do now to access the M6 Diesel Truck Stop for fuel.</li> </ul>
Neutral comments	<ul style="list-style-type: none"> <li>Highways England will need to ensure that capacity at the new Junction 11 is 'future proofed' and has sufficient head room to accommodate increases in traffic well into the future. In particular, sufficient capacity needs to be built in to avoid tail backs along the new link road, and from the M6 Toll, impacting on the junction.</li> <li>Highways England should be aware that Portobello Tower is located just to the east of the new M54 Junction 1 and is classified as a listed building, which has fallen into disrepair over recent years and is therefore at risk of further damage during the construction of the road. Highways England will</li> </ul>

Table 4.39 South Staffordshire Council	
	<p>need to be mindful of this during groundwork operations, and ensure that further damage does not occur, and if possible help facilitate repairs.</p>
Suggestions	<ul style="list-style-type: none"> <li>• Request that the road alignment is moved east away from Hilton village, so that the road is broadly equidistant between Hilton Village and Hilton Hall.</li> <li>• Requests confirmation that the road Scheme has been modelled to consider of the proposed West Midland Interchange (WMI), both during its construction and its operation.</li> <li>• Request for an options appraisal setting out the predicted noise impact on the Dark Lane properties of the current option chosen and the alternatives road alignments not selected.</li> <li>• Request to see what the optimum location and design features are for minimising the impact of noise on residential amenity i.e. route location; use of barriers including fencing and green walls; and low noise road surfacing. The Council would like to see how these have been assessed against the impacts identified by Natural and Historic England and how the decision to run the new road adjacent to the properties in Dark Lane has been arrived at.</li> <li>• Request for consideration of additional acoustic screening at the boundary of and within the Dark Lane area.</li> <li>• Request to know how the 50 dB criterion set by the WHO Guidelines for Community Noise will be achieved to protect the residential amenity of the residents</li> <li>• Request that a weight restriction is placed upon the A4460 for vehicles approaching from the south. The only section where this weight restriction should not apply is the stretch of road between the new Junction 11 and M6 Diesel.</li> <li>• Request that any blocked off roads have an appropriate gate installed with the relevant authority.</li> <li>• Request that PRoW from Shareshill that cuts through Brookfields Farm and carries on east, before being directed south to cross the M6 at Hilton Lane, is maintained. Request that this is done through converting the proposed bridge north of Hilton Lane into a green bridge.</li> <li>• Request that all planting proposals are conditioned.</li> <li>• The Council requests that attached requirements is put in place to ensure that the compound west of Junction 11 must be restored to its existing condition.</li> <li>• Request that cumulative impacts of the construction of other local Schemes and roads outside of the planning area are included.</li> <li>• The Council would welcome Highways England exploring opportunities to improve local amenity for local people, particularly pedestrian safety in the communities closest to the construction.</li> </ul>

Table 4.40 Staffordshire County Council	
Supportive comments	<ul style="list-style-type: none"> <li>The key objectives of the Scheme are welcomed and supported from a transport perspective.</li> <li>The inclusion of possible enhancement measures is welcome.</li> <li>In general, the findings and interim conclusions of the Cultural Heritage section (Section 6) are supported.</li> <li>Landscaping - the design, mitigation and enhancement measures (Section 6.7) seem appropriate.</li> <li>The ecology surveys carried out to date and scoped for further work as explained in the PEI Report (Section 8) are acceptable.</li> </ul>
Opposing comments or concerns	<ul style="list-style-type: none"> <li>The document does not make it clear which plan refers to which path. Whilst some of them can be identified it has not been possible in all cases and annotation of plans with the path name/number is requested.</li> <li>The Scheme may not achieve the reduction on vehicle traffic on the A460, particularly HGVs, which will negate the expected benefits.</li> <li>Disappointing that aspirations to achieve biodiversity net gain will not be in place until 2040 (Section 8.7).</li> <li>Concerned about possible effects on Lower Pool and Brookfield Farm Local Wildlife Sites through permanent loss of habitat. This may also apply to woodlands that have not yet been confirmed as ancient.</li> </ul>
Neutral comments	<ul style="list-style-type: none"> <li>Require detail of the access arrangement for residential properties in Featherstone off the A460 where the old alignment will be stopped-up.</li> <li>The County Council is not responsible for maintaining fencing either during or post-construction.</li> </ul>
Suggestions	<ul style="list-style-type: none"> <li>Requires sight of all draft Orders, Plans and Schedules to ensure they accurately reflect the Definitive Map and Statement. Highways England needs to ensure that where paths are split as a result of the Scheme their numbering may change.</li> <li>An assessment on the impact of mineral production and landfill capacities should include those facilities reasonably capable of supplying the Scheme, considering economic haulage distances and timescales for the availability of mineral / landfill sites.</li> <li>Measures are required to facilitate access to and from M6 Diesel from the new link road via M6 junction 11 only.</li> <li>Upgrades and changes to public footpaths, public bridleways and PRoWs. This includes suggestions for communications and approach during construction, facilities for NMUs, linking routes to the National Cycle Network, linking to local primary schools and safety improvements.</li> <li>All footpaths should conform to the relevant British Standards and principles, including the Equality Act and should follow guidance for; widths, surfaces, signage, fencing, and segregated footways from vehicular traffic.</li> <li>Requires accurate information regarding public footpath changes, including paths in large scale on correct alignment, to allow for further comments to be submitted.</li> <li>Suggests contact is made with Staffordshire CC passenger transport team to discuss bus routes that are not included or are incorrect on the consultation materials.</li> <li>Application needs to consider the impacts of the new route on public transport both for post completion and during construction, particularly for those routes pass through M6 Junction 11 and/or M54 Junction 1.</li> <li>Hedgerow assessment should use the HEGS methodology in addition to the Hedgerow Regulations to ensure compatibility with the Local Wildlife Site assessment guidelines.</li> </ul>

**Table 4.40 Staffordshire County Council**

	<ul style="list-style-type: none"> <li>• Veteran trees, older mature trees and intermediate veterans should be surveyed and considered in the avoid – mitigate – compensate hierarchy.</li> <li>• All bat surveys should consider the lesser horseshoe bat by specifically checking results for it.</li> <li>• A biodiversity metric with timescales and target conditions should be employed to demonstrate that the Scheme achieves at least no net loss.</li> <li>• Mitigation measures for ancient woodland should be excellent, including translocation and habitat creation with long-term aftercare. This also applies to indirect effects such as those mentioned for Oxden Leasow Wood.</li> <li>• It would be particularly helpful to have a pond that precludes use for fishing and can act as an offline white-clawed crayfish refuge for a local population (Walk Mill Clay Pit SAC) that is under threat.</li> <li>• Opportunities for landscape restoration and enhancement from heathy influences. For example, for the reinstatement of the enlarged J11 M6 island, which could be given a locally distinctive heathy character. The heathland character could be interpreted to motorists as part of raising awareness of Cannock Chase AONB.</li> <li>• Environmental statement should; estimate the quantity of aggregate material required and identify potential sources for materials, consider the demolition of the current M6 J11 infrastructure and how that is to be undertaken, consider the impact on vegetation and accommodating a remnant heathy character, consider the impact on the nearby permitted Hilton Park quarry, provide a detailed study of the Repton landscape with historic plans to assess the impact on Hilton Park, consider ecological mitigation in fields adjacent to Hilton and Dark Lane, the impact on historic buildings and landscape, and consider the impact of junction lighting and views, including night time views and tranquility.</li> <li>• Involve the community in considering opportunities for public access and circular routes within the restored woodland areas.</li> <li>• Regarding landscaping - retain the potential for preservation in situ to be an option and consider the potential effects on geoarchaeological and paleoenvironmental deposits and their appropriate mitigation.</li> <li>• Address the Minerals Local Plan for Staffordshire requirements for the land within a Mineral Safeguarding Area.</li> <li>• Requests information regarding a waste materials management plan.</li> </ul>
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**Table 4.41 Telford and Wrekin Council**

Supportive comments	<ul style="list-style-type: none"> <li>• Supports the construction of a direct, high capacity road link between the M6 / M6 Toll and the M54 motorways which will strengthen transport links to and from the borough.</li> <li>• The construction of the new road will assist with the objectives of providing more reliable journey times, improving traffic flow and enhancing links from the borough to regional and national destinations such as airports and ports.</li> <li>• It is expected that the creation of the new link road along with other improvements made to the M6 will encourage more drivers to use the M54 and M6, easing traffic on the less suitable A-roads and through some of the sensitive villages sited along those roads.</li> <li>• Satisfied with the Preliminary Environmental Information Report.</li> <li>• Welcome the consultation on the options for the M54/M6/M6 Toll Link Road.</li> <li>• Maintaining growth in Telford &amp; Wrekin is dependent on excellent connectivity by road and rail and there is evidence from private sector partners of poor connectivity in the region constraining the growth potential of Telford and the Marches. As such the M54/M6/M6 Toll Link Road is vital to providing excellent connectivity to the region.</li> </ul>
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<b>Table 4.41 Telford and Wrekin Council</b>	
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>• Agreed that delays occur regularly, and journey times are unpredictable and varied on the A460 and A449/A5.</li> <li>• Neither satisfied nor dissatisfied with the position of the new link road under Hilton Lane, and the design of the junctions at either end of the proposed link road (M54 Junction 1 and M6 Junction 11).</li> <li>• Neither favour nor oppose the closure of Mill Lane where it meets the A460</li> <li>• The design of the junctions at either end of the proposed new link road will be key to the operation of the new route and seem to be dealing with significant conflicting traffic flows, particularly at J11. The new link should not be constrained by junction capacity at either end of the new link, so as not to impact the potential of this scheme to improve connectivity in the area.</li> </ul>
Suggestions	

<b>Table 4.42 Warwickshire County Council</b>	
Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>• The County Council has no comment on the proposals for the M54 to M6 Link Road Scheme.</li> </ul>
Suggestions	No comments

### Summary of responses from Section 42(1)(d) – land interests

<b>Table 4.43 Allow Ltd</b>	
Supportive comments	No comments
Opposing comments or concerns	<ul style="list-style-type: none"> <li>• Lack of clarity regarding the intention and justification for land purchase referred to in Section 122 and the permanence of rights required in relation to Allow land and surrounding area.</li> <li>• Planting at Plot 4/9 a and b would remove access to Allow land and potentially destroy existing trees and a wildlife corridor in an inappropriate location.</li> <li>• Should the Proposed DCO remain unchanged Allow will have no alternative other than to register as an Interested Party to reserve its position to make representations about the application in the examination.</li> </ul>
Neutral comments	<ul style="list-style-type: none"> <li>• Government CPO guidance requires there to be consideration of the appropriateness and suitability of any alternative proposals put forward by the owners of the land.</li> </ul>
Suggestions	<ul style="list-style-type: none"> <li>• Remove Plots 4/9 a, b and d from the proposals and commence negotiations with Allow in relation to the alternative proposal of Plot 4/9g (if required and justified in accordance with the test at Section 122).</li> </ul>



**Table 4.43 Allow Ltd**

	<ul style="list-style-type: none"> <li>Requires further information in relation to the permanence, requirement and justification of the rights sought and referred to in the Schedule for plots 3/1m, 4/22a and 4/22b in order to understand Allow's rights and interests in relation to each plot.</li> </ul>
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**Table 4.44 Landowner REF: W2**

Supportive comments	No comments
Opposing comments or concerns	<ul style="list-style-type: none"> <li>There is no evidence as to why the woodland requires this amount of ecology to mitigate the proposals, which is considered excessive in this location.</li> <li>The Scheme includes the access track from Hilton Lane to the fishing pools and into the client's land. This is a main access point into the land and the access must be preserved. This track should not be the route of the public right of way because it will cause security issues.</li> <li>Challenge and seek justification for the requirement for ecological mitigation at the bottom of 'The Prairie' field. Agricultural land which clients have managed for over 50 years is being destroyed and replaced with a pond.</li> <li>Concern about the width of the accommodation bridge and the capacity to accommodate agricultural equipment critical for the continuing operation at the holding.</li> <li>Disappointed in the loss of fishing pool for grassland. The loss of this pool and the end pool which would be under the link road, would render the fishing pool business unviable, as only two ponds would remain.</li> <li>Overall, expect the Scheme to have an adverse impact in relation to the site and the development of it.</li> <li>Vehicular right of way into and across adjoining land to exit to A460 would be cut off by current proposals.</li> </ul>
Neutral comments	<ul style="list-style-type: none"> <li>Scheme runs through the following land owned, titles: SF399276, SF443509, SF284194 and SF265095.</li> <li>Request for information as to whether client will be able to own, manage and fish from the pond after its construction.</li> <li>Request clarity on the proposals for the new access track.</li> <li>Request ecological justification for the removal of the pond for grassland.</li> <li>Request justification for extent and location of further ecology/balancing ponds.</li> <li>Further feedback will be provided throughout the DCO process.</li> <li>Asked for the Scheme proposals to be sympathetic to Nurton Developments' commercial development.</li> </ul>
Suggestions	<ul style="list-style-type: none"> <li>Invite further discussion regarding concerns. Ask that all communication is via Bruton Knowles.</li> <li>Public right of way should only be diverted from Hilton Lane to run alongside the motorway, so that it then meets the existing footpath.</li> <li>If the drainage pond is to remain it should have an improved layout that mitigate land loss. It should be an east west configuration rather than north south.</li> <li>The existing track to Hilton Lane from the fishing pools needs to be re-provided.</li> <li>Suggest the access track should be constructed in between the motorway and the middle pool so that the access track runs alongside the new link road.</li> <li>Client's right of way through Brookfield Farm, along the bridleway, needs to be included in the design.</li> </ul>

**Table 4.44 Landowner REF: W2**

	<ul style="list-style-type: none"> <li>Propose a further accommodation bridge at the Nurton Developments area subject to the accommodation bridge proposed (at Area C) meeting agricultural equipment capacity requirements.</li> <li>The road Scheme needs to be developed in such a way as to be sympathetic to the Nurton Developments proposal.</li> </ul>
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**Table 4.45 Landowner REF: W4**

Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>Land identified on the plan is not owned by the late [name redacted] estate, however there is an interest, which is represented by Messrs Higgs &amp; Sons Solicitors.</li> </ul>
Suggestions	No comments

**Table 4.46 Landowner REF: W3**

Supportive comments	No comments
Opposing comments or concerns	<ul style="list-style-type: none"> <li>Challenge ecological proposals and requests justification for them. Proposals will; impact development of the site by severing the land, destroy existing agricultural land, make the fishing pool business unviable due to loss, and impact access to the site if the vehicular right of the way to A460 is lost.</li> <li>Proposed access track is convoluted to reach the accommodation bridge and the bridge itself will not be able to accommodate agricultural equipment critical for the continuing agricultural operation at the holding.</li> </ul>
Neutral comments	<ul style="list-style-type: none"> <li>Lack of clarity regarding the permanence of rights required in relation to clients' land.</li> <li>Right of Way through Brookfield Farm and bridleway are not included in the consultation materials.</li> </ul>
Suggestions	<ul style="list-style-type: none"> <li>Suggests rerouting the access track and the drainage pond to minimise the impact on landowners.</li> <li>Requests clarity on whether their clients will be able to own, manage and fish from the pond after its construction.</li> <li>Asked for the Scheme proposals to be sympathetic to Nurton Developments' commercial development</li> <li>Accommodation bridge to be widened to accommodate agricultural vehicles or another bridge to be built.</li> <li>Request woodland is minimised to facilitate allow for client agricultural use.</li> <li>Request existing access and rights of way to be retained.</li> </ul>

Table 4.47 Landowner REF: W1	
Supportive comments	No comments
Opposing comments or concerns	<ul style="list-style-type: none"> <li>Proposals will impact development of the site by severing the land.</li> </ul>
Neutral comments	<ul style="list-style-type: none"> <li>Lack of clarity regarding the permanence of rights required in relation to clients' land.</li> </ul>
Suggestions	<ul style="list-style-type: none"> <li>Request woodland is minimised to facilitate allow for client agricultural use.</li> <li>Request existing access and rights of way to be retained.</li> <li>Asked for the Scheme proposals to be sympathetic to Nurton Developments' commercial development.</li> </ul>

Table 4.48 National Trust	
Supportive comments	No comments
Opposing comments or concerns	<ul style="list-style-type: none"> <li>Concern about the significant threat that a proposed link road to the ROF Featherstone development site poses to Moseley Old Hall. These proposals could either enable or prevent an alternative means of access to the ROF Featherstone site that would avoid this harm.</li> <li>Opposes Scheme's impact on the Whitgreaves Wood / Oxden Leasow Ancient Semi-Natural Woodland because of the potential direct and indirect harm to the Ancient Woodland.</li> </ul>
Neutral comments	No comments
Suggestions	<ul style="list-style-type: none"> <li>Infrastructure Planning and Design (IPaD) recommendation to amend the Scheme by providing the proposed access road to the east side of the ROF site to provide an acceptable route into the proposed ROF Featherstone development. This will require a minor reconfiguration of the HE's Link Road T-junction. The proposal includes an all movements junction which would take HGVs off the local road network.</li> <li>Request for continued engagement to mitigate the impacts of delays and closures on our visitors and our visitor business.</li> <li>Request for co-ordination between HE and the two local highway authorities to holistically manage traffic in the area during the construction period.</li> </ul>

Table 4.49 Nurton Developments (Hilton) Limited	
Supportive comments	No comments
Opposing comments or concerns	<ul style="list-style-type: none"> <li>The Scheme will potentially have an adverse impact on the site being promoted for redevelopment by severing the land.</li> <li>There has been inadequate consideration of alternatives in terms of the manner of delivery of the Scheme, including bridges.</li> </ul>
Neutral comments	<ul style="list-style-type: none"> <li>Lack of clarity regarding the permanence of rights required in relation to clients' land.</li> </ul>

<b>Table 4.49 Nurton Developments (Hilton) Limited</b>	
Suggestions	<ul style="list-style-type: none"> <li>Require details that the road can be built with more crossing points, or alternatively one wider accommodation bridge with appropriate internal connections.</li> <li>Consider reasonable detailed alternatives in terms of the manner of delivery of the Scheme. Alternative option is for a new bridge just to the north of Hilton Lane, and the potential to provide a link to the A460, thus removing the need for a second replacement bridge on Hilton Lane.</li> <li>Would welcome a meeting with Highways England to discuss concerns and potential solutions that will allow both Schemes to come forward.</li> <li>Require confirmation that all-purpose dual-carriageway is broadly comparable with the indicative alignment of the new link road.</li> <li>Require traffic modelling as part of the PEI Report to enable provision of meaningful feedback on the Scheme and its impact.</li> </ul>

### Summary of responses from Section 47 non-prescribed bodies

<b>Table 4.50 British Horse Society</b>	
Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>Request that all provisions allow equestrians, walkers and cyclists to negotiate their way safely around and across the works, and the operational scheme</li> <li>Request for vulnerable road users such as horse riders and carriage drivers (as well as cyclists and pedestrians) to be kept entirely off the roads in such as busy area and provision made for new Public Rights of Way.</li> </ul>
Suggestions	<ul style="list-style-type: none"> <li>Suggested that the British Horse Society are continually involved in the project to ensure that the needs of equestrians are fully considered.</li> </ul>

<b>Table 4.51 Cllr Mark Winnington - Staffordshire CC</b>	
Supportive comments	<ul style="list-style-type: none"> <li>Supports the need for better connectivity to encourage economic growth and reduce traffic.</li> </ul>
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>Ensure that the objectives are fully achieved, and any negative impacts minimised.</li> </ul>
Suggestions	<ul style="list-style-type: none"> <li>Consultation documents to demonstrate whether the connection to the M6-Toll could be incorporated into the new layout in the future if finance becomes available.</li> <li>Project should include complementary measures to encourage HGV traffic to use the route rather than the A460, in order to fully achieve the stated objectives.</li> <li>Require clarity in messaging on what the future composition of traffic on the A460 may look like and what scope there would then be for further works via the Legacy Fund.</li> </ul>

<b>Table 4.52 Gavin Williamson MP</b>	
Supportive comments	No comments
Opposing comments or concerns	<ul style="list-style-type: none"> <li>Residents feel that the proposed Scheme may have an adverse impact on their quality of life as well as affecting the distinct identity of these villages. Negative effects include traffic, noise and air pollution, and proximity of development to existing homes.</li> <li>Concerned that long-distance HGV traffic will continue to travel along the existing A460 for commercial purposes.</li> </ul>
Neutral comments	<ul style="list-style-type: none"> <li>While the current Scheme does achieve a main objective of diverting traffic from the existing A460 through Featherstone, all traffic will now need to pass through the Laney Green M6 junction, albeit it will be enlarged.</li> </ul>
Suggestions	No comments

<b>Table 4.53 South Staffordshire &amp; District Bridleways Group</b>	
Supportive comments	No comments
Opposing comments or concerns	<ul style="list-style-type: none"> <li>The design of your consultation form is very flawed and shows bias in favour of motorists.</li> </ul>
Neutral comments	<ul style="list-style-type: none"> <li>Scheme must protect existing Public Rights of Way.</li> </ul>
Suggestions	<ul style="list-style-type: none"> <li>Consult the British Horse Society for vital information about the tolerance of horses for bridges and tunnels.</li> <li>Horses are very susceptible to vibrations and sudden noises, and this has to be allowed for in designs and choice of construction materials.</li> </ul>

<b>Table 4.54 Staffordshire Barn Owl Action Group – Staffordshire Wildlife Trust</b>	
Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	No comments
Suggestions	<ul style="list-style-type: none"> <li>Mitigate negative impact on barn owls by supporting the Staffordshire Moorlands region.</li> <li>Screening, such as a line of trees or wooden barriers, to encourage the barn owl to fly up and over the highway, would help the barn owl to avoid the traffic.</li> </ul>

**Table 4.55 Woodland Trust**

Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	No comments
Suggestions	<ul style="list-style-type: none"> <li>• The Woodland Trust notes the presence of Ancient Woodland - Oxden Leasow / Whitgreave's Wood ASNW. In order to protect the ancient woodland from the impacts during construction, the Trust asks that the new junction follows the existing footprint of the M54 and adheres to root protection areas for boundary trees in line with BS 5837:2012. This is to ensure that the proposed Scheme does not encroach further on the ancient woodland or cause damage to the delicate root systems.</li> <li>• Lighting should be directed away from the woodland edge to protect sensitive species.</li> <li>• The noise barrier should be retained during construction and operation to reduce noise pollution and protect the woodland from dust.</li> </ul>



## 5 How Highways England has had regard to the matters raised in the responses to the statutory consultation

### 5.1 Introduction

- 5.1.1 This chapter presents the matters arising from the statutory consultation and how Highways England has had regard to these in accordance with Section 49 of the PA 2008. Further information is provided in **Annex [P]** which provides details of the individual comments raised by consultees by reference to those who make the comments, broken down by consultee strand as per the Inspectorate's Advice Note Fourteen.
- 5.1.2 The themes raised in the responses to the statutory consultation are reported below to explain how we have had due regard to these comments.
- 5.1.3 The main themes raised in responses to the statutory were:
- the alignment of the proposed link road in relation to Dark Lane (section 5.2); and
  - Use of the A460 by Heavy Goods Vehicles (HGVs) (section 5.3).
  - Request for free flow link between the new link road and the SRN (section 5.4)
  - Requests to reduce or justify the extents of land required for environmental mitigation (section 5.5)
- 5.1.4 A summary of Highways England's response to these themes is set out below. A full summary of the themes and matters raised in the responses to the statutory consultation is provided in section 5.6.

### 5.2 Alignment in relation to Dark Lane

- 5.2.1 Consultation responses from South Staffordshire Council, the local MP and the local community highlighted concerns with regard to the vicinity of the proposed link road to properties on Dark Lane, with a number of requests received to move the alignment of the proposed link road further to the east.
- 5.2.2 As a result of the comments received following the announcement of the preferred route in 2018, the alignment was moved 25m further to the east to take it further away from the residential properties on Dark Lane. This modified alignment was presented as the proposed design during the 2019 statutory consultation. The route had therefore already been moved further from properties in line with requests from South Staffordshire Council, amongst other parties.
- 5.2.3 The alignment of the route in this vicinity is constrained by the presence of Lower Pools Site of Biological Importance (SBI) and Hilton Park Historic Landscape Area.

- 5.2.4 In response to the comments received during consultation, we have assessed several alternative options which sought to move the alignment further to the east. The options have been assessed in terms of their relative impacts on:
- Biodiversity and protected species, including the loss of habitat from Lower Pool SBI (known to be used by bats), ancient woodland and veteran trees;
  - Cultural heritage features including Hilton Park historic landscape which provides the setting for Hilton Hall and associated listed properties;
  - Landscape character and visual impacts for residents and from within the designed parkland of Hilton Park;
  - The water environment, including the disruption and ability to mitigate these impacts through design;
  - Air quality and noise impacts on residential properties on Dark Lane, Park Road and Hilton Lane.
- 5.2.5 Alignments to the west of that presented during the 2019 statutory consultation reduced the impact on Lower Pools SBI and Hilton Park historic landscape but moved the alignment closer Dark Lane and reduced the number of existing trees that could be retained to provide screening.
- 5.2.6 Two alignments were considered to the east of that presented during the 2019 statutory consultation. The first would have had a greater impact on Lower Pool SBI than the scheme alignment, resulting in the loss of over 50% of the habitat. There was also a risk that retained vegetation would not be sufficient to screen the road from Hilton Park. This option would have presented a worsening of environmental impacts in comparison to the scheme alignment.
- 5.2.7 A second option west of the alignment presented during the 2019 statutory consultation would reduce the loss of habitat from Lower Pool, however it would result in more disruption and severance of the historic landscape and parkland. Mitigation to screen the road from view or reduce the noise impacts would itself have adversely affected the character of the parkland through its loss of openness and change to the designed landscape. This alignment would also require the removal of between four and seven veteran trees and would therefore fail the National Policy Statement for National Networks (NPSNN) policy test relating to veteran trees.
- 5.2.8 Having regard for the consultation responses, we have further assessed the potential for moving the Scheme alignment. However, the result of this assessment is that moving the alignment further east would increase environmental impacts. It is therefore concluded that the Scheme alignment presented during the statutory consultation will be retained.
- 5.2.9 Further detail is provided in Appendix 3.2 of the Environmental Statement **[TR010054/APP/6.3]**.

### 5.3 Continued use of the A460 by HGVs

- 5.3.1 Consultation responses from South Staffordshire Council, Staffordshire County Council and members of the local community raised concern that traffic will continue to use the existing A460 following construction of the Scheme, resulting in a significant volume of HGVs continuing to pass properties in Featherstone and Hilton.
- 5.3.2 Traffic modelling undertaken during development of the Scheme has indicated that up to 80% of the existing traffic will be removed from the existing A460 following completion of the proposed link road. There would still be a need to retain access to local businesses for HGVs and therefore we do not propose to provide a weight restriction on the existing A460.
- 5.3.3 Discussions are ongoing with SCC to include a monitor and manage approach to monitor the situation post-opening of the new link road.

### 5.4 Requests for free flow link between the new link road and the SRN at the northern connection

- 5.4.1 Several consultees responded to the statutory consultation and queried why the Scheme doesn't include provision for a free flow link from the new link road to the M6 (and/or the M6 Toll) rather than providing a connection to Junction 11. Consultees raised concerns in relation to the current capacity at Junction 11 and felt that a free-flow link would prevent additional build up of traffic. These comments were made by local authorities and members of the community.
- 5.4.2 The existing M6 Junction 11 has insufficient capacity to accommodate traffic flows, resulting in long queues of traffic forming and associated journey delays. Provision of free flow links between the new link road and the M6 would only be required if the proposed junction improvements could not accommodate the traffic flows making that manoeuvre. The Scheme includes proposals to provide a larger signalised junction to accommodate the forecast traffic flows which will provide sufficient capacity to accommodate forecast traffic flows, therefore there is no requirement for free-flow links. Furthermore, free flow links would increase the land take, environmental impacts and cost of the Scheme – and therefore their incorporation into the design would not be proportionate.

### 5.5 Requests to reduce or justify the extents of land required for environmental mitigation

- 5.5.1 Several landowners responded to the statutory consultation querying the extent of land required for the purpose of environmental mitigation.
- 5.5.2 In order to comply with relevant guidelines, Scheme promoters are required to undertake baseline surveys to understand existing ecology and biodiversity to inform an assessment of the likely effects. Where effects are identified, environmental mitigation is required.

- 5.5.3 Due to the existing biodiversity in the study area, a matrix of habitat types is required and the total area required for planting across the Scheme is significant. Therefore, the landscape design approach for the Scheme must account for the loss of these habitats whilst seeking to provide a setting in keeping with the existing landscape character of the area. Where possible the proposed areas of planting and habitat creation are adjacent to the habitat loss, and therefore are appropriately located for ecological mitigation.
- 5.5.4 The Environmental Statement includes an assessment of the environmental effects on flora and fauna and existing habitat, this is contained within the Biodiversity chapter, Chapter 8 [TR010054/APP/6.1]. The Environmental Statement reports on the Landscape and Visual effects of the Scheme within Chapter 7, and the likely effects on Cultural Heritage are reported within Chapter 6 [TR010054/APP/6.1]. Appropriate mitigation measures have been derived from the findings of these assessments – these are illustrated on the Environmental Masterplan (Figure 2.1 to 2.7 of the Environmental Statement in [TR010054/APP/6.2]) and described in the Outline Environmental Management Plan [TR010054/APP/6.11].
- 5.5.5 Highways England has undertaken a detailed appraisal of alternatives to identify the most appropriate solution for the Scheme. An overview of this work can be found in Chapter 3 of the Environmental Statement [TR010054/APP/6.1].
- 5.5.6 Highways England will continue to engage with landowners regarding the potential for minor amendments to the location of essential mitigation, if possible, as the design develops.

## 5.6 Summary tables

- 5.6.1 The following section of this chapter sets out Highways England's responses to the matters raised against a series of themes identified based on the summary of feedback to the statutory consultation presented in Chapter 4. Under each theme, tables are used to:
- summarise the comments received;
  - show who made the comment by consultee strand;
  - provide Highways England's response to each of the matters raised; and
  - indicate whether the matter led to a change in the Scheme proposals.
- 5.6.2 This chapter ends with an overview of changes to the Scheme following the consultation.

## 5.7 Theme: Overall support

Table 5.1 Summary of matters raised by theme from the statutory consultation – overall support						
Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
The Scheme is welcomed, a link road is need and should be completed as soon as possible	X	X		X	Comment noted.	N
Scheme objectives welcomed	X	X		X	Comment noted.	N
The Scheme will reduce volume of traffic and congestion on the A460 and benefit local communities and the local area		X		X	Comment noted.	N
The Scheme will reduce journey times and improve journey time reliability	X	X		X	Comment noted.	N
The Scheme will improve connectivity with the wider motorway network, will benefit commuters, businesses and the local economy		X		X	Comment noted.	N
Support for free flow links from M54 to new link road		X		X	Comment noted.	N
Support for enlarged Junction 11 to cope with extra traffic, improvements at this junction much needed		X		X	Comment noted.	N
Support for the closure of Mill Lane				X	Comment noted.	N
Support for elements of the proposed mitigation and a feeling that impacts have been considered	X	X	X	X	Comment noted.	N

## 5.8 Theme: Overall opposition

Table 5.2 Summary of matters raised by theme from the statutory consultation – overall opposition						
Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
Opposition to the principle of the link road				X	<p>The need for a new link road between the M54 and the M6 / Birmingham Northern Relief Road (now known as the M6 Toll) was originally identified in 2001 in the West Midlands Area Multi Modal Study. This study was commissioned to consider the long-term demand for travel in the West Midlands and establish a 30-year framework to deliver an integrated transport system covering all modes of travel, including cycling and walking.</p> <p>A commitment to deliver a link road between the M54 and M6 is included within the Government's first Road Investment Strategy (2015 – 2020).</p> <p>The main objective of the Scheme is to transfer high volumes of strategic traffic onto the new link road and reduce delays on the local road network.</p>	N
Opposition to the proposed route	X	X		X	<p>We have undertaken a detailed appraisal of route options, including two phases of non-statutory consultation on evolving route options. Further detail of this is provided in Chapter 2 of this report and Chapter 3 of the Environmental Statement <b>[TR010054/APP/6.1]</b>.</p> <p>We believe the Scheme provides the optimum route and design which:</p> <ul style="list-style-type: none"> <li>- limits the loss of ancient woodland, veteran trees and ecological habitat losses;</li> <li>- balances the impact on sensitive residential areas from operational noise with a need to protect the historic character</li> </ul>	N



**Table 5.2 Summary of matters raised by theme from the statutory consultation – overall opposition**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
					<p>of the area;</p> <ul style="list-style-type: none"> <li>- provides the highest level of congestion relief for the A460 (and benefits in terms of noise reductions and reduced vehicles emissions for properties closest to the A460 Cannock Road), whilst maintaining good local connectivity;</li> <li>- provides the best journey time and the highest benefit to the local economy; and responds to consultation feedback in terms of alignment, design and mitigation to provide a balance between the Scheme objectives and environmental, social and economic impacts.</li> </ul>	
<p>Opposition to the Scheme based on the impact it will have on the environment</p>				<p>X</p>	<p>A detailed assessment of the effects of the Scheme during construction and operation has been undertaken and is reported in the Environmental Statement, <b>[TR010054/APP/6.1]</b>.</p> <p>Through the processes of option identification and selection, iterative design-development and detailed assessment, the approach has been to apply a hierarchy of avoiding/mitigating/compensating effects wherever possible. Where effects are unavoidable, the approach to mitigation has focused on integrating measures into the design to reduce effects, with compensatory measures proposed only where other solutions would not be effective. The resulting landscape and environmental design has ensured no net loss to biodiversity.</p> <p>Mitigation measures are illustrated on the Environmental Masterplan (Figure 2.1 to 2.7 of the Environmental Statement in <b>[TR010054/APP/6.2]</b>) and described in the Outline Environmental Management Plan <b>[TR010054/APP/6.11]</b>.</p>	<p>N</p>

Table 5.2 Summary of matters raised by theme from the statutory consultation – overall opposition						
Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
The Scheme is not needed, other solutions are available				X	<p>The need for the Scheme and support for the Scheme in regional and local policy and plans is provided in Section 8.4, Chapter 4 of the Case for the Scheme and National Policy Accordance document (CftS) <b>[TR010054/APP/7.2]</b>, with an overview of the economic and employment benefits provided in Chapter 5 and Section 8.5, Chapter 8 of the CftS <b>[TR010054/APP/7.2]</b>.</p> <p>The need for a new link road between the M54 and the M6 / Birmingham Northern Relief Road (now known as the M6 Toll) was originally identified in 2001 in the West Midlands Area Multi Modal Study. This study was commissioned to consider the long-term demand for travel in the West Midlands and establish a 30-year framework to deliver an integrated transport system covering all modes of travel, including cycling and walking.</p> <p>A commitment to deliver a link road between the M54 and M6 is included within the Government’s first Road Investment Strategy (2015 – 2020).</p> <p>Highways England has undertaken a detailed appraisal of alternatives to identify the most appropriate solution. An overview of this work can be found in Chapter 3 of the Environmental Statement <b>[TR010054/APP/6.1]</b>.</p>	N
Preference expressed for alternative routes				X	<p>We have undertaken a detailed appraisal of route options, including two phases of non-statutory consultation on evolving route options. Further detail of this is provided in Chapter 2 of this report and Chapter 3 of the Environmental Statement <b>[TR010054/APP/6.1]</b>.</p>	N

**Table 5.2 Summary of matters raised by theme from the statutory consultation – overall opposition**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
					<p>We believe the proposed Scheme provides the optimum route and design which:</p> <ul style="list-style-type: none"> <li>- limits the loss of ancient woodland, veteran trees and ecological habitat losses;</li> <li>- balances the impact on sensitive residential areas from operational noise with a need to protect the historic character of the area;</li> <li>- provides the highest level of congestion relief for the A460 (and benefits in terms of noise reductions and reduced vehicles emissions), whilst maintaining good local connectivity;</li> <li>- provides the best journey time and the highest benefit to the local economy; and responds to consultation feedback in terms of alignment, design and mitigation to provide a balance between the Scheme objectives and environmental, social and economic impacts.</li> </ul>	
Concerns about the cost of the Scheme				X	<p>Funding for this Scheme was identified as part of the Government's first Road Investment Strategy (2015 – 2020) which sets out the long-term approach to improve England's motorways and major roads.</p> <p>Value for money has been a key consideration throughout the options identification and design process. The unadjusted Benefit to Cost Ratio (BCR) of this Scheme is 3.0.</p>	N

**Table 5.2 Summary of matters raised by theme from the statutory consultation – overall opposition**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
					A Department for Transport benchmark is a BCR of 2, above which a project is considered high value for money. The unadjusted BCR for this Scheme is 3.0 and therefore is considered to be a high value for money Scheme. Further details of how this has been considered can be found in the CftS [TR010054/APP/7.2].	

## 5.9 Theme: Benefits for local communities

**Table 5.3 Summary of matters raised by theme from the statutory consultation – benefits for local communities**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
Comments that the proposed link road would improve the quality of life for local residents				X	Comment noted	N
Support for a reduction of congestion on the existing A460, a reduction on the number of HGVs passing properties and improved access to and from local villages as a result of better traffic flows				X	Comment noted	N
Support for the separation of strategic and local traffic				X	Comment noted	N
Support for cleaner air in the villages as a result of reduced HGV traffic on the A460				X	Comment noted	N

## 5.10 Theme: Impacts on the local community, landowners and businesses

Table 5.4 Summary of matters raised by theme from the statutory consultation – impacts on the local community, landowners and businesses						
Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
Concern over the proximity of the proposed link road to residential properties in Hilton and on Dark Lane and potential visual, noise and air quality impacts	X	X		X	<p>Highways England has looked extensively at the options for the alignment of the road in the vicinity of Dark Lane since the statutory consultation.</p> <p>Following an in-depth appraisal of all options, it was concluded that on balance, the alignment proposed during the statutory consultation has, on balance, the least overall environmental impact of those options considered and should be taken forward. Environmental effects in this context includes impacts on people including air quality, noise and visual effects. Further detail is provided in section 5.2 of this report and Appendix 3.2 of the Environmental Statement <b>[TR010054/APP/6.3]</b>.</p> <p>Based on the assessments, as outlined in the Environmental Statement <b>[TR010054/APP/6.1]</b>, Highways England does not anticipate there to be a significant effect on air quality as a result of the Scheme.</p> <p>Highways England has also assessed the impact of noise on properties in Hilton, the outcome of this assessment identified the need for noise mitigation measures in the area. Once implemented, significant adverse effects are not anticipated at any of the properties on Dark Lane and Park Road.</p> <p>The position of the proposed link road within existing woodland would restrict views of the Scheme using existing screening from residential properties on Dark Lane. This would also be strengthened with additional planting. This is predicted to reduce the visual effects of the</p>	N

Table 5.4 Summary of matters raised by theme from the statutory consultation – impacts on the local community, landowners and businesses						
Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
					proposed link road on properties in Dark Lane to a level that is not significant.	
Concern over the potential adverse impact of the Scheme on local businesses and landowners, with specific reference to businesses in Featherstone, the fishing ponds, M6 Diesel and local facilities		X	X	X	<p>The impact of the Scheme on local businesses and landowners has been taken into account throughout the development of the Scheme, including in option selection, route refinement and the design of mitigation measures.</p> <p>The impact of the Scheme as currently designed has been assessed in Chapter 12: Population and Health in the Environmental Statement [TR010054/APP/6.1], The assessment concludes that there would be no significant effects on community land and assets, viability of a business or private property and housing. It is not anticipated that there will be an impact on the frontages or access to existing businesses on the A460 and local traffic will still use the A460 when the Scheme is operational. The only significant effects identified in this chapter would be on four agricultural land holdings. Unfortunately, due to the broad location of the Scheme being fixed by the location of existing motorway junctions, there would be no way to construct a new link between them without having an impact on agricultural land holdings. However, extensive consultation with affected landowners has been undertaken and the Scheme design has been influenced by suggestions to minimise impacts, including measures to retain connectivity across land parcels and relocate infrastructure (e.g. balancing ponds) to reduce the impact on land holdings.</p> <p>We have a statutory duty to maintain, upgrade and develop the road network, for the safety of all road users. While we understand that businesses will have concerns over potential impacts, as a publicly funded body we are not able to pay compensation for disruption, costs or loss of business caused by our works.</p>	N



Table 5.4 Summary of matters raised by theme from the statutory consultation – impacts on the local community, landowners and businesses						
Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
					<p>The Scheme will not affect access to M6 Diesel, vehicles will still access the filling station from the current access off Cannock Road.</p> <p>The impact of the Scheme on fishing ponds has been minimised wherever possible.</p> <p>The Outline Environmental Management Plan [TR010054/APP/6.11] describes how business owners will be notified about ongoing works – the main works contractor shall take reasonable steps to engage with local residents and business owners.</p> <p>A Community Liaison Officer, dedicated phone line and website will be available throughout construction to act as a point of contact for businesses and residents.</p>	
Concerns that the Scheme will lead to an increase in journey times for residents making local journeys				X	Traffic modelling undertaken during development of the Scheme has indicated that up to 80% of the existing traffic will be removed from the A460 following completion of the proposed link road. This reduction in traffic should help reduce journey times for residents making local journeys.	N
Potential impact on property prices in the area				X	<p>Large scale or major public works near a property have the potential to reduce its value, making it difficult to sell at market rate – this is referred to as blight. However, improved transport links (as a result of works) can also have a positive impacts on property prices over the longer term.</p> <p>For further information on the discretionary purchase process, you can find the following guides online:</p>	N

Table 5.4 Summary of matters raised by theme from the statutory consultation – impacts on the local community, landowners and businesses						
Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
					<p>Your Property and Discretionary Purchase - <a href="https://www.gov.uk/government/publications/your-property-and-discretionary-purchase">https://www.gov.uk/government/publications/your-property-and-discretionary-purchase</a></p> <p>These are designed to help residents and business owners understand what they can do if they believe their properties are affected by the Scheme.</p>	
Land take required for the Scheme is too great	X		X	X	<p>Highways England has sought to minimise permanent land take required by the proposed new link road.</p> <p>Design development has continued since statutory consultation and land take required has been reviewed and where possible reduced, in part as a result of feedback received.</p> <p>Highways England is only able to acquire land for the purposes of this Scheme, if there is a compelling case to do so. More detail is now available on the land requirements of each plot and this information has been provided to the affected landowners as part of supplementary consultation on revised Land Plans. Detailed information on each land plot and future uses is provided in the Statement of Reasons <b>[TR010054/APP/4.1]</b>.</p>	N
Isolation impacts and the loss of village identity				X	<p>The Scheme will significantly reduce traffic on the local road network, from over 26,000 vehicles per day on the existing A460 to approximately 3,000 vehicles per day. This will result in traffic being routed further away from the villages in the Featherstone area and this would result in a reduction of severance between the local villages of Featherstone, Shareshill, Hilton and Laney Green caused by high flows of congested traffic along the A460 Cannock Road. The</p>	N

Table 5.4 Summary of matters raised by theme from the statutory consultation – impacts on the local community, landowners and businesses						
Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
					reduction in traffic will also allow easier access for Walkers, Cyclists and Horseriders and vehicles users to shared community facilities.	

### 5.11 Theme: Environmental impacts and proposed mitigation

Table 5.5 Summary of matters raised by theme from the statutory consultation – environmental impacts and proposed mitigation						
Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
Support was given for the mitigation proposed, the PEI report and mitigation proposed in the design	X	X		X	Comments noted	N
Comments were made about the detail of the methodology, PEI report and monitoring for the Environmental Statement	X	X			A detailed assessment of the effects of the Scheme during construction and operation has been undertaken and is reported in the Environmental Statement <b>[TR010054/APP/6.1]</b> .	
Consideration of vulnerable groups in the Environmental Statement	X	X			<p>The Environmental Statement considers the impact of the Scheme on vulnerable groups as part of the noise and population and health assessments in- Chapter 12 of the Environmental Statement <b>[TR010054/APP/6.1]</b></p> <p>The Equality Impact Assessment <b>[TR010054/APP/6.7]</b> also considers whether the Scheme adversely impacts on those with protected characteristics- none have been identified.</p> <p>The PEI report did not include topic specific methodology and instead referred to the methodology as reported in the Scoping Report submitted</p>	N

**Table 5.5 Summary of matters raised by theme from the statutory consultation – environmental impacts and proposed mitigation**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
					to the Inspectorate in January 2019. The Environmental Statement provides more information on the methodology for the assessment of impacts on population and health.	
Landscape mitigation, the mitigation hierarchy and no net loss	X	X		X	<p>The Environmental Masterplan demonstrates an integrated approach to mitigating the adverse effects of the Scheme, balancing ecological, landscape, historic landscape and access requirements.</p> <p>The Highways England Biodiversity Plan states that by 2020 Highways England must deliver no net loss of biodiversity. The Scheme is designed to deliver no net loss in biodiversity in line with the Biodiversity Plan.</p> <p>The results of the biodiversity metric calculations that show how this is met are provided in Appendix 8.2 of the Environmental Statement <b>[TR010054/APP/6.3]</b>.</p>	N
Concern about the impact of the Scheme on the local environment and requests for further mitigation	X	X	X	X	<p>A detailed assessment of the effects of the Scheme during construction and operation has been undertaken and is reported in the Environmental Statement <b>[TR010054/APP/6.1]</b>.</p> <p>Through the processes of option identification and selection, iterative design-development and detailed assessment, the approach has been to apply a hierarchy of avoiding/mitigating/compensating effects wherever possible. Where effects are unavoidable, the approach to mitigation has focused on integrating measures into the design to reduce effects, with compensatory measures proposed only where other solutions would not be effective. The resulting landscape and environmental design delivers no net loss to biodiversity.</p> <p>Mitigation measures are illustrated on the Environmental Masterplan (Figure 2.1 to 2.7 of the Environmental Statement in</p>	N

**Table 5.5 Summary of matters raised by theme from the statutory consultation – environmental impacts and proposed mitigation**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
					<b>[TR010054/APP/6.2]</b> and described in the Outline Environmental Management Plan <b>[TR010054/APP/6.11]</b> .	
Concern over the land take required for the building and operation of the scheme and justification of land parcels and access and rights to land	X		X	X	<p>Highways England has sought to minimise permanent land take required by the proposed new link road.</p> <p>Design development has continued since statutory consultation and land take required has been reviewed and where possible reduced, in part as a result of feedback received.</p> <p>Highways England is only able to acquire land for the purposes of this Scheme, if there is a compelling case in the public interest to do so. More detail is now available on the land requirements of each plot and this information has been provided to the affected landowners as part of supplementary consultation on revised Land Plans. Detailed information on each land plot and future uses is provided in the Statement of Reasons <b>[TR010054/APP/4.1]</b>.</p>	N
Consideration for designated sites and the historic environment, with specific regard to air quality, historic landscape, selection of viewpoints and the assessment of infrastructure on the historic landscape	X	X		X	<p>In line with Design Manual for Roads and Bridges (DMRB) methodology, all statutorily designated sites that have been identified within 200m of the affected road network (ARN) as identified through traffic modelling have been included in the air quality assessment. Details of the impacts of the assessment are provided in the Environmental Statement <b>[TR010054/APP/6.1]</b>.</p> <p>The methodology and results of the assessment of the impact of the Scheme on the historic environment have been discussed with Historic England and Staffordshire County Council. Engagement with Historic England and Staffordshire County Council will continue.</p>	Y

**Table 5.5 Summary of matters raised by theme from the statutory consultation – environmental impacts and proposed mitigation**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
					<p>The Environmental Masterplan presented in Figures 2.1 to 2.7 of the Environmental Statement [TR010054/APP/6.1] demonstrates an integrated approach to mitigating the adverse effects of the Scheme, balancing ecological, landscape, historic landscape and access requirements. The mitigation has been revised on the latest version of the masterplan to better fulfil ecological objectives and reinforce the parkland character.</p> <p>Viewpoints from Hilton Hall and Portobello Tower have been included within the Environmental Statement. Due to the heritage nature of these views, they are provided as part of the cultural heritage assessment (Chapter 6) rather than the in the landscape and visual assessment (Chapter 7) reported in the Environmental Statement [TR010054/APP/6.1]. Though the baseline view will be recorded within the landscape chapter. The heritage assessment has taken these viewpoints into account when considering impacts on listed buildings and as part of the wider assessment of the historic landscape, Hilton Park.</p> <p>The Environmental Statement [TR010054/APP/6.1] contains an assessment of the impact on existing vegetation from an ecological and visual perspective and also in terms of the impacts on the Hilton Park Historic Landscape and the loss of any key features within this.</p> <p>The potential effects of lighting and signage have been assessed and are reported in Chapters 6 and 7 in the Environmental Statement [TR010054/APP/6.1] along with a summary of the lighting and signing strategy (Chapter 2).</p>	



**Table 5.5 Summary of matters raised by theme from the statutory consultation – environmental impacts and proposed mitigation**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
<p>Concerns regarding the loss of woodland, ancient woodland, veteran trees and native species and queries regarding the proposed mitigation for this loss.</p>	X	X		X	<p>We have recognised the value of ancient woodland within the development of the design and have sought to minimise its loss. Through careful option selection and design the Scheme avoids any <u>direct loss</u> of ancient woodland listed on the Ancient Woodland Inventory.</p> <p>However, the Scheme would result in the direct loss of a small area of ancient woodland within Brookfields Farm Site of Biological Importance and ‘indirect’ loss through development within the 15 m buffer area around Whitgreaves Wood and Brookfields Farm Site of Biological Importance.</p> <p>The total direct loss of ancient woodland is 0.0015 hectares and the total loss including indirect loss would be 0.32 hectares.</p> <p>An assessment of impacts on woodland and ancient woodland is reported in the Environmental Statement. Mitigation and compensation measures are described in the Outline Environmental Management Plan <b>[TR010054/APP/6.11]</b> and illustrated on the Environmental Masterplans Figures 2.1 to 2.7 <b>[TR010054/APP/6.2]</b>, these measures have been discussed and agreed with Natural England. Loss of ancient woodland is being compensated for at a ratio of 7:1.</p> <p>An Arboricultural Impact Assessment (Appendix 7.1 of the Environmental Statement <b>[TR010054/APP/6.3]</b>) has been undertaken to understand the impact of the Scheme on trees and areas of woodland.</p> <p>Compensation measures are reported in Chapter 8 of the Environmental Statement <b>[TR010054/APP/6.1]</b>, these measures are in addition to measures to achieve no net loss in biodiversity.</p>	N

**Table 5.5 Summary of matters raised by theme from the statutory consultation – environmental impacts and proposed mitigation**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
					An assessment of the effects of construction and operational lighting on habitats is included within the Biodiversity chapter, Chapter 8 in the Environmental Statement <b>[TR010054/APP/6.1]</b> . Wherever possible, lighting will be directed away from sensitive habitats, including the woodland edge.	
Concern about the impact of the Scheme on local wildlife	X	X		X	<p>As shown on the Environmental Masterplan Figures 2.1 to 2.7 <b>[TR010054/APP/6.2]</b>, mammal tunnels have been provided at several locations along the Scheme length in order to ensure connectivity to the wider landscape once the Scheme is operational.</p> <p>The Environmental Statement chapter on Biodiversity, Chapter 8 <b>[TR010054/APP/6.1]</b> reports the impact of the Scheme on bats and identifies the measures required to mitigate the impact.</p> <p>The Outline Environmental Management Plan <b>[TR010054/APP/6.11]</b> outlines the required mitigation measures, these will be secured within the DCO.</p> <p>Extensive surveys have been undertaken to assess potential impacts on species and habitats including bats, badgers, great crested newts, otters, water vole, birds, reptiles, invertebrates and aquatic species. The methodologies and results of these surveys are provided in the appendices to Chapter 8 in the Environmental Statement <b>[TR010054/APP/6.3]</b></p>	N
Concern over the loss of areas of agricultural land, waste management and the impact of the Scheme on soils, minerals and geology	X	X		X	An Agricultural Land Classification (ALC) survey has been undertaken to determine the ALC and soil resources within the Scheme boundary and is reported in Environmental Statement Appendix 9.2 <b>[TR010054/APP/6.3]</b> . Areas of lower quality agricultural land have been used in preference to areas of higher quality land, but unfortunately the	N

**Table 5.5 Summary of matters raised by theme from the statutory consultation – environmental impacts and proposed mitigation**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
					<p>location of the Scheme means that loss of agricultural land is unavoidable. Where areas are subject to temporary use and where possible, soils will be removed and replaced to minimise impacts after the construction period.</p> <p>A Soil Resource Plan will be prepared by the contractor as part of a Soil Management Strategy prior to the start of construction. An outline Soil Resource Plan is provided as an appendix to the Outline Environmental Management Plan <b>[TR010054/APP/6.11]</b>. The final Soil Resource Plan will detail the areas and type of topsoil/subsoil to be stripped, stripping method, haul routes and the management of the soil stockpiles. The design has been designed to minimise the amount of surplus material, including soil, that would arise from the Scheme. Opportunities to conserve soils and avoid loss will be further explored during detailed design.</p> <p>An assessment of the effects on the Minerals Safeguarding Area is provided in Appendix 10.1 of the Environmental Statement <b>[TR010054/APP/6.3]</b>.</p> <p>An assessment of material assets and waste is reported in Chapter 10: Material Assets and Waste of the Environmental Statement <b>[TR010054/APP/6.1]</b>. Appended to the Environmental Statement (Appendix 10.1 <b>[TR010054/APP/6.3]</b>) is an assessment of impacts on mineral safeguarding.</p> <p>The reduction or alteration in the regional capacity of landfill as a result of accommodating waste from the Scheme is included in the assessment. The impact on specific mineral production site capacities or landfills has not been considered as this detail is not yet available and does not form part of the assessment methodology.</p>	

**Table 5.5 Summary of matters raised by theme from the statutory consultation – environmental impacts and proposed mitigation**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
Concerns about biodiversity mitigation timescales and targets	X	X		X	<p>A biodiversity metric calculation has been undertaken based on the method published by Defra in Biodiversity Offsetting Pilots Technical Paper: the metric for the biodiversity offsetting pilot in England (Defra, 2012), to determine effects of the Scheme.</p> <p>In July 2019 DEFRA published Net Gain: Summary of responses and government response to consultation on the objectives of net gain policy. The document was clear that consultation proposals for a mandatory requirement for net gain did not include nationally significant infrastructure projects because they have ‘fundamentally different characteristics to other development types’.</p> <p>In addition, it should be noted that Highways England is seeking to acquire the majority of the land required for the Scheme through compulsory acquisition. In order to secure those powers, Highways England must demonstrate that the land subject to compulsory acquisition is required for the Scheme or is required to facilitate or is incidental to the Scheme (section 122 of the Planning Act 2008). This means that, whilst land required to mitigate the impact of the Scheme can be secured through compulsory acquisition, such powers do not extend to the acquisition of land for enhancement or gain. Highways England is nonetheless seeking to fully mitigate the impact of the Scheme on biodiversity so far as possible and seeks to deliver a scheme that results in no net loss in biodiversity.</p> <p>The results of the Biodiversity Metric Calculations are provided in Appendix 8.2 of the Environmental Statement <b>[TR010054/APP/6.3]</b>.</p>	N
Flood risk, the affect the Scheme may have on groundwater and increased flooding in the area.	X			X	A flood risk assessment (FRA) has been undertaken to understand any change in flood risk which may occur as a result of the scheme, including a 100 year storm plus 50% climate change allowance.	N

**Table 5.5 Summary of matters raised by theme from the statutory consultation – environmental impacts and proposed mitigation**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
					<p>The FRA has assessed flood risk in the area from all sources, including groundwater. Several iterations of Scheme design have been explored to understand if betterment is achievable within the scope of the Scheme.</p> <p>The scheme design retains and restores natural processes for the affected watercourses as far as possible. Discussions have been undertaken with the Environment Agency and the Lead Local Flood Authority regarding the drainage strategy proposals and the preliminary design of structures.</p> <p>Construction of the Scheme would be subject to measures and procedures as defined within the Outline Environmental Management Plan <b>[TR010054/APP/6.11]</b> for the Scheme. This includes a range of measures to mitigate potential impacts on the water environment during construction, which accord with legal compliance and good practice guidance when working with or around sensitive water resources.</p>	
Air quality and continuous monitoring for sensitive receptors	X	X			<p>A number of mitigation measures will be incorporated into the scheme to reduce, remediate or compensate for effects during the anticipated three-year construction period. These detailed measures are set out in an Outline Environmental Management Plan <b>[TR010054/APP/6.11]</b>.</p> <p>During the operation of the Scheme, air quality will improve for some receptors (e.g. properties along A460 Cannock Road) and deteriorate for others. Chapter 5 of the Environmental Statement <b>[TR010054/APP/6.1]</b> explores these impacts and demonstrates that all impacts are acceptable.</p>	N
Noise mitigation during construction, the justification for noise barriers and monitoring	X	X			A number of mitigation measures will be incorporated into the scheme to reduce, remediate or compensate for effects during the anticipated	N

**Table 5.5 Summary of matters raised by theme from the statutory consultation – environmental impacts and proposed mitigation**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
					<p>three-year construction period. These detailed measures are set out in an Outline Environmental Management Plan [TR010054/APP/6.11].</p> <p>Chapter 11 of the Environmental Statement [TR010054/APP/6.1] sets out the anticipated noise levels at sensitive receptors when the Scheme is operational and the predicted size and location of noise barriers to effectively reduce impacts at properties where required. Noise barriers have been proposed where they would be effective at reducing noise levels and these reductions are not outweighed by other considerations, such as where the barriers themselves would lead to significant adverse landscape and visual effects.</p>	
Public open space, the impact on tranquility and how this is being assessed	X				<p>There are no areas of public open space in proximity to the Scheme. Discussions with South Staffordshire Council have not identified any quiet places or other areas that are particularly valued for their tranquility or acoustic environment in the vicinity of the Scheme, therefore this has been scoped out of the Environmental Impact Assessment. The absence of such areas has been discussed with Public Health England. Areas of public open space would not be affected by the Scheme and therefore no new areas of public open space are proposed as part of the Scheme.</p>	N
Landscape and visual impact and queries related to the removal of existing features and restoration of areas of the site used temporarily after construction	X	X		X	<p>Chapter 7 of the Environmental Statement [TR010054/APP/6.1] assesses the landscape and visual impacts of the Scheme at year 1 and year 15 following development of the mitigation planting. The iterative assessment has informed the design of the Scheme (including option and route selection) and shaped the proposals for mitigation planting. Planting has been designed to reduce impacts wherever possible.</p> <p>The Environmental Masterplan (Figure 2.1 to 2.7 of the Environmental Statement [TR010054/APP/6.2]) demonstrates an integrated approach to mitigating the adverse effects of the Scheme, balancing ecological, landscaping, historic landscape and access requirements.</p>	N



**Table 5.5 Summary of matters raised by theme from the statutory consultation – environmental impacts and proposed mitigation**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
Proposals require further assessment and consideration with more mitigation measures.	X	X	X	X	<p>A detailed assessment of the effects of the Scheme during construction and operation has been undertaken and is reported in the Environmental Statement [TR010054/APP/6.1].</p> <p>The provision of mitigation measures to avoid, reduce or compensate for adverse environmental impacts has been informed and further developed by the environmental assessment reported in the Environmental Statement. Mitigation measures are illustrated on the Environmental Masterplan (Figure 2.1 to 2.7 of the Environmental Statement in [TR010054/APP/6.2]) and described in the Outline Environmental Management Plan, [TR010054/APP/6.11].</p>	N
The future use of land required temporarily for construction		X	X	X	The use of plots has been defined and information on each land plot and future uses is provided in the Statement of Reasons [TR010054/APP/4.1].	N
Local green sites and the effect of the Scheme on the green belt and the wider countryside				X	Section 8.6, Chapter 8 of the Case for the Scheme [TR010054/APP/7.2] presents the assessment of the impact of the Scheme on the Green Belt. Given that the area between the M54 Junction 1 and the M6 Junction 11 is almost exclusively Green Belt, the Scheme could not be constructed without affecting the Green Belt. The Scheme proposed would result in the loss of a smaller area of Green Belt than alternative route options that, for example, followed the M6 more closely.	N

Table 5.5 Summary of matters raised by theme from the statutory consultation – environmental impacts and proposed mitigation						
Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
Concerns raised regarding the impact of the construction of the Scheme on horses and riders and request more engagement with the British Horse Society				X	<p>A number of mitigation measures will be incorporated into the Scheme to reduce, remediate or compensate for effects during the anticipated three-year construction period. These detailed measures are set out in an Outline Environmental Management Plan [TR010054/APP/6.11].</p> <p>From discussions with Staffordshire County Council, we understand that the definitive map includes all Public Rights of Way within the scheme boundary.</p> <p>Engagement will be undertaken with the British Horse Society during the detailed design stage.</p>	N

## 5.12 Theme: Construction

Table 5.6 Summary of matters raised by theme from the statutory consultation - construction						
Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
Comments regarding construction phasing and the cumulative impacts of other local schemes		X			<p>Chapter 15 of the Environmental Statement [TR010054/APP/6.1] assesses the cumulative impact of the Scheme and considers this alongside other proposed developments in the area- taking into account the effects during the construction and operation of the Scheme.</p> <p>A number of mitigation measures will be incorporated into the Scheme to reduce, remediate or compensate for effects during the anticipated three-year construction period. These detailed measures are set out in the Outline Environmental Management Plan [TR010054/APP/6.11].</p>	N

**Table 5.6 Summary of matters raised by theme from the statutory consultation - construction**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
					<p>In addition Highways England has submitted an Outline Traffic Management Plan <b>[TR010054/APP/7.5]</b> with the DCO application. The Outline TMP states that Highways England will create a forum to work with other stakeholders in the locality to coordinate traffic management activities during the construction period.</p> <p>Highways England will work with local businesses to minimise the impact of construction works. A Community Liaison Officer, dedicated phone line and website will be available throughout construction to act as a point of contact for businesses and residents.</p>	
<p>Concern over potential noise, light and air pollution from site compounds and during construction.</p> <p>Concerns particularly related to properties close to the proposed link road with specific reference to Dark Lane</p>	X	X		X	<p>The Environmental Statement provides an assessment of the effects of the Scheme on noise, light and air pollution. A number of mitigation measures will be incorporated into the Scheme to reduce, remediate or compensate for effects during the anticipated three-year construction period. These detailed measures are set out in an Outline Environmental Management Plan <b>[TR010054/APP/6.11]</b>.</p> <p>Chapter 12 of the Environmental Statement <b>[TR010054/APP/6.1]</b> considers the sensitivity of communities and population as part of the assessment of impacts on human health.</p> <p>Based on the assessment to date, we have not identified there to be a significant effect on air quality as a result of the Scheme. Significant effects as a result of noise are likely to be localised. We are looking to reduce noise effects to a minimum in line with the National Policy Statement for National Networks. Any significant effects, adverse and beneficial are reported within Chapter 11 of the Environmental Statement <b>[TR010054/APP/6.1]</b>.</p>	N

Table 5.6 Summary of matters raised by theme from the statutory consultation - construction						
Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
Concern over traffic disruption during construction and impact of delays and closures on businesses				X	<p>The Outline Traffic Management Plan [TR010054/APP/7.5] outlines initial proposals for traffic movements during construction. This will be further developed through consultation and design development, prior to construction.</p> <p>A Community Liaison Officer, dedicated phone line and website will be available throughout construction to act as a point of contact for businesses and residents.</p> <p>Highways England will work with local businesses to minimise the impact of construction works.</p>	N
Questions relating to working hours				X	<p>Proposed working hours are:</p> <p>08:00 – 18:00 Monday to Friday            08:00 -13:00 Saturday</p> <p>There will be up to an hour before and after these times for start-up and close down activities. (except Sat at 13:00). Any change to the proposed working hours will be determined through engagement with the Local Authority.</p> <p>More detail is available in the Outline Environmental Management Plan [TR010054/APP/6.11].</p>	N

**Table 5.6 Summary of matters raised by theme from the statutory consultation - construction**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
Coordinated approach to traffic management required during construction period	X	X		X	The Outline Traffic Management Plan [TR010054/APP/7.5] sets out how traffic is to be managed during construction to minimise disruption to road users. Highways England will continue to work with the relevant local authorities and other stakeholders to help manage traffic during the construction of the proposed link road.	N
Further information on the temporary and permanent changes to public footpaths and Public Rights of Way (PRoW)	X	X		X	Highways England will endeavour to ensure all temporary and permanent alternative PRoW routes are open prior to any closures. This will be confirmed through discussions between the construction contractor and Staffordshire County Council prior to construction.	N

### 5.13 Theme: Design

**Table 5.7 Summary of matters raised by theme from the statutory consultation - design**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
Concerns about the design for M6 Junction 11, that there should be free flow links to the M6. Concern that current design will lead to congestion and delays and will therefore not solve the overall problem	X	X		X	The existing Junction 11 suffers from heavy congestion and concerns were raised that this will continue to be a problem after the scheme is built. The Scheme includes proposals to provide a larger junction to accommodate the forecast traffic flows which will alleviate the problem significantly. Provision of a free flow link is not required to achieve effective flow of traffic around this junction. Free flow links would increase the land take, environmental impacts and cost of the Scheme so would not be a proportional design in the context of a junction that works effectively without those links.	N
The link road should be motorway standard				X	The dual carriageway standard has been taken forward as the most appropriate standard, due to the options having similar costs and	N

**Table 5.7 Summary of matters raised by theme from the statutory consultation - design**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
					benefits, and the dual carriageway having less impact on the surrounding environment. The dual carriageway design was also assessed as being better from a safety perspective due to the link ending at an at grade junction.	
Scheme should include a direct link to the M6 Toll	X			X	A direct connection to M6 Toll is outside the scope of the Scheme. The Scheme design does not prevent the construction of a free flow link to the M6 Toll in future.	N
Concern that the new link road will not reduce HGV movements on the current A460	X	X		X	Once the strategic trips have been removed from this length of the A460 through Featherstone and Shareshill, the number of HGV movements along the existing A460 is forecast to reduce significantly (26,000 vehicles [3,300 HGVs] per day to approximately 3,000 vehicles [650 HGVs] per day). The traffic modelling shows HGV use of the road to be significantly reduced and does not indicate the need for any further measures to reduce HGV use.  Discussions are ongoing with SCC to include a monitor and manage approach to monitor the situation post-opening of the new link road.	N
Clarification that journey times and reliability between junction 11 and the M6 Toll T8 are not compromised due to the construction of the Scheme	X				Highways England are continuing to engage with stakeholders around construction concerns and engagement will continue throughout design development.	N
Support for the junction arrangement proposed at Junction 1 of the M54		X			Comment noted	N
Concern that the proposed roundabouts at M54 Junction 1 will cause congestion and delays and that the complex design may be confusing for drivers				X	The Scheme will significantly reduce the amount of traffic using the local network. The layout has been designed to allow for the predicted flows using this route.	N



**Table 5.7 Summary of matters raised by theme from the statutory consultation - design**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
					The junction will be designed to DMRB standard. It is accepted that some people have concerns that the junction appears to be complex in form, however the roundabouts will be similar in nature to all other roundabouts on the road network and will be relatively simple to navigate. Signing will be provided to assist drivers with route finding. The layout has undergone a Road Safety Audit which has highlighted no safety concerns with the operation of this junction.	
Safety concerns with regards to the M6 Junction 11 roundabout, concern that roundabout is too large and complex, leading to driver confusion				X	M6 Junction 11 has been designed to comply with DMRB standards. It is accepted that some people have concerns that the junction appears to be complex in form, however clear white lining and signage, including a number of overhead gantries, will be provided to assist with navigation of the junction. The layout has undergone a Road Safety Audit which has highlighted no safety concerns with the operation of this junction.	N
Concern that too much land take is required for M6 Junction 11 roundabout				X	The extent of land take is the required to provide an improved junction layout with sufficient capacity to accommodate forecast flows. In order to construct the proposed junction with minimal impact on the existing network, alterations have been made to the layout to enable off line construction and minimise disruption to road users during construction.  Further details on the options considered in the design of the junction can be found in Chapter 3 of the Environmental Statement <b>[TR010054/APP/6.1]</b> .	N
Comments relating to public transport provision		X		X	The impacts of the Scheme on public transport have been considered. The impacts on bus routes are considered to be minimal as reported in the Transport Assessment Report <b>[TR010054/APP/7.4]</b>	N
Concern over impact on walking and cycling routes, specific concerns over no provision for walking or	X	X		X	Impacts on walkers, cyclists and horse riders (WCH) have been assessed within Chapter 12 of the Environmental Statement <b>[TR010054/APP/6.1]</b> for construction and operation of the Scheme.	N

**Table 5.7 Summary of matters raised by theme from the statutory consultation - design**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
cycling shown in design for junctions at M54 or M6					<p>The design provides a footway and crossing points along the length of the proposed local roads at the M54 junction, allowing WCH access.</p> <p>A footway and crossing points have been provided to connect the existing A460 at Shareshill with the existing network to the west of the M6. For further details refer to the Streets, Rights of Way and Access Plans <b>[TR010054/APP/2.7]</b>.</p>	
Concern over the heights of the junctions/roundabouts				X	<p>The improvements at M54 Junction 1 include the provision of two new roundabouts to the north of the M54. The heights of the roundabouts have been reduced through design development since statutory consultation. The eastern roundabout would be approximately 3.9 m above existing ground level. The western roundabout would be approximately 6.2 m above existing ground level.</p> <p>The roundabouts will be screened by retaining the existing planting to the east of the A460 as far as possible and the provision of new planting as indicated on Figure 2.1 to 2.7 of the Environmental Statement <b>[TR010054/APP/6.2]</b>.</p>	Y
Questions were raised regarding provision for new signage on the link road, the existing A460 and village roads to direct local and strategic traffic		X	X	X	The new link road will be named the A460 and signing will be provided to direct strategic traffic along the new link between the M54 and M6. The existing A460 is to be reclassified to an un-numbered local road, retaining the name Cannock Road, and appropriate signing changes will be made to indicate the minor nature of this route.	N
Measures are required to facilitate access to and from M6 Diesel should HGVs continue to want to use it. Comments included an option to M6 Diesel from the new link road via M6 Junction 11 only		X		X	The existing access to M6 Diesel from Cannock Road will be unaffected and therefore there is no need to provide an alternative access to M6 Diesel from M6 Junction 11.	N

**Table 5.7 Summary of matters raised by theme from the statutory consultation - design**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
Further clarification and consideration was requested to the access arrangements for residential properties in Featherstone		X		X	Since statutory consultation, discussions have been held with SCC to discuss the proposed layout to improve access for local residents. The access arrangements are now shown on the General Arrangement Plans [TR010054/APP/2.5] provided with the application.	N
Requests for traffic calming measures on the A460 between the M6 and M54 roundabouts and speed cameras to be considered to improve safety				X	<p>A primary objective of the Scheme is to transfer strategic traffic away from the local road network onto the Strategic Road Network. The current Scheme proposals are designed to significantly reduce the numbers of HGV vehicles using the local road network.</p> <p>The existing A460 Cannock Road is maintained by the local highway authority, SCC. Therefore, it would be for SCC to determine whether and how any further measures should be implemented along the route following construction of the Scheme by Highways England. However, the reclassification of the road and significant reduction in traffic will make it easier for the local highway authority to implement future changes to Cannock Road if considered appropriate.</p>	N

## 5.14 Theme: Non Motorised Users (NMUs) and Public Transport

Table 5.12 Summary of matters raised by theme from the statutory consultation – Walkers, Cyclists and Horseriders (WCHs) and Public Transport						
Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
Traffic management for WCHs	X	X		X	<p>An Outline Traffic Management Plan has been submitted with the application [TR010054/APP/7.5]. Highways England will continue to work with the relevant local authorities and other stakeholders to help manage traffic during the construction of the proposed link road.</p> <p>The Outline Traffic Management Plan [TR010054/APP/7.5] confirms that diverted designated routes will consider the needs of walkers and cyclists and will be implemented to ensure that routes are maintained at all times.</p>	N
Impacts on PROWs and leisure routes, alternatives, diversions and standards for new routes	X	X		X	<p>Impacts on WCHs have been assessed within Chapter 12 of the Environmental Statement [TR010054/APP/6.1] for construction and operation of the Scheme.</p> <p>The design provides a footway and crossing points along the length of the proposed local roads at the M54 junction, allowing WCH access.</p> <p>A footway and crossing points have been provided to connect the existing A460 at Shareshill with the existing network to the west of the M6. All designated routes have been reprovided in line with DMRB (BHS as required) standards, and where diversions have been necessary these have been kept to a minimum length where practicable. For further details refer to the Streets, Rights of Way and Access Plans [TR010054/APP/2.7].</p>	N
Consideration for public transport routes and wider connectivity for WCHs		X		X	<p>No significant effects on existing bus routes have been identified as a result of the Scheme.</p> <p>WCHs have been considered through the development of the design. Facilities for WCHs are provided at the new M54 Junction 1 layout to retain existing WCH connectivity. The existing M6 J11 has pedestrian</p>	N

Table 5.12 Summary of matters raised by theme from the statutory consultation – Walkers, Cyclists and Horseriders (WCHs) and Public Transport						
Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
					<p>routes, however the uncontrolled crossings are considered to deter their use. The improvements involve provision of improved crossing facilities at J11 to enhance WCH provision at this junction and reduce severance.</p> <p>The reduction in traffic along the existing A460 and adjacent local roads will improve safety for pedestrians and cyclists travelling between New Road, Featherstone and Hilton Lane. Whilst no specific pedestrian or cyclist improvements are proposed for the local roads between Cheslyn Hay and Coven and between Essington Farm Shop and Hilton Lane, it is expected that the reduction in traffic on these local routes will improve safety.</p> <p>For further details refer to the Streets, Rights of Way and Access Plans <b>[TR010054/APP/2.7]</b>.</p>	
PROW mapping, the use of definitive maps for design of the Scheme		X			<p>The Streets, Rights of Way and Access Plans <b>[TR010054/APP/2.7]</b> denote all designed routes: this has been presented to Staffordshire County Council in meetings to discuss and agree the proposed Public Rights of Way impacts and amendments.</p> <p>We will endeavour to ensure all temporary and permanent alternative routes are open prior to any closures. This forms part of the assumption within the assessment and will be confirmed through discussions between the construction contractor and Staffordshire County Council.</p>	N
WCH provision on the M54 Junction 1 and M6 Junction 11		X		X	<p>No walking or cycling routes are to be provided alongside the new link road. Improved footway/cycleway links will be provided alongside the new junction layouts at M54 Junction 1 and M6 Junction 11 to improve safety for walkers and cyclists. For further details refer to the Streets, Rights of Way and Access Plans <b>[TR010054/APP/2.7]</b>.</p>	N

Table 5.12 Summary of matters raised by theme from the statutory consultation – Walkers, Cyclists and Horseriders (WCHs) and Public Transport						
Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
Improved and new facilities for WCHs along the A460 and to wider locations such as Cheslyn Hay Primary School	X	X		X	<p>Improvements to the WCH facilities along the existing A460 and outside of Order limits are outside the scope of the Scheme. However, whilst legacy works are not to be provided as part of the Scheme, Highways England will work with SCC to identify potential legacy schemes through alternative funding streams and assist in delivering these where possible.</p> <p>As part of the scheme it is proposed to provide a new edge of carriageway footway/cycleway between Featherstone and the A460 to the south of the M54 to retain current linkages for WCHs. Further details are provided on the Streets, Rights of Way and Access Plans [TR010054/APP/2.7]</p>	N

## 5.15 Theme: Traffic

Table 5.8 Summary of matters raised by theme from the statutory consultation – traffic						
Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
Concerns that the proposed link road will lead to additional traffic on the A460 and local roads, which will negate the expected benefits		X		X	Traffic modelling indicates that approximately four-in-five vehicles would be removed from the 'bypassed' length of the A460.	N
Concerns that traffic will still use A460 particularly HGVs and that a weight limit, use restrictions or traffic calming should be put in place to address this		X		X	<p>One of the primary objectives of the Scheme is to transfer strategic traffic away from the local road network onto the Strategic Road Network.</p> <p>The section of the A460 between the M54 and the M6 is maintained by the Local Highway Authority; Staffordshire County Council (SCC). Once</p>	N



**Table 5.8 Summary of matters raised by theme from the statutory consultation – traffic**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
					the strategic trips have been removed from this length of the A460 through Featherstone and Shareshill, the number of HGV movements along the existing A460 is forecast to reduce significantly (26,000 vehicles per day [3,300 HGV] to approximately 3,000 vehicles per day [650 HGV per day]). Ongoing discussions have been held with SCC to include a monitor and manage approach to monitor the situation post-opening of the new link road.	
Requests for further traffic data and information to be shared with interested parties	X				Highways England has and will continue to engage with interested parties as the design develops.	N

## 5.16 Theme: Dark Lane, Hilton and Hilton Lane

**Table 5.10 Summary of matters raised by theme from the statutory consultation – Dark Lane, Hilton and Hilton Lane**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
Requests to move the alignment further away from Dark Lane, but some acknowledging the 25m increased distance proposed as an improvement from the initial proposals	X	X		X	Highways England has looked extensively at the options for the alignment of the road in the vicinity of Dark Lane since the statutory consultation.  Following an in-depth appraisal of all options, it was concluded that on balance, the alignment proposed during the statutory consultation should be taken forward. Further detail is provided in Section 5.2 of this report, Chapter 3 of the Environmental Statement [TR010054/APP/6.1] and Appendix 3.2 of the Environmental Statement [TR010054/APP/6.3].	N
Support for the Scheme as it will stop Dark Lane being used as a rat run				X	Comment noted.	N

**Table 5.10 Summary of matters raised by theme from the statutory consultation – Dark Lane, Hilton and Hilton Lane**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
<p>Concern over the noise and visual impacts for Dark Lane, the inclusion of noise barriers, fencing and green walls</p>	X	X		X	<p>The Scheme alignment and environmental mitigation proposals have been developed with careful consideration given to minimising the impact on local residents. For example, the alignment was moved further from residents as it passes through Dark Lane since preferred route announcement (prior to statutory consultation), enabling retention of a belt of trees to screen the road visually from the nearest properties. A noise barrier has also been proposed in this location, which is effective at minimising the noise impact on properties on Dark Lane.</p> <p>A number of mitigation measures will be incorporated into the Scheme to reduce, remediate or compensate for effects during the anticipated three-year construction period. These detailed measures are set out in an Outline Environmental Management Plan <b>[TR010054/APP/6.11]</b>.</p> <p>During construction, mitigation measures such as the use of Best Practicable Means (BPM) through the choice of plant and working methods, and the use of site hoarding will ensure construction noise impacts are minimised as far as reasonably practicable. Such mitigation measures are secured through the Outline Environmental Management Plan <b>[TR010054/APP/6.11]</b>, compliance with which is secured through Requirement 4 on the draft DCO <b>[TR010054/APP/3.1]</b>.</p> <p>A Community Liaison Officer, dedicated phone line and website will be available throughout construction to act as a point of contact for businesses and residents.</p>	N

**Table 5.10 Summary of matters raised by theme from the statutory consultation – Dark Lane, Hilton and Hilton Lane**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
Concerns for air quality impacts for residents on Dark Lane		X		X	<p>A number of mitigation measures will be incorporated into the scheme to reduce, remediate or compensate for effects during the anticipated three-year construction period.</p> <p>These detailed measures are set out in an Outline Environmental Management Plan <b>[TR010054/APP/6.11]</b> which will be submitted with the DCO.</p> <p>The assessment on air quality in Chapter 5 of the Environmental Statement <b>[TR010054/APP/6.1]</b> demonstrates that no properties will experience air pollution levels above national air quality objective values post construction. The significant reduction in traffic along the A460 will potentially enable future improvements to the road for pedestrians and cyclists, improve the environment around the road and may contribute positively to the identity of these villages along the route.</p>	N
Comments noting that it is important that access is maintained along Hilton Lane		X	X	X	<p>As part of the Scheme proposals, Hilton Lane will remain open once the Scheme is complete.</p> <p>Access will also be maintained along Hilton Lane throughout the construction phase.</p> <p>The proposed design includes a new shared pedestrian / cycle link from Hilton lane to Dark lane to provide access.</p>	N
Support for lowering the level of the proposed link road at Hilton Lane to minimise impact on local residents				X	<p>Comment noted. At Hilton Lane the proposed link road is in cutting, minimising the impact on the vertical alignment of Hilton Lane.</p>	N

**Table 5.10 Summary of matters raised by theme from the statutory consultation – Dark Lane, Hilton and Hilton Lane**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
<p>Comments were made regarding the current use of Hilton Lane by HGVs and the impacts of the current traffic lights</p>				X	<p>Hilton Lane currently has a weight restriction 'except for access' and it is not proposed to alter this as a result of the Scheme. The existing weight restriction is on a road that is under the authority of Staffordshire County Council (SCC).</p> <p>The Scheme will provide an improved route for strategic traffic travelling past the Featherstone area which will significantly reduce the number of vehicles using the existing A460 between M54 Junction 1 and M6 Junction 11 for this purpose.</p>	N

## 5.17 Theme: Mill Lane

Table 5.12 Summary of matters raised by theme from the statutory consultation – Mill Lane						
Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	s47	Regard had to the consultee responses	Change to the Scheme
Concerns that closing Mill Lane will restrict access for local residents and comments suggesting that the majority of the traffic using Mill Lane is to access the car boot sale, concern over impact of traffic accessing the car boot sale site will have an impact on other local roads following closure of Mill Lane				X	<p>The proposal to close Mill Lane was suggested at the 2017 non-statutory consultation, however feedback following the statutory consultation has indicated concerns that the closure of Mill Lane would:</p> <ul style="list-style-type: none"> <li>- impact on local businesses that use Mill Lane for access (particularly by HGVs);</li> <li>- result in large vehicles that are currently using Mill Lane travelling along narrow roads though Shareshill; and</li> <li>- increase the potential for fly-tipping and anti-social behaviour.</li> </ul> <p>Following consideration of this feedback Highways England has changed the Scheme design to retain the connection between Mill Lane and the existing A460.</p> <p>Highways England is proposing to permanently acquire the land used for the car boot sale at Mill Lane. Detailed information on each land plot and future uses for all plots, including the one used for the car boot sale, is provided in the Statement of Reasons <b>[TR010054/APP/4.1]</b>.</p>	Y
Access for pedestrians and cyclists should be retained on Mill Lane				X	Access will be maintained as Mill Lane will be kept open. The design has been updated to reflect this.	Y
Concern over unauthorized access to the land and anti-social behaviour and fly tipping once Mill Lane is stopped up		X		X	Access will be maintained as Mill Lane will be kept open. The design has been updated to reflect this.	Y
Support for additional tree planting as a result of the Scheme and any mitigation that will help to screen local residents from the new link road and reduce noise and pollution				X	The provision of mitigation measures to avoid, reduce or compensate for adverse environmental impacts has been informed and further developed by the environmental assessment reported in the Environmental Statement. Mitigation measures are illustrated on the Environmental Masterplan (Figure 2.1 to 2.7 of the Environmental Statement in <b>[TR010054/APP/6.2]</b> ) and described in the Outline Environmental Management Plan, <b>[TR010054/APP/6.11]</b> .	N

## 5.18 Changes to the Scheme as a result of statutory consultation

5.18.1 Tables 5.13 below lists changes which have been made to the Scheme design following consideration of the responses to the consultation.

Table 5.13 Changes to the Scheme as a result of statutory consultation		
No.	Element of the Scheme and issue raised in consultation	Design change as a result of consultation response
1	Proposed closure of Mill Lane at junction with A460.	<p>Mill Lane will be kept open.</p> <p>The proposal to close Mill Lane was made during the 2017 non-statutory consultation, however feedback following the statutory consultation indicated concerns that the closure of Mill Lane would:</p> <ul style="list-style-type: none"> <li>• impact on local businesses that use Mill Lane for access (particularly by HGVs);</li> <li>• result in large vehicles that are currently using Mill Lane travelling along narrow roads though Shareshill; and</li> <li>• increase the potential for fly-tipping and anti-social behaviour.</li> </ul> <p>In response to the feedback received Highways England has amended the Scheme to retain the connection between Mill Lane and the existing A460.</p>
2	Re-classification of the existing A460 between Dark Lane and M6 Junction 11.	<p>Change to the Order limits to include section of the A460 between Dark Lane and M6 Junction 11</p> <p>Following discussions with the local Highways Authority the full length of the A460 between Dark Lane and M6 Junction 11 has been included within the Order limits to allow for re-classification of the existing A460.</p>
3	Accommodation Bridge near Brookfield Farm – structure and access	<p>It is proposed that the traffic width of the structure is to be 4.5m in order to connect parcels of land severed by the link road, for the purposes of agricultural and maintenance vehicles only. The width of the access over the bridge was increased to this width and alignment of an access track altered to facilitate required access by larger agricultural vehicles than first anticipated.</p> <p>An accommodation bridge is required to provide access over the link road to otherwise severed land.</p> <p>In response to feedback from the land owner to the statutory consultation and subsequent discussions, Highways England has altered the design of the proposed bridge to provide sufficient width for the agricultural vehicles that is required to farm the land.</p>



Table 5.13 Changes to the Scheme as a result of statutory consultation		
No.	Element of the Scheme and issue raised in consultation	Design change as a result of consultation response
		In addition, the alignment of the access track to the bridge has been altered to better facilitate access by agricultural vehicles.
4	Historic Landscape assessment of the Hilton Park land.	<p>Change to the mitigation planting plans to be more in keeping with the historic landscape character.</p> <p>In response to feedback received during the statutory consultation a more detailed Historic Landscape assessment of Hilton Park Historic Landscape area was completed.</p> <p>As a result of this assessment and following further discussions with SCC changes were made to the proposed mitigation planting to reinforce the designed landscape parkland of Hilton Park, part of which would be lost to the Scheme.</p> <p>The revised plans include species rich grassland with scattered individual trees within this plot to help create a similar appearance to the wider area of Hilton Park historic landscape and reinforce the existing parkland character.</p>

## 6 Further consultation

### 6.1 Introduction

6.1.1 This chapter describes the non-statutory and statutory consultation undertaken between the statutory consultation, which took place from 24 May to 5 July 2019, and the submission of the DCO application on 30 January 2020.

6.1.2 The same feedback channels were used for each of the three strands of consultation, these were:

- By email: [M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)
- By post: Freepost M54 to M6 Link Road

### 6.2 Non-statutory supplementary consultation

6.2.1 Following the review of statutory consultation feedback and progression of technical work, further changes to the Scheme were identified. As a result of these changes two non-statutory supplementary consultations were undertaken. These took place concurrently between 11 November to 11 December 2019, these are detailed below.

6.2.2 Non-statutory supplementary consultation: Section 42(1)(a), Section 42(1)(b) and selected affected Section 42(1)(d) parties were consulted with regard to the following amendments to the draft Order limits:

- **Inclusion of the full length of the existing A460 between M54 Junction 1 and M6 Junction 11 in the draft Order limits.** Previously only short sections at the northern and southern ends of the A460 were included in the draft Order limits. This section of road has been included to enable the reclassification of the existing road. All additional land is within the existing highway boundary and is controlled by Staffordshire County Council. No land acquisition is proposed over the new area.
- **Extension of the draft Order limits to the south of the M54 to include Whitgreaves Wood.** This area has been included as temporary land acquisition at the request of Natural England so that improvements can be made to the ancient woodland as part of the strategy to compensate for the impact of the Scheme on the buffer area around Whitgreaves Wood and loss of ancient woodland at Brookfields Farm Site of Biological Importance. The land is owned by National Trust, and Highways England has been discussing these improvements with them to agree the nature of the works. No works beyond ancient woodland improvements are proposed in this area.
- **Extension to the draft Order limits in the area to the north west of M54 Junction 1 to allow for a potential alternative diversion route for the high-pressure gas main managed by Cadent.**
- **Change to the draft Order limits in the area to the north of the M54 between Junctions 1 and 2.** During statutory consultation the draft Order limits included an area to the west of Junction 1 for development of an attenuation pond. The landowner requested that this pond be moved further to the west to a different

part of his land. This request has been actioned, removing a small section of the previous draft Order limits and adding in a small additional area.

- **Removal of small areas of land identified as no longer required.** The areas that were removed include the highway over Network Rail's bridge along the M54, two plots within Hilton Park and a number of small areas where design refinements have enabled the draft Order limits land to be reduced in size or corrected based on more detailed land ownership information (e.g. removal of small areas to reflect property boundaries adjacent to the highway).

- 6.2.3 **[Annex O]** contains the letter sent to these consultees along with a plan showing revised draft Order limits in comparison with those shown during statutory consultation held from May to July 2019.
- 6.2.4 A second non-statutory supplementary consultation was held to consult Section 42(1)(d) land interests on changes to temporary and permanent land requirements.
- 6.2.5 The letter sent as part of this consultation can be found in **[Annex O]**. In addition to this letter, consultees were sent a hardcopy of the Land Interest Plan (as formally consulted on in May 2019), a hardcopy of the updated Land Interest Plan and a hardcopy of the Land Interest Schedule.
- 6.2.6 Consultees for both of the non-statutory supplementary consultations were also informed, but not invited to feedback on, updated drafts of the General Arrangement Plan and draft Environmental Masterplan for the Scheme. The draft Environmental Masterplan was provided to help explain the requirement for different land parcels as this had changed since statutory consultation in May to July 2019 as a result of further design and survey work. The Environmental Masterplan can be found in **[Annex O]**.
- 6.2.7 While the supplementary consultation was non-statutory in nature it was conducted having regard to the principles of pre-application statutory consultation set out in the PA 2008 and in accordance with DCLG Guidance 'The Planning Act 2008: Guidance on the pre-application process'. Consultees were provided with 28 days to respond to both elements of the consultation. The proposed approach to undertaking the consultation was discussed with South Staffordshire Council and Staffordshire County Council at meetings on the 5 and 6 November 2019 respectively.

### 6.3 Additional statutory consultation

- 6.3.1 As outlined in paragraphs 3.4.22 and 3.4.23, throughout the diligent enquiry process a number of additional land interests were identified and consulted on the Scheme between 21 November and 20 December. Further information on the diligent enquiry process is provided in the Statement of Reasons **[TR010054/APP/4.1]**. These land interests are identified in **[Annex N]**.
- 6.3.2 The letter sent to these consultees can be found in **[Annex I]**. In addition to the letter, each consultee received:
- Consultation Brochure (available in **[Annex K]**)

- Land Interest Plan
- Land Interest Schedule
- Land Interest Questionnaire
- Plan showing draft Order limits compared to draft Order limits shown at statutory consultation (May-July 2019) (available in **[Annex O]**)

## 6.4 Analysis and treatment of responses

6.4.1 A number of consultees responded to the additional statutory consultation. Several consultees provided identical responses to the additional and supplementary phases of consultation and it was not clear in all cases which consultation period respondents were providing feedback on. Therefore, this report summarises responses to this consultation period alongside those captured as part of the non-statutory supplementary consultation.

6.4.2 All responses to the non-statutory supplementary and additional consultations were received either via letter or email. These were analysed using the same methodology as was used for written responses to the statutory consultation. This methodology is outlined in Section 4.2 of this report.

### Summary of all responses received

6.4.3 In total 22 responses were received. Table 6.1 below provides a breakdown of the responses received under each consultee strand.

Table 6.1 Breakdown of responses to the further consultation by consultee strand		
Consultee strand	Strand reference	Number of responses to the further consultations
Prescribed consultees	Section 42(1)(a)	4
Local authorities	Section 42(1)(b)	1
Land interests	Section 42(1)(d)	17
Local community	Section 47	n/a

## Summary of matters raised by consultees

6.4.4 The following tables summarise each response to the further consultations.

### Summary of responses from Section 42(1)(a) – prescribed consultees

Table 6.2 Historic England	
Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>No further comments on the additional information supplied as part of the Supplementary Consultation.</li> </ul>
Suggestions	No comments

Table 6.3 Natural England	
Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>No further comments on the additional information supplied as part of the Supplementary Consultation.</li> </ul>
Suggestions	No comments

Table 6.4 National Grid	
Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>We will require appropriate protection for retained apparatus including compliance with relevant standards for works proposed within close proximity of its apparatus.</li> <li>Where the Promoter intends to acquire land, extinguish rights, or interfere with any of NGET's &amp; NGG's apparatus, both will require appropriate protection and further discussion on the impact to its apparatus and rights.</li> <li>Comments related to specific National Grid infrastructure affected by the scheme</li> <li>Confirmation that there are no National Grid Gas asset affected by the scheme</li> </ul>
Suggestions	No comments

Table 6.5 South Staffordshire Water	
Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>Commented that they have existing apparatus in parcels impacted by the location of the link road.</li> </ul>
Suggestions	No comments

### Summary of responses from Section 42(1)(b) – local authorities

Table 6.6 Staffordshire County Council	
Supportive comments	Acknowledgement that the changes are necessary.
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>Comment providing thanks for the opportunity to comment on the supplementary consultation</li> </ul>
Suggestions	<ul style="list-style-type: none"> <li>Comments in support of inclusion of the full length of A460 in the Order limits of the Scheme. Request for continued dialogue around management of the route.</li> </ul>

### Summary of responses from Section 42(1)(d) – land interests

Table 6.7 Allow Ltd	
Supportive comments	No comments
Opposing comments or concerns	<ul style="list-style-type: none"> <li>Comments related to the acquisition of land (plots 5/2, 4/20c and 4/20g) for the purpose of environmental mitigation, which they feel is unjustified.</li> <li>Planting at Plot 4/9 a and b would remove access to Allow land and potentially destroy existing trees and a wildlife corridor in an inappropriate location.</li> <li>Landowner state that they reserve their ability to make representations about the application in the examination.</li> </ul>
Neutral comments	<ul style="list-style-type: none"> <li>Government CPO guidance requires there to be consideration of the appropriateness and suitability of any alternative proposals put forward by the owners of the land.</li> </ul>
Suggestions	<ul style="list-style-type: none"> <li>Remove Plots 4/9 a, b and d from the proposals and commence negotiations with Allow in relation to the alternative proposal of Plot 4/9g (if required and justified in accordance with the test at Section 122).</li> <li>Requires further information in relation to the permanence, requirement and justification of the rights sought and referred to in the Schedule for plots 3/1m, 4/22a and 4/22b in order to understand Allow's rights and interests in relation to each plot.</li> </ul>



**Table 6.8 GTC**

Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>• Provided GTC maps of the area.</li> </ul>
Suggestions	No comments

**Table 6.9 National Trust**

Supportive comments	<p>Comments welcoming the removal of land in its ownership from the area which is proposed to be permanently acquired.</p> <p>Comments in support of the principle of the temporary use of land to provide access to areas of environmental mitigation which is prescribed for the enhancement of existing ancient woodland- no other uses are supported</p>
Opposing comments or concerns	<ul style="list-style-type: none"> <li>• Query regarding the intentions for National Trust land marked for temporary use in the land plan and Land Interest Schedule which is not described clearly in the documents.</li> </ul>
Neutral comments	No comments
Suggestions	No comments

**Table 6.10 Nurton Developments (Hilton) Limited**

Supportive comments	No comments
Opposing comments or concerns	<p>Comments were made regarding Nurton Developments' response to the Statutory Consultation. It was stated that further information was required to make full representation and further dialogue with Highways England was requested.</p> <p>There was a request for justification regarding additional areas of land required on a temporary basis and justification for the extent of the land take for the Scheme.</p> <p>Further consideration was requested for alternative bridging design solutions within the Site and details to be provided to Nurton Developments on any alternative road crossings considered.</p> <p>The response commented on alternative road crossings considered within the Site; 1. a main crossing over Hilton Lane; 2. a crossing midway between Hilton Lane and the proposed location and; 3. the proposed location avoiding the diversion of the bridleway. Highways England's conclusion that, on balance, the proposed location avoiding the bridleway was preferred, was not accepted by Nurton Developments.</p> <p>Assurance was sought regarding a new bridge to serve future development and analysis and cost information in support of the proposed two bridge design solution.</p> <p>Further clarification and justification for the woodland planting size and location needed to mitigate the biodiversity and environmental impacts of the Scheme.</p> <p>Further clarification on the size and shape of the balancing pond on the western boundary of the link road.</p> <p>A request for a CAD format drawing of the link road and permanently taken land.</p>

**Table 6.10 Nurton Developments (Hilton) Limited**

	<p>A request for design drawings showing the sections of the proposed accommodation bridge.</p> <p>A request to supply appropriate traffic modelling information to DTA (Nurton's Transport Consultants).</p> <p>Concern over potential severance of the site and adverse impact on the redevelopment of it.</p> <p>Concern over the level of evidence in support of the pre-application proposal and request for further evidence to allow a more considered response and potentially further representations.</p>
Neutral comments	<p>Nurton is the developer and promoter of a site which is located to the south of M6 junction 11, to the north-east of Featherstone and immediately east of Shareshill. The land is bound to the west by the A460 Cannock Road to the east by the M6 Motorway, and to the south by Hilton Lane (the "Site").</p> <p>Comments referred to general construction working, soil storage and removal areas. The response makes reference to South Staffordshire District Council's Local Plan and the references the Site's suitability and prospects for future redevelopment.</p>
Suggestions	<p>It is in all parties' interests for an acceptable design solution to be found which will allow for the successful redevelopment of the Site and the delivery of the Scheme.</p>

**Table 6.11 National Grid**

Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>• There are no National Grid Gas apparatus or rights within or near the parcels.</li> <li>• Any gas assets and rights may be with Cadent Gas Limited who now own and manage the gas distribution network in this area.</li> </ul>
Suggestions	No comments

**Table 6.12 Wilson Bowden**

Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>• Whilst there is specific reference on the Titles that Wilson Bowden have an Option to Purchase the land through an Agreement dated 18<sup>th</sup> August 1998 with the Landowners, these Options have since expired.</li> <li>• Wilson Bowden no longer have any interest in the parcels of land referred to in your letter.</li> </ul>
Suggestions	<ul style="list-style-type: none"> <li>• Recommend that HE should liaise with the Freeholders directly instead.</li> </ul>

Table 6.13 Landowner REF - W1	
Supportive comments	No comments
Opposing comments or concerns	<ul style="list-style-type: none"> <li>Comments refers to the submission to the statutory consultation - sentiment that the revised scheme offers the landowner no improvement, with unjustified levels of land take required.</li> <li>Comments raised in relation to the use of correct correspondence address</li> </ul>
Neutral comments	Asked for the Scheme proposals to be sympathetic to Nurton Developments' commercial development
Suggestions	No comments

Table 6.14 Landowner REF: W2	
Supportive comments	Comments welcoming the removal of grassland habitat from land holding and the reconfiguration of the access to the accommodation bridge.
Opposing comments or concerns	<ul style="list-style-type: none"> <li>Comment seeking clarification as to why temporary access rights over 5/11K are required but this has only been permanently taken.</li> <li>Comments related to the difference between the access arrangements for the landowner shown on the draft General Arrangement Plan and the Environmental Master plan which makes it difficult to comment on the consultation</li> <li>Comments related to land marked as 'land that may be required' on the Land Interest Plan- clarity sought in relation to the purpose of this</li> <li>Concerns raised around omissions from the Land Interest Schedule - lack of clarity makes responding to the consultation difficult.</li> <li>Request for extension to access track identified within the scheme to ensure that access to land unaffected by the link road remains accessible.</li> <li>Request for clarity in relation to maintenance of direct access from their land to the A460.</li> <li>Request for clarity around specification of a proposed access accommodation bridge, with request made for it be assured that the structure will be wide enough for farm machinery to use it.</li> <li>Comments related to the requirement for clarity around Highways England's proposals for maintaining access to a private fishing pool on the landowners' land- appears that Highways England intend to use this access for their purposes. Concern around security and requirement for the track to be upgraded.</li> <li>Request for confirmation that vehicular bridleway access, which is currently provided., will be maintained once the scheme is complete.</li> <li>Comments related to the permanent acquisition of land for the purpose of environmental mitigation</li> <li>Comments related to the proposed use of land for woodland planting and the proposed allocation of woodland planting beyond the highways embankments.</li> <li>Comments related to the remainder of agricultural land left as a result of the scheme and the ongoing viability of the farm holding</li> <li>Comments related to the volume of land earmarked for environmental mitigation, and proposals for alternative locations for this which would have a better screening capability and would leave a greater proportion of the farm holding in tact for ongoing viable agriculture.</li> <li>Comments related to the acquisition of grade 2 arable land for the purpose of providing environmental mitigation and the justification for this.</li> </ul>

Table 6.14 Landowner REF: W2	
	<ul style="list-style-type: none"> <li>Comments raised around the consistent positioning of hedgerow planting at field boundaries to ensure that field boundaries are secured</li> </ul>
Neutral comments	<ul style="list-style-type: none"> <li>Queries raised around the definition of the woodland classifications specified in the plans</li> <li>Asked for the Scheme proposals to be sympathetic to Nurton Developments' commercial development</li> </ul>
Suggestions	<ul style="list-style-type: none"> <li>Reiterates previous request as to whether a proposed pond which is required as part of the plans for the link road can be used for fishing purposes by the landowner</li> <li>Comments related to the loss of access to the farm holding off Hilton Lane, and suggestions for suitable replacement</li> </ul>

Table 6.15 Landowner REF - W3	
Supportive comments	No comments
Opposing comments or concerns	<ul style="list-style-type: none"> <li>Comments refers to the submission to the Statutory Consultation - sentiment that the revised scheme offers the landowner no improvement, with unjustified levels of land take required.</li> </ul>
Neutral comments	<ul style="list-style-type: none"> <li>Asked for the Scheme proposals to be sympathetic to Nurton Developments' commercial development</li> </ul>
Suggestions	Comments raised welcoming the opportunity to continue to comment on the Scheme through the DCO process. Noted request or correct correspondence address

Table 6.16 Landowner REF - W5	
Supportive comments	Response in support of the proposed changes to the red line boundary
Opposing comments or concerns	<ul style="list-style-type: none"> <li>No comments</li> </ul>
Neutral comments	<ul style="list-style-type: none"> <li>Comments requesting justification for the red line boundary encroaching on Whitgreave Wood.</li> </ul>
Suggestions	No comments

Table 6.17 Landowner REF - W6	
Supportive comments	Response in support of the proposed changes to the red line boundary- subject to contract
Opposing comments or concerns	Concerns raised about the longer-term use of land that is proposed to be acquired for the purpose of environmental mitigation - seeking certainty that this land will remain for the ecological or landscaping purposes it is intended for and not commercially developed at a later

<b>Table 6.17 Landowner REF - W6</b>	
	<p>date. Also concerns raised that it will be left to become overgrown in the interim which will attract anti-social behaviour</p> <p>Comments around the ownership status of land which is marked for permanent acquisition for woodland planting, landowner wishes to take control of this and is unhappy with amount of land to be taken for this use. Furthermore much of the land already has mature trees on it.</p> <p>Comments related to the difference between supplied plans - the Land Interest Schedule marks land as being required on a temporary basis while other plans contradict this and cite that the land needs to be permanently acquired.</p> <p>Comments related to difficulties when trying to make contact to gain information from the project team.</p>
Neutral comments	No comments
Suggestions	No comments

<b>Table 6.18 Landowner REF -W8</b>	
Supportive comments	Response in support of the proposed changes to the Order limits-subject to contract
Opposing comments or concerns	<p>Comments around the acquisition of land which will be returned to grassland habitat creation for the purposes of environmental mitigation and challenge to the justification for this.</p> <p>Comments related to the permanent acquisition of land for the purpose of environmental mitigation – questions around the validity of this under legislation</p> <p>Comments related to the long term effects related to anti-social activities taking place on land being acquired for tree planting</p> <p>Comments around the loss of flat agricultural land, and the cumulative impact of this and further land take on the holding.</p>
Neutral comments	No comments
Suggestions	No comments

<b>Table 6.19 Mann+Hummel</b>	
Supportive comments	Landowner states that they are fully supportive of the project and only have some major concerns over a minor area of the plan.
Opposing comments or concerns	<p>Further concerns expressed around a perceived requirement to remove a bump barrier from the site due to land take, which they feel would have health and safety complications.</p> <p>Concerns raised by landowner in relation to the logistical running of their operation if their access road (which runs around the building) is affected by the Scheme, with particular concerns around access impacting the turning circle of HGVs accessing site.</p>
Neutral	No comments

comments	
Suggestions	No comments

Table 6.20 Landowner REF - W10	
Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	Query raised around the justification for the requirement for temporary rights for specific land parcels.
Suggestions	No comments

Table 6.21 Landowner REF - W11	
Supportive comments	<ul style="list-style-type: none"> <li>• Comments related to ongoing engagement and the utility of ongoing meetings held with the project team, who responded to queries in a timely manner.</li> </ul>
Opposing comments or concerns	<ul style="list-style-type: none"> <li>• Concerns raised around most recent meetings where they felt information was not forthcoming, in particular with regard to the proposals for an accommodation bridge they felt they were not notified about.</li> <li>• Concerns raised around perceived changes to the scheme which have implications on the landowner that the landowner feels they were not made aware of</li> <li>• Comments around a previous query raised through engagement related to why water quality tests had not been undertaken on water from the large lake on the landowners' land.</li> <li>• Comments around a previous query raised through engagement related to why baseline noise monitoring had not been carried out at the club which is close to the Scheme.</li> <li>• Comments around a previous query raised through engagement in relation to whether baseline air quality surveys have been undertaken as part of the environmental assessment.</li> <li>• Concerns raised around the viability of business activities, including those that cater for those with protected chrematistics in the context of the construction and operation of the link road.</li> <li>• Concerns raised around the lack of certainty around the proposals which is affecting the ongoing operation of the affected business</li> <li>• Concerns raised by landowner in relation to the possible effect of land take on disabled access to a fishing pool they operate.</li> <li>• Concerns raised in relation to the schemes provision of an access accommodation bridge which it is felt will add weight to the planning proposals for a large industrial development on a neighbouring site which the landowner opposes.</li> <li>• Concerns raised by landowner in relation to the proposal for drainage discharge into their fishing pool via an adjacent stream, with particular concern in relation to water quality and the type of water treatment system that would be introduced.</li> </ul>



Table 6.21 Landowner REF - W11	
	<ul style="list-style-type: none"> <li>• Queries were raised in relation to the location of a drainage discharge point for a balancing pond which is located close to a fishing pool</li> <li>• Concerns raised in relation to the location of a drainage pond which has been sited close to a residential property</li> <li>• Concerns raised in relation to the diversion of an existing Public Right of Way which will run behind a social club - raising concerns around security.</li> </ul>
Neutral comments	Request for a further meeting
Suggestions	Request to relocate an existing residential building within their existing farm holding.

Table 6.22 Landowner REF: W12	
Supportive comments	No comments
Opposing comments or concerns	No comments
Neutral comments	<ul style="list-style-type: none"> <li>• Offer to meet if any further clarifications are required.</li> <li>• The client occupies the land and use the property to graze sheep. They claim the BPS. They also rent the adjacent field to the north-west, which is owned by Mr. King and the land across the track, which is owned by Oakland Estates Ltd.</li> <li>• Request for information regarding the use of the land (shaded pink on drawings) on either side of the A460 following scheme completion.</li> <li>• The access off the layby, which is gated and secured with the client's lock, is the main access to all the land listed and the only route suitable for machinery. Access can also be gained by foot and small vehicles from the northern end of the track. They asked whether access through this gate will be prohibited during the scheme.</li> <li>• Question about whether the remainder of the field be available for grazing outside of 6/32a and access facilitated. If so, a suitable livestock fence would need to be erected along the temporary boundary. If not, request for information about how this land would be treated.</li> <li>• The land marked for acquisition 6/32c forms part of a field owned by SFT with access off Wolverhampton Road. There is a verbal agreement for a horse grazier to use the land. Request for information regarding requirements for access for machinery along the track off Wolverhampton Road across the retained land or whether it will it only be taken from the A460.</li> </ul>
Suggestions	<ul style="list-style-type: none"> <li>• The livestock in the SFT field use the brook for water which runs along the A460 boundary. There is no other supply on the property. Provision would need to be made for a water bowser supply.</li> <li>• Erect a suitable stock proof fence prior to any works along the boundary of 6/32c.</li> </ul>

Table 6.23 Landowner REF: W13	
Supportive comments	<ul style="list-style-type: none"> <li>• The removal to close Mill Lane from the proposals is good news for a multitude of reasons, not least because of access and the increased risk of fly tipping.</li> </ul>
Opposing	No comments

Table 6.23 Landowner REF: W13	
comments or concerns	
Neutral comments	<ul style="list-style-type: none"> <li>• Offer to meet if any further clarifications are required.</li> <li>• Land ownership and status clarified.</li> <li>• Correspondence dated 18<sup>th</sup> October and dated 20<sup>th</sup> November 2019 have not yet been reviewed to inspect the land affected.</li> <li>• It is understood that the land is farmed by the farming partnership DS &amp; MA Whitehouse and that the land is arable with grazing, currently in stubble turnips for sheep. The partnership claims the BPS.</li> <li>• It is possible that the land highlighted 6/18 for temporary use is within the client's land, as it appears it may be within the Title SF539971. If the land does belong to the client, they requested information on access to land via a gateway off Mill Lane or the highway, and on whether the remainder of the field will be available for grazing outside of 6/18 and if so, if a suitable livestock fence would be erected along the temporary boundary.</li> <li>• Request for HE to confirm the quantum of the licence fee payment.</li> <li>• Marcus Whitehouse is completing the bank details form.</li> <li>• Arrangements can be made for the licence agreements to be signed by an executor on behalf of the estate following a confirmation of what work was undertaken and whether any equipment remains on site.</li> </ul>
Suggestions	No comments

## 6.5 How Highways England has had regard to the matters raised in the responses to the further consultations

6.5.1 The themes raised in the responses to the supplementary and additional statutory consultations are reported below in summary to explain how we have had due regard to these comments.

6.5.2 The key themes raised consistently in responses to these consultations were:

- justification for the temporary and permanent acquisition of land for the purpose of environmental mitigation; and
- the ability of affected farm holdings and businesses to continue their operations during the construction and operational phases of the Scheme.

6.5.3 The following section of this chapter sets out Highways England's responses to the matters raised, which have been organised by theme. Part 2 of **[Annex P]** provides further details of how Highways England have had due regard to these responses.

6.5.4 Under each theme, tables are used to:

- summarise the comments received;
- show who made the comment by consultee strand;
- provide Highways England's response to each of the matters raised; and
- indicate whether the matter led to a change in the Scheme proposals.

6.5.5 This chapter ends with an overview of changes to the Scheme following the further consultation and ongoing engagement.

**Theme: General**

Table 6.24 Summary of matters raised by theme from the further consultations – general					
Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	Regard had to the consultee responses	Change to the Scheme
Acknowledgement of consultation	X	X		Comments noted.	N
Access and assurance of existing assets	X			Discussions are ongoing with a number of utility companies in relation to access and assurance of existing assets potentially affected by the Scheme. Liaison is ongoing through the NRSWA C4 process to agree diversionary works and protective measures for the link road. These discussions will continue as required.	N
Request for continued dialogue and engagement regarding the Scheme and through the DCO process	X	X	X	Comment noted. Highways England is committed to continuing engagement throughout the DCO process.	N

**Theme: Changes to Order limits**

Table 6.25 Summary of matters raised by theme from the further consultations – changes to draft order limits					
Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	Regard had to the consultee responses	Change to the Scheme
Support for inclusion of A460 between M54 and M6 within the Order limits and reclassification to ensure strategic traffic, in particular HGVs, are kept to the new road		X		Comments noted.	N

**Theme: use of land for environmental mitigation**

Table 6.26 Summary of matters raised by theme from the further consultations – use of land for environmental mitigation					
Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	Regard had to the consultee responses	Change to the Scheme
Requests for further justification for land-take required for environmental mitigation for the Scheme, with particular concern around the loss of agricultural land and effects on holding viability.			X	Highways England has sought to minimise permanent land take required by the proposed new link road.  Highways England is only able to acquire land for the purposes of this Scheme, if there is a compelling case in the public interest to do so. More detail is now available on the land requirements of each plot and this information has been provided to the affected landowners as part of supplementary consultation on revised Land Plans. Information on each land plot and future uses is provided in the Statement of Reasons [TR010054/APP/4.1].	N
Comments related to the long term effects related to anti-social activities taking place on land being acquired for tree planting			X	Highways England acknowledge the concerns raised regarding the changes in land ownership as a result of the Scheme. It is anticipated that all mitigation areas, created as a result of the construction of the link road, will be fenced off to prevent unauthorised access.	N
Comments in support of the principle of the temporary use of land to provide access to areas of environmental mitigation - no other uses are supported			X	Comment noted. Whitgreaves Wood has now been included in the Order limits and the key for the Environmental Masterplan has been updated to make this clearer. This area has been included so that improvements can be made to the ancient woodland to compensate for the impact of the link road on ancient woodland elsewhere. No works beyond ancient woodland improvements are proposed in this area. Engagement has been ongoing with the National Trust to discuss these improvements and agree the nature of the works. These conversations will continue as through design development.	N

**Theme: Effects on agricultural land and viability**

**Table 6.27 Summary of matters raised by theme from the further consultations – Effects on agricultural land and viability**

Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	Regard had to the consultee responses	Change to the Scheme
Comments related to the remainder of agricultural land left as a result of the Scheme and the ongoing viability of the farm holding			X	Highways England acknowledge the concerns raised by the landowners with regard to the usability of their land post construction. The landscape design must account for habitats lost to the Scheme along with the existing landscape character of the area and so must include a matrix of habitat types, which requires the acquisition of agricultural land. Highways England will continue to engage with the affected landowners regarding the potential for minor amendments to the location of essential mitigation, if possible, as the design develops.	N
Comments raised around the consistent positioning of hedgerow planting at field boundaries to ensure that field boundaries are secured			X	Comment noted. Highways England will continue to engage in further discussions regarding the treatment of field boundaries, as much as possible, as part of the ongoing design development.	N
Comments related to the acquisition of grade 2 arable land and flat land for the purpose of providing environmental mitigation and the justification for this.			X	The landscape design must account for habitats lost to the Scheme along with the existing landscape character of the area and so must include a matrix of habitat types. The total area required for planting across the Scheme is significant and the proposed area in question is adjacent to the habitat loss and therefore appropriately located for ecological mitigation.  Highways England will continue to engage with landowners regarding the potential for minor amendments to the location of essential mitigation, if possible, as the design develops.	N



**Theme: Effects on commercial viability of affected sites**

Table 6.28 Summary of matters raised by theme from the further consultations – Effects on commercial viability of affected sites					
Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	Regard had to the consultee responses	Change to the Scheme
Concerns raised around the lack of certainty around the proposals which is affecting the ongoing operation of affected businesses.			X	Highways England acknowledges that there will be impact on individuals land and property as a result of the construction and operation of the Scheme. Conversations are ongoing with the affected landowners to discuss individual concerns and compensation as appropriate.	N

**Theme: Effects on access and designated routes**

Table 6.29 Summary of matters raised by theme from the further consultations – access and designated routes					
Summary of consultee comment	s42 (1)(a)	s42 (1)(b)	s42 (1)(d)	Regard had to the consultee responses	Change to the Scheme
Concerns raised around the specific detail of plans where site and farm accommodation accesses are required			X	Highways England acknowledges that there will be impact on individuals' land and property as a result of the construction and operation of the Scheme. Where new access provisions are required conversations are ongoing with the affected landowners to discuss individual concerns.	N
Comments with regard to effects on Public Rights of Way and Bridleways affected by the Scheme.			X	All designated routes affected by the Scheme will be designed to the current standard and in consultation with Staffordshire County Council	N

## 6.6 Changes to the Scheme as a result of further consultation and engagement

6.6.1 Table 6.30 below provides an overview of changes which have been made to the Scheme design as a result of further ongoing engagement with a range of affected and interested parties.

<b>Table 6.30 Changes to the Scheme as a result of ongoing engagement</b>		
<b>No.</b>	<b>Element of the Scheme and issue raised in during ongoing engagement</b>	<b>Design change as a result of ongoing engagement</b>
1	Location of pond on land to north west of M54 Junction 1.	<p>Movement of attenuation pond.</p> <p>As a result of ongoing discussions with the land owner, a proposed attenuation pond for drainage from the M54 was moved further to the west within the land parcel in line with the land owner's preference. This alteration included a small increase in land take and required a minor alteration to the Order limits.</p>
2	Potential impact of the Scheme on Whitgreaves Wood.	<p>Additional area of land with temporary rights has been included in the Order limits to enable access to facilitate Whitgreaves Wood Ancient Woodland improvements.</p> <p>Whitgreaves Wood was included in the Order limits to enable improvements to the Ancient Woodland to compensate for the impact of the link road on Ancient Woodland elsewhere.</p> <p>Following ongoing engagement with Natural England and the National Trust an additional area of land with temporary rights has also been included within the Order limits to the south of the M54, west of Junction 1, to enable access to facilitate Whitgreaves Wood Ancient Woodland improvements.</p>
3	Tower Hill Farm – access arrangements.	<p>Inclusion of an additional access track.</p> <p>Following discussions with the land owner, an additional access track has been include in the Scheme between Tower Hill Farm and the Hilton Park Access tracks to facilitate private access within the owners land.</p>
4	Tower Hill Farm – access arrangements	<p>Reduction in land take.</p> <p>Following discussions with the land owner, alterations have been made to the Order limits adjacent to the proposed M54 Junction 1 eastbound slip road. The extent of ed permanent land take has been reduced alongside the slip road to minimise</p>

Table 6.30 Changes to the Scheme as a result of ongoing engagement		
No.	Element of the Scheme and issue raised in during ongoing engagement	Design change as a result of ongoing engagement
		the impact of the existing businesses and to better align with land owner requirements and address concerns regarding vehicular movements around the farm.
5	Commercial Property to the south west of M54 Junction1 (Mann and Hummell)	<p>Change to permanent land take to prevent direct impact on business.</p> <p>Following further discussions with the business owner, further review of the design has confirmed that the proposed M54 westbound slip road will not impact on the service road surrounding the business.</p> <p>As a result, the area of permanent land take has been amended to remove any works that directly affect the vehicular access around the business.</p>
6	WCHs across M6 Junction 11.	<p>Change to footway and cycle access</p> <p>As a result of ongoing discussions with the local Highway Authority, alterations have been made to the design of the footway and cycleway arrangements across the proposed roundabout at M6 Junction 11.</p> <p>The proposed WCH design around M6 Junction 11 has been updated to remove any uncontrolled pedestrian crossings in order to improve safety and connectivity for users, especially vulnerable users.</p>
7	Alignment of the link between Dark Lane and Featherstone Junction West Roundabout.	<p>Change to road alignment.</p> <p>As a result of ongoing discussions with the Highway Authority alterations were made to the alignment of the link between Dark Lane and Featherstone Junction West Roundabout to minimise the length of property accesses along the existing A460.</p> <p>This was achieved by reducing the curvature of the road so less land in the verge to the west of the link between Dark Lane and Featherstone Junction West Roundabout is required.</p>
8	Utilities diversion – high pressure gas.	<p>Inclusion of additional land to facilitate utility diversion.</p> <p>Following discussions with the asset owner on the extent of the proposed diversion of the high pressure gas main concerns were raised about the quality of the existing infrastructure. As a result, an additional area of land is temporarily required to allow for a possible extension to the diversion.</p>

<b>Table 6.30 Changes to the Scheme as a result of ongoing engagement</b>		
<b>No.</b>	<b>Element of the Scheme and issue raised in during ongoing engagement</b>	<b>Design change as a result of ongoing engagement</b>
		A change to the Order limits was therefore required to include the area of land temporarily required and associated access.

## 7 Conclusion

### 7.1 Compliance with advice and guidance

7.1.1 The Department for Communities and Local Government (DCLG) Guidance on the pre-application process (version 26 March 2015) has been followed as appropriate. Table 7.1 below presents evidence of compliance.

Table 7.1 Compliance with DCLG Guidance on the pre-application process		
Para:	Requirement:	Evidence of compliance:
17	When circulating consultation documents, developers should be clear about their status, for example ensuring it is clear to the public if a document is purely for purposes of consultation.	<p>All the consultation material used clearly stated the Scheme name and that the status of the document is for consultation. For example, the statutory consultation brochure stated on its cover '<i>M54 to M6 Link road scheme, Statutory consultation brochure</i>'. On page two of the brochure it stated,</p> <p><i>'In this brochure, we explain our proposals for the scheme and also give details of how you can give us your feedback during our statutory public consultation - your feedback is important and will help us shape the scheme before we submit our application'</i>.</p>
18	Early involvement of local communities, local authorities and statutory consultees can bring about significant benefits for all parties.	<p>Stakeholders have been involved throughout the option identification, selection and development of the Scheme as evidenced in this report.</p> <p>Regular meetings have taken place with South Staffordshire Council and Staffordshire Council (as the host authorities most impacted) throughout the Scheme development to discuss the design, mitigation and ongoing consultation and engagement. Discussions have been held with City of Wolverhampton Council where appropriate.</p> <p>Highways England consulted South Staffordshire Council, Staffordshire Council and City of Wolverhampton Council on the draft SoCC.</p> <p>Parish Councils have been engaged and regular meetings have also taken place with the most directly affected landowners.</p>

**Table 7.1 Compliance with DCLG Guidance on the pre-application process**

Para:	Requirement:	Evidence of compliance:
19	<p>The pre-application consultation process is crucial to the effectiveness of the major infrastructure consenting regime. A thorough process can give the Secretary of State confidence that issues that will arise during the 6 months examination period have been identified, considered, and – as far as possible – that applicants have sought to reach agreement on those issues.</p>	<p>Extensive consultation has been undertaken in accordance with the PA. 2008 and related guidance on the pre-application process to ensure that all those likely to be directly affected or interested in the Scheme have been identified and had good opportunity to make their views known. Highways England has engaged in dialogue with these parties to consider as far as possible the issues raised and sought to reach agreement wherever possible.</p>
20	<p>Experience suggests that, to be of most value, consultation should be:</p> <ul style="list-style-type: none"> <li>• Based on accurate information that gives consultees a clear view of what is proposed including any options;</li> <li>• Shared at an early enough stage so that the proposal can still be influenced, while being sufficiently developed to provide some detail on what is being proposed; and</li> <li>• Engaging and accessible in style, encouraging consultees to react and offer their views.</li> </ul>	<p>Stakeholders were involved early in the Scheme development process via two phases of non-statutory consultation in 2014/15 and 2017. These consultations, described in Section 2 of this report, sought feedback on a series of route options and helped inform identification of the preferred route in September 2018.</p> <p>The preferred route alignment was developed to a sufficient level of detail to provide a clear and accurate detail on what was proposed. The statutory consultation in 2019 then sought views on this preliminary design. The design was changed in light of responses to the statutory consultation and ongoing engagement with stakeholders and a supplementary consultation undertaken to give those affected by the proposed changes the opportunity to comment on the revised design.</p> <p>All materials used during the non-statutory, statutory and supplementary consultations were reviewed and edited by the Highways England Communications team to ensure that content was engaging and accessible to the parties being consulted. A variety of methods were also used to raise awareness of the consultations and seek feedback as set out in this</p>



**Table 7.1 Compliance with DCLG Guidance on the pre-application process**

Para:	Requirement:	Evidence of compliance:
		report.
25	<p>Consultation should be thorough, effective and proportionate. Some applicants may have their own distinct approaches to consultation, perhaps drawing on their own or relevant sector experience, for example if there are industry protocols that can be adapted. Larger, more complex applications are likely to need to go beyond the statutory minimum timescales laid down in the Planning Act to ensure enough time for consultees to understand project proposals and formulate a response. Many proposals will require detailed technical input, especially regarding impacts, so sufficient time will need to be allowed for this. Consultation should also be sufficiently flexible to respond to the needs and requirements of consultees, for example where a consultee has indicated that they would prefer to be consulted via email only, this should be accommodated as far as possible.</p>	<p>Highways England has followed its own consultation protocols and established best practice around consultation on infrastructure development as well as the guidance published by the Inspectorate and Department for Communities and Local Government. This report, compiled in accordance with the Inspectorate's Advice Note fourteen: Compiling the consultation report, Version 2 (April 2012), demonstrates that the consultation was thorough, proportionate and effective using Highways England's experience and specialist resources to support this process.</p> <p>Highways England has held four consultations to ensure stakeholders had the opportunity to understand and contribute to the proposals. Specialist technical expertise was available to help consultees understand the Scheme and to inform the design changes made in light of consultation responses. The consultation was designed to enable people to gain a good understanding of the Scheme through different media such as the brochure, large plans displayed at the public consultation events and various visualisations to illustrate key elements of the Scheme as well as having technical experts available to answer detailed questions.</p> <p>In addition to these consultations, Highways England used a variety of methods to engage with stakeholders throughout the development of the Scheme. Engagement was via email, letter, phone call and meetings in accordance with the requirements of each consultee.</p>
26	<p>The Planning Act requires certain bodies and groups of people to be consulted at the pre-application stage, but allows for flexibility</p>	<p>Highways England has followed the PA 2008 and associated guidance in this pre-application stage to</p>

**Table 7.1 Compliance with DCLG Guidance on the pre-application process**

Para:	Requirement:	Evidence of compliance:
	<p>in the precise form that consultation may take depending on local circumstances and the needs of the project itself. Sections 42 – 44 of the Planning Act and Regulations set out details of who should be consulted, including local authorities, the Marine Management Organisation (where appropriate), other statutory bodies, and persons having an interest in the land to be developed. Section 47 in the Planning Act sets out the applicant’s statutory duty to consult local communities. In addition, applicants may also wish to strengthen their case by seeking the views of other people who are not statutory consultees, but who may be significantly affected by the project.</p>	<p>consult with the prescribed bodies and groups of people as detailed in this report.</p> <p>Highways England has followed the Inspectorate’s Advice Note three: EIA Notification and Consultation, Version 7 (August 2017), together with the Department for Communities and Local Government’s The Planning Act 2008, Guidance on pre-application consultation (March 2015). This report, compiled in accordance with the Inspectorate’s Advice Note fourteen: Compiling the consultation report, Version 2 (April 2012), demonstrates that the consultation was thorough, proportionate and effective using Highways England’s experience and specialist resources to support this process.</p> <p>In additionally, Highways England has gone beyond the requirements of the PA 2008 to publicise the consultations and seek to engage non-statutory consultees, the wider community and other potentially interested parties. For example, traditional and social media were used to publicise the consultations and an advertising van was parked on the junction between Hilton Lane and the A460 for eight days to help highlight the Scheme to road users.</p>
27	<p>The Planning Act and Regulations set out the statutory consultees and prescribed people who must be consulted during the pre-application process. Many statutory consultees are responsible for consent regimes where, under Section 120 of the Planning Act, decisions on those consents can be included within the decision on a Development Consent Order. Where an applicant proposes to include non-planning consents within their Development Consent Order, the bodies that would normally be responsible for granting these consents should make every effort to facilitate this. They should only object to the inclusion of such non-planning consents with good reason, and after careful consideration of</p>	<p>Highways England has followed the Inspectorate’s guidance Advice Note three: EIA Notification and Consultation, Version 7 (August 2017), together with the Department for Communities and Local Government’s ‘<i>The Planning Act 2008, Guidance on pre-application consultation (March 2015)</i>’.</p> <p>The statutory and prescribed consultees are listed within Annex G and an updated list for the further consultation is provided in Annex N. Early discussions were held, and are ongoing, with the relevant consenting bodies such as Natural</p>

Table 7.1 Compliance with DCLG Guidance on the pre-application process		
Para:	Requirement:	Evidence of compliance:
	reasonable alternatives. It is therefore important that such bodies are consulted at an early stage. In addition, there will be a range of national and other interest groups who could be make an important contribution during consultation. Applicants are therefore encouraged to consult widely on project proposals.	England, Environment Agency, South Staffordshire Council and Staffordshire Council in order to obtain the relevant consents required for each consenting regime. Consultation has been undertaken with other national bodies and interest groups such as the National Trust, Staffordshire Wildlife Trust, Woodland Trust, and local bridleways group for example.
29	Applicants will often need detailed technical input from expert bodies to assist with identifying and mitigating the social, environmental, design and economic impacts of projects, and other important matters. Technical expert input will often be needed in advance of formal compliance with the pre-application requirements. Early engagement with these bodies can help avoid unnecessary delays and the costs of having to make changes at later stages of the process. It is equally important that statutory consultees respond to a request for technical input in a timely manner. Applicants are therefore advised to discuss and agree a timetable with consultees for the provision of such inputs.	<p>Technical input has been actively sought and secured from bodies such as Natural England, Environment Agency, Historic England, the relevant utility companies etc. In light of the proximity of the Scheme to Moseley Old Hall discussions have been held and with The National Trust</p> <p>Highways England has consulted with host and neighbouring authorities as well as the local LEPs to understand the social and economic impacts of the Scheme. At these meetings the organisations have been made aware of the programme for the Scheme, keys dates for their input, and the DCO process.</p>
38	The role of the local authority in such discussions should be to provide expertise about the make-up of its area, including whether people in the area might have particular needs or requirements, whether the authority has identified any groups as difficult to reach and what techniques might be appropriate to overcome barriers to communication. The local authority should also provide advice on the appropriateness of the applicant's suggested consultation techniques and methods. The local authority's aim in such discussions should be to ensure that the people affected by the development can take part in a thorough, accessible and effective consultation exercise about the proposed project.	<p>Numerous and regular meetings have taken place with Staffordshire County Council, South Staffordshire Council and City of Wolverhampton Council (as the host authorities) to discuss the Scheme, design, wider traffic and highway matters, planning and regeneration issues and the scope and content of the SoCC.</p> <p>Working with the three host authorities Highways England identified the consultation zone based on an assessment of who potentially may be affected by the proposed design taking into account Scheme visibility, noise levels and the proximity to existing properties. Highways England also incorporated additional areas</p>

**Table 7.1 Compliance with DCLG Guidance on the pre-application process**

Para:	Requirement:	Evidence of compliance:
		<p>suggested by the local authorities.</p> <p>The SoCC was also changed in light of comments received from the local authorities in order to ensure a thorough, accessible and effective consultation was achieved.</p>
41	Where a local authority raises an issue or concern on the SoCC which the applicant feels unable to address, the applicant is advised to explain in their consultation report their course of action to the Secretary of State when they submit their application.	There were no major issues of concern raised on the SoCC which Highways England felt unable to address.
50	It is the applicant's responsibility to demonstrate at submission of the application that due diligence has been undertaken in identifying all land interests and applicants should make every reasonable effort to ensure that the Book of Reference (which records and categories those land interests) is up-to-date at the time of submission.	<p>Due diligence has been undertaken to identify all land interests and Highways England has made every reasonable effort to ensure that the Book of Reference is up-to-date.</p> <p>The Book of Reference <b>[TR010054/APP/4.3]</b> will be refreshed and updated throughout the course of the DCO Examination should the application be accepted.</p> <p>The Statement of Reasons <b>[TR010054/APP/4.1]</b> clearly sets out the methodology used for the land referencing.</p> <p>As part of the ongoing land referencing process and cross checking of consultees, some additional statutory consultees were identified after the close of the statutory consultation on 5 July 2019. These parties were identified from the return of the Land Interest Questionnaires, Land Registry refresh and ongoing conversations with affected parties. They were identified as Category 1 and Category 2 interests and were sent an amended version of the Section 42 letter on 21 November 2019.</p>
54	In consulting on project proposals, an inclusive approach is needed to ensure that different groups have the opportunity to participate and are not disadvantaged in the process. Applicants should use a range of methods and techniques to ensure that they access all sections of the community in	<p>An inclusive approach to consultation was designed to ensure that different groups have the opportunity to participate.</p> <p>Carrying out an Equalities Impact Assessment, in conjunction with</p>

**Table 7.1 Compliance with DCLG Guidance on the pre-application process**

Para:	Requirement:	Evidence of compliance:
	<p>question. Local authorities will be able to provide advice on what works best in terms of consulting their local communities given their experience of carrying out consultation in their area.</p>	<p>discussions with the host local authorities, helped us to identify local groups to be consulted.</p> <p>A letter drop and poster displays encouraged the local community to take part. Social Media (Facebook targeted adverts and Twitter) were used to publicise the consultation and target social media users. A press release was issued which generated coverage in the local media. To further publicise the Scheme and consultation to road users an advertising van was parked in the layby on the westbound carriageway of the A460 for eight days during the consultation.</p> <p>In addition, a pre-consultation forum was held which specifically targeted publicity at primary schools, high schools and family health centres to encourage broader attendance.</p>
55	<p>Applicants must set out clearly what is being consulted on. They must be careful to make it clear to local communities what is settled and why, and what remains to be decided, so that expectations of local communities are properly managed. Applicants could prepare a short document specifically for local communities, summarising the project proposals and outlining the matters on which the view of the local community is sought. This can describe core elements of the project and explain what the potential benefits and impacts may be. Such documents should be written in clear, accessible, and non-technical language. Applicants should consider making it available in formats appropriate to the needs of people with disabilities if requested. There may be cases where documents may need to be bilingual (for example, Welsh and English in some areas), but it is not the policy of the Government to encourage documents to be translated into non-native languages.</p>	<p>Highways England clearly set out what was being consulted on at each stage of the process and what elements of the Scheme have been settled. A consultation brochure was published for both of the non-statutory options consultations and a further brochure published for the statutory consultation. These summarised the proposals, the potential benefits, and impacts, and clearly stated what matters Highways England were seeking people's views on. The consultation brochures met the Highways England style guide and avoided using technical language and jargon. The brochures were available as paper copies and online and the other consultation material was available on the website and at deposit points. The project team were available to consultees at the public events to explain the details of the Scheme in person and materials such as plans in larger formats were also made available to aid understanding of the Scheme.</p>



**Table 7.1 Compliance with DCLG Guidance on the pre-application process**

Para:	Requirement:	Evidence of compliance:
57	<p>The SoCC should act as a framework for the community consultation generally, for example, setting out where details and dates of any events will be published. The SoCC should be made available online, at any exhibitions or other events held by applicants. It should be placed at appropriate local deposit points (e.g. libraries, council offices) and sent to local community groups as appropriate.</p>	<p>The SoCC provided the consultation framework as detailed in Section 3.3 of this report. The details and dates of all the consultation events were published within the SoCC and made available online, at public events and at the deposit point locations. The details of the public events and deposit points were included in a postcard and on posters that were displayed in locations in the vicinity of the Scheme. (see Annex K)</p>
58	<p>Applicants are required to publicise their proposed application under Section 48 of the Planning Act and the Regulations and set out the detail of what this publicity must entail. This publicity is an integral part of the public consultation process. Where possible, the first of the two required local newspaper advertisements should coincide approximately with the beginning of the consultation with communities. However, given the detailed information required for the publicity in the Regulations, aligning publicity with consultation may not always be possible, especially where a multi-stage consultation is intended.</p>	<p>Section 48 notices were published in The Times, London Gazette and West Midlands Express and Star. Notices were placed in all three publications on the 21 May 2019 – three days prior to the start of the consultation on the 24 May 2019. A second notice was placed in the West Midlands Express and Star on 28 May 2019 (see Table 3.9 in this report and Annex L).</p> <p>Highways England also further publicised the consultation via traditional and social media.</p>
68	<p>To realise the benefits of consultation on a project, it must take place at a sufficiently early stage to allow consultees a real opportunity to influence the proposals. At the same time consultees will need sufficient information on a project to be able to recognise and understand the impacts.</p>	<p>Consultation on the Scheme began at an early stage in the Scheme development process with two phases of non-statutory consultation on route options. The first of these non-statutory consultations took place from 5 December 2014 to 30 January 2015 and sought feedback on three route options. The second non-statutory consultation was then undertaken from 15 September to 13 October 2017 to seek feedback on three modified route options which had been developed following consideration of the responses to the first consultation and ongoing engagement. Following the identification of the preferred route in September 2018 a third, statutory consultation, was then undertaken from 24 May to 5 July 2019. A final non-statutory supplementary consultation was held between 11 November and 11 December 2019 to seek feedback to a number of</p>



**Table 7.1 Compliance with DCLG Guidance on the pre-application process**

Para:	Requirement:	Evidence of compliance:
		<p>further changes to the Scheme presented at statutory consultation.</p> <p>Consultees have had a real opportunity to influence the proposals at each of the phases of consultation and changes to the design have been made as a result of feedback received to each consultation.</p> <p>For each of the phases of consultation Highways England was conscious of the need to provide sufficient information to enable consultees to understand the proposals and recognise the impacts. Detailed information on the proposals was made available during each phase of consultation to enable intelligent consideration of the Scheme by consultees.</p>
72	<p>The timing and duration of consultation will be likely to vary from project to project, depending on size and complexity, and the range and scale of the impacts. The Planning Act requires a consultation period of a minimum of 28 days from the day after receipt of the consultation documents. It is expected that this may be sufficient for projects which are straightforward and uncontroversial in nature. But many projects, particularly larger or more controversial ones, may require longer consultation periods than this. Applicants should therefore set consultation deadlines that are realistic and proportionate to the proposed project. It is also important that consultees do not withhold information that might affect a project, and that they respond in good time to applicants. Where responses are not received by the deadline, the applicant is not obliged to take those responses into account.</p>	<p>The statutory consultation was held between 24 May and 5 July 2019 (a period of 42 days).</p> <p>Given the two previous rounds of non-statutory consultation and ongoing engagement which had taken place this period was felt to provide sufficient time for consultees to consider the information provided on the Scheme and provide an informed response.</p>
73	<p>Applicants are not expected to repeat consultation rounds set out in their SoCC unless the project proposals have changed very substantially. However, where proposals change to such a large degree that what is being taken forward is fundamentally different from what was consulted on, further consultation may well be needed. This may be necessary if, for</p>	<p>A non-statutory supplementary consultation was undertaken between 11 November and 11 December 2019 to seek views on changes to the land acquisition rights affecting nearly all landowners and a number of changes to the draft Order limits proposed in light of consideration of the feedback to the</p>

Table 7.1 Compliance with DCLG Guidance on the pre-application process		
Para:	Requirement:	Evidence of compliance:
	example, new information arises which renders all previous options unworkable or invalid for some reason. When considering the need for additional consultation, applicants should use the degree of change, the effect on the local community and the level of public interest as guiding factors.	earlier statutory consultation and progression of technical work. Details of this supplementary consultation are set out in Section 6 of this report.
77	Consultation should also be fair and reasonable for applicants as well as communities. To ensure that consultations is fair to all parties, applicants should be able to demonstrate that the consultation process is proportionate to the impacts of the project in the area that it affects, takes account of the anticipated level of local interest, and takes account of the views of the relevant local authorities.	<p>The consultation zone was identified based on an assessment of the area likely to be affected by the Scheme taking into account visibility, noise and proximity of the new link road to properties.</p> <p>The zone was re-assessed prior to each phase of consultation and was discussed with Staffordshire County Council, South Staffordshire Council and City of Wolverhampton Council as part of Highways England's early engagement on the draft SoCC.</p> <p>The statutory consultation fully accorded with the SoCC.</p>
84	A response to points raised by consultees with technical information is likely to need to focus on the specific impacts for which the body has expertise. The applicant should make a judgement as to whether the consultation report provides sufficient detail on the relevant impacts, or whether a targeted response would be more appropriate. Applicants are also likely to have identified a number of key additional bodies for consultation and may need to continue engagement with these bodies on an individual basis.	Highways England is satisfied that this consultation report provides sufficient detail in response to the relevant impacts identified in response to consultation. Highways England has met regularly with key stakeholders and as appropriate to address specific issues. This engagement is ongoing.

7.1.2 Compliance with the Inspectorate's Advice note fourteen: Compiling the Consultation Report; is evidenced in Table 7.2 below.

Table 7.2 Compliance with the Inspectorate's Advice Note 14: Compiling the Consultation Report	
Advice:	Evidence of compliance:
Explanatory text should set the scene and provide an overview and narrative of the whole pre-application stage as it relates to a particular project. It would assist if a quick reference guide in bullet point form,	A summary of all the consultation activity in chronological order is included at Chapter 1 of this report, in particular in Table 1.1

<b>Table 7.2 Compliance with the Inspectorate’s Advice Note 14: Compiling the Consultation Report</b>	
<b>Advice:</b>	<b>Evidence of compliance:</b>
summarising all the consultation activity in chronological order, is included near the start of the report.	
The applicant should include a full list of the prescribed consultees as part of the consultation report.	This is in Annex G (List of prescribed consultees) and Annex N (List of additional consultees).
A short description of how s43 of the Act has been applied in order to identify the relevant local authorities should be included, This could be supported by a map showing the site and identifying the boundaries of the relevant local authorities.	Local Authorities were identified as prescribed consultees in accordance with the Planning Inspectorate’s Advice Note two: The role of local authorities in the development consent process, Version 1 (February 2015).  A description of this is set out in section 3.4 (specifically paragraph 3.4.7, Table 3.4 and Figure 3.2 detail the local authority consultees identified for this Scheme).
Where compulsory acquisition forms part of the draft DCO the consultees who are also included in the book of reference for compulsory acquisition purposes should be highlighted in the consolidated list of prescribed consultees.	The Book of Reference contains the full list of the land interests identified for the purposes of compulsory acquisition are shown as Category 1 and Category 2 interests.
It would be helpful to provide a summary of the rationale behind the SoCC methodology to assist the Secretary of State’s understanding of the community consultation and provide a context for considering how consultation was undertaken.	The rationale behind the SoCC methodology is set out in Section 3.3 and the detail regarding how the statutory consultation was carried out is presented in Section 3 of this report.
Any consultation not carried out under the provisions of the Act should be clearly indicated and identified separately in the report from the statutory consultation. This does not necessarily mean that informal consultation has less weight than consultation carried out under the Act, but identifying statutory and non-statutory consultation separately will assist when it comes to determining compliance with statutory requirements.	Two phases of non-statutory consultation were undertaken in 2014 / 15 and 2017 to seek feedback on route options. This is set out in Section 2 of this report.  The statutory consultation on the Scheme undertaken in accordance with the PA 2008 is set out in Section 3.  The further non-statutory supplementary consultation carried out prior to DCO submission is set out in Section 6 of this report.  The status of each phase of consultation has been clearly identified in the consultation materials throughout.
The summary of responses, if done well, can save a significant amount of explanatory text. We advise that applicants group responses	The summary of responses clearly distinguishes between the different strands of consultees, Section 42, Section 47 and

<b>Table 7.2 Compliance with the Inspectorate’s Advice Note 14: Compiling the Consultation Report</b>	
<b>Advice:</b>	<b>Evidence of compliance:</b>
<p>under the three strands of consultation as follows:</p> <ul style="list-style-type: none"> <li>• Section 42 prescribed consultees (including Section 43 and Section 44);</li> <li>• Section 47 community consultees; and</li> <li>• Section 48 responses to statutory publicity.</li> </ul> <p>This list should also make a further distinction within those categories by sorting responses according to whether they contain comments which have led to changes to matters such as siting, route, design, form or scale of the Scheme itself, or to mitigation or compensatory measures proposed, or have led to no change.</p>	<p>Section 48 responses.</p> <p>Highways England has additionally clearly indicated where these responses resulted in changes to the Scheme, including where mitigation measures are proposed or where no changes are proposed.</p> <p>For the statutory consultation these can be found in Section 5 and regard to the responses set out in Tables 5.1 to 5.12.</p> <p>Table 5.13 identifies the changes to the scheme as a result of consultation and Table 6.30 identifies other changes made as a result of ongoing engagement or design development.</p> <p>The supplementary consultation is reported in Section 6 with a summary of the responses and how Highways England has had regard to the matters raised set out in Sections 6.7 and 6.8.</p>
<p>A summary of responses by appropriate category together with a clear explanation of the reason why responses have led to no change should also be included, including where responses have been received after deadlines set by the applicant.</p>	<p>Tables 5.1 to 5.12 identify the regard Highways England has had to the feedback and note where change has and hasn’t been made in response to significant feedback to the statutory consultation with justification for this decision.</p> <p>Table 6.24 to 6.29 identify the regard Highways England has had to the feedback, and note where change has and hasn’t been made in response to significant feedback since the statutory Consultation (including that received in response to the supplementary consultation) with justification for this decision.</p>

## 7.2 Conclusion

- 7.2.1 In conclusion, Highways England has fully met the statutory requirements of the pre-application process. This report describes the phased consultation process undertaken by Highways England in accordance with the PA 2008 and the SoCC issued for the statutory consultation stage.
- 7.2.2 As mentioned previously, Staffordshire County Council, South Staffordshire Council and City of Wolverhampton Council are all host authorities. As set out above, Highways England consulted with each of the host authorities in accordance with the requirements of the PA 2008.

- 7.2.3 Non-statutory and statutory consultations served as the primary means of gaining feedback on the proposals. The summary of these activities is set out in Table 1.1 of this report. Throughout the consultation process Highways England has had regard to the responses received and this is demonstrated in the development of the Scheme through the pre-application stage.
- 7.2.4 A summary of the changes made to the Scheme as a result of consultation is set out in section 5.7 of this report and summarised in Table 5.13.

**List of Annexes:**

- Annex A:** Options consultations and PRA brochures
- Annex B:** The Infrastructure Planning (EIA Regulations) 2017: Regulation 8(1) letter to the Inspectorate and acknowledgement
- Annex C:** Copy of the draft SoCC provided to local authorities
- Annex D:** Letter to local authorities for SoCC consultation
- Annex E:** Response from local authorities on the draft SoCC
- Annex F:** Published SoCC with locations and date
- Annex G:** List of prescribed consultees identified and consulted
- Annex I:** Section 42 letters and enclosures with date
- Annex H:** Not in use
- Annex J:** Section 46 letter and the enclosures sent to the Inspectorate with date
- Annex K:** Section 47 consultation material
- Annex L:** Section 48 newspaper notices with locations and dates
- Annex M:** Table of Protective Provisions for Statutory Undertakers
- Annex N:** List of any additional consultation recipients (noting their interest) including any other person notified to Highways England in accordance with Regulation 11(1)(c) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017
- Annex O:** Further consultation materials
- Annex P:** Tables evidencing regard had to consultation responses (in accordance with Section 49 of the Planning Act 2008)