

**M54 to M6 Link Road**

**TR010054**

**Volume 8**

**8.7 Consultation Statement – Proposed  
Scheme Changes**

**Appendices Part 2 (D and E)**

Planning Act 2008

Infrastructure Planning (Examination Procedure Rules) 2010

October 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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**8.7 Consultation Statement – Proposed Scheme Changes  
Appendices Part 2 (D and E)**

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<b>Planning Inspectorate Scheme Reference</b>	TR010054
<b>Application Document Reference</b>	8.7
<b>Author</b>	M54 to M6 Link Road Project Team

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
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Planning Inspectorate Scheme Ref: TR010054

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## Appendix D: Newspaper Notices

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D1 [Section 48 notice: The Times, 24 August 2020](#)

# HIGHWAYS AD BOOKING

Date: 24/08/2020

Penna Ref: 67758100002

GPC Code: GPC/001804621

Publication: The Times

THE TIMES | Monday August 24 2020 16M

47

Register

newsukadvertising.co.uk ● 020 7782 7553

## Lives remembered

### Julian Bream



Valerie Grove writes: Julian Bream (obituary August 15) met Laurie Lee when both lived near the Queen's Elm

pub in the Fulham Road in the 1950s and they struck up an instant friendship. Bream had a problem with his new Mönch guitar — "no bloody good. Sounds like a lot of rusty tin tacks being shoved around in an old baked bean tin." So when Lee made his next trip to Spain, Bream got him to order a new "box" — as Bream always referred to his instrument — from a Barcelona craftsman named Ignacio Fleta. When the pair took a trip to Barcelona together, they headed for Los Caracoles restaurant, where a plate of snails and a glass of wine cost less than a shilling. Seated on a bar stool, Lee took up his fiddle, on which he had busked his way round Spain in the 1930s, and Bream his guitar, and they would launch into a piece by Albéniz. "Laurie saw the dramatic potential of the situation," Bream told me when I was writing Lee's biography. "We'd start to play, and Laurie loved to see the incredulous expressions on people's faces." The bar was reduced to a whisper. Lee recorded in his diary, "The Spaniards thought nobody outside Spain could play the guitar. The gypsy guitarists from the cabarets fell on their knees and clutched Julian's ankles in agonies of pleasure, and even fat patron Caracoles himself listened, astonished, crying out, 'And of all things, an Englishman!'"

### Desmond Guinness



Dr Mike Doyle writes: A few years ago, my wife and I were visiting Leixlip for the first time and decided to go for a walk around the village. We came to Leixlip Castle. Curious, we decided to explore further. At the top of the driveway, we were met by a nice lady who asked "Have you come to have a look around?" It wasn't our original intention, and we felt a bit like interlopers, but we said "yes please" and she replied, "I will ask my husband to show you around the castle." Moments later we were greeted by her husband who introduced himself as Desmond Guinness (obituary, August 22) and we welcomed us into his home. He then took us on a lengthy tour of the castle with what can only be described as "infectious enthusiasm". We may not have had the fame of Mick Jagger et al. but by the time we had finished the tour it was as if we had known him for years. One of the most charming men we have ever had the privilege to meet. A true gentleman.

© If you would like to add a personal view or recollection to a published obituary, you can send your contribution by post to Times Obituaries, 1 London Bridge Street, London SE1 9GF, or by email to [tributes@thetimes.co.uk](mailto:tributes@thetimes.co.uk)

There is no Court Circular today

## Births, Marriages and Deaths

**YOU**, Lord, are forgiving and good, abounding in love to all who call to you. Hear my prayer, LORD; listen to my cry for mercy. When I am in distress, I call to you, because you answer me. Psalm 86, 5-7 (NIV)

Bible verses are provided by the Bible Society

### Forthcoming Marriages

**MR J.A. ROBERTS AND MISS A.R. SALTER**  
The engagement is announced between Joseph, son of Mr and Mrs Nigel Roberts of Lotherdale, North Yorkshire, and Alice, daughter of Mr and Mrs David Salter, of Harrogate, North Yorkshire.

### Deaths

**FITZSIMMONS** Beverly Lucy (née Wilson) died peacefully on 30th July 2020, aged 87. Much loved Mother of Quentin and wonderful Grandmother of Rupert, Tobias and Isaac. Widow of British Consul Eric Fitzsimmons OBE. Funeral by cremation Thursday August 27th 2020. Flowers or donations (West London Methodist Mission) via Lodge & Keates Hampton Hill.

**STAUGHTON** David died peacefully on 20th August 2020, aged 89 at home. Much loved husband of Olivia, loving father of James, Ella and Fiona and grandfather of Olivia and Katrina. Private family funeral. No flowers please but donations if desired to The Cure Parkinson's Trust at [www.cureparkinsons.org.uk](http://www.cureparkinsons.org.uk)

### Birthdays

#### TODNER, URIAS SCOBLE

Congratulations on your 90th Birthday from your loving family and friends.

## Legal Notices

**IN THE HIGH COURT OF JUSTICE CR-2020-003175 BUSINESS AND PROPERTY COURTS OF ENGLAND AND WALES COMPANIES COURT (CHD) IN THE MATTER OF ULTRA COMMUNICATIONS HOLDINGS PLC company number 08002694**

**IN THE MATTER OF THE COMPANIES ACT 2006**

NOTICE IS HEREBY GIVEN that a Claim Form was on 7 August 2020 issued before Her Majesty's High Court of Justice for the confirmation of the reduction of the share capital of the Company, by cancelling and extinguishing a total of 5,925,076 Ordinary Shares of £0.01 each that were purportedly purchased by the Company between March 2012 and about May 2017 AND NOTICE IS FURTHER GIVEN that the said Claim Form is directed to be heard before the Insolvency and Companies Court Judge of the Companies Act 2006 at the Royal Courts of Justice, The Rolls Building, 7 Rolls Buildings, Fetter Lane, London, EC4A 3DF on Tuesday, 1 September 2020. ANY Creditor or Shareholder or former Shareholder of the Company or any other person claiming to be interested in the relief concerned and wishing to oppose the making of an Order for confirmation of the above reduction of share capital should appear at the time of hearing in person or by Counsel for that purpose. A copy of the Claim Form will be furnished to any such person requiring the same by the undersigned Solicitors on payment of the regulated charge.

Date: Monday 24 August 2020  
Mills & Reeve LLP  
1 St James Court,  
Whitefriars  
Norwich NR3 1RU  
(Tel: 01603 660155)  
(Ref: James Hunter/Louise Brownsey)  
Solicitors for the above Company

**CR-2020-002492 IN THE HIGH COURT OF JUSTICE BUSINESS AND PROPERTY COURTS OF ENGLAND AND WALES COMPANIES COURT (CHD) IN THE MATTER OF OCTOPUS AIM VCT 2 PLC**

**AND IN THE MATTER OF THE COMPANIES ACT 2006**  
NOTICE IS HEREBY GIVEN that the Order of the High Court of Justice Chancery Division dated 7 July 2020 confirming the cancellation of the amount standing to the credit of the share premium account of Octopus AIM VCT 2 plc (the "Company") as at 30 November 2016 resolved on and effected by a special resolution passed at an annual general meeting of the Company held on 30 April 2020 and the statement of capital approved by the Court were registered by the Registrar of Companies on 3 August 2020. Dated the 24th day of August 2020  
Howard Kennedy LLP  
No. 1 London Bridge, London, SE1 9BG  
Solicitors for the Company

### PLANNING ACT 2008 M54 TO M6 LINK ROAD - APPLICATION FOR DEVELOPMENT CONSENT PLANNING INSPECTORATE REFERENCE: TR010054 NOTICE PUBLICISING CONSULTATION ON PROPOSED CHANGES TO THE DEVELOPMENT CONSENT ORDER

On 28 February 2020 the Secretary of State for Transport accepted an application by Highways England Company Limited of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("the Applicant") for a Development Consent Order ("DCO") under the Planning Act 2008 ("the Application") for the M54 to M6 Link Road.

The Application is currently in the pre-Examination period prior to being examined by a panel of independent inspectors appointed by the Planning Inspectorate ("the Examining Authority") on behalf of the Secretary of State. If the Secretary of State decides to grant development consent for the Scheme, the DCO would authorise the creation of a strategic link between the M54 Junction 1 and M6 Junction 11 (the "Scheme"). From south to north, the main components of the Scheme are:

- Replacement of the existing M54 Junction 1 with free flow slip roads between the new link road and the M54. This would allow the free flow 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 Sharehill 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 several 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 signalled 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 1.5 metres.

The DCO would authorise the compulsory acquisition of land, interests in land and rights over land, and the power to use land permanently and temporarily for the construction, operation and maintenance of the Scheme.

The DCO would further make provision for ancillary matters including, for example, the temporary and permanent stopping up of streets, public rights of way and private means of access in the vicinity of the Scheme; reclassification of roads and the amendment, discontinuation and modification of relevant legislation.

Notice is hereby given that the Applicant is proposing to seek approval to amend the Application to make the following design changes to the Scheme. The proposed changes have primarily arisen as a result of identifying improvements to the Scheme and where applicable a reduction in environmental impacts.

**Change 1: Realignment of the eastbound slip road from the M54 at Junction 1 towards Featherstone, moving it further from Featherstone village.**  
This change proposes a minor realignment of the eastbound exit slip road to Featherstone, reducing the length of the slip road to the dumb-bell junction. The change moves the alignment of the slip road closer to the junction and reduces the loss of the existing embankment and woodland planting.

**Change 2: Reducing the width of the link road's central reservation and placing the drainage in the verge, rather than next to it.**  
This change would reduce the width of the central reserve from 4.5 metres to 3.0 metres along the length of the new link road and reduce the width of the verge area, by placing the drainage in the verge. The change would reduce the overall width of the link road by 4.2 metres over its entire length, as well as reductions in width of the northbound and southbound Featherstone junction slip roads. This change will have a reduction in environmental impacts, such as less habitat loss at the Lower Pool Site of Biological Importance.

**Change 3: Increase to the steepness of the section of the link road approaching M6 Junction 11.**  
The proposed change would reduce the height of the approach to M6 Junction 11 by approximately 0.7 metres where it passes through an area of woodland near Latherford Brook. This would mean a small reduction in impact of the Scheme on the Ancient Woodland to the south east of M6 Junction 11.

**Change 4: Change to bridge design and construction method at M54 Junction 1**  
This change reduces the complexity of the main structure at Junction 1 by separating it into two simpler structures. This allows the structures to be constructed in the site compound to the north-east of the junction and moved into position rather than constructed in the location of the new bridges. The reduction in the size of the structure also means that the associated road alignments can be moved (by approximately 20 metres) which will reduce the footprint of Junction 1.

The change would involve the closure of part of the M54 over Junction 1 plus the eastern slip roads for up to three weeks, meaning the work can be completed sooner and avoiding two years of traffic management on the M54.

**Change 5: Relocation of the new bridge over the proposed link road at Hilton Lane and change to route of nearby Public Right of Way.**  
This change proposes to build Hilton Lane bridge off-line (north of its current location) and retain more of the existing route of the Public Right of Way (PROW) (Sharehill 5) across nearby land rather than route it alongside the link road.

**Change 6: Change in alignment of the slip road at the revised M54 Junction 1 leading on to M54 eastbound.**  
This change proposes to move the alignment of the slip road between M54 Junction 1 eastern dumb-bell roundabout and the M54 eastbound to the west. This change has been proposed to reduce the impact on the adjacent land.

**Change 7: Reduction in land required for Environmental Mitigation**  
In response to the availability of additional survey results, this change proposes to reduce the land required for environmental mitigation. The mitigation design has also been amended in several locations to maximise the benefits to habitats and species following the review of available 2020 survey results.

All of the proposed changes can be accommodated within the existing DCO boundary for the Scheme. Further details of the above proposed changes are set out in more detail in the Proposed Changes Consultation document as set out below.

**How to view the Proposed Changes Consultation document**  
The Proposed Changes Consultation document and associated plans can be viewed online through the "Media and Documents" section of the Applicant's website: <https://highwaysengland.co.uk/projects/m54-to-m6-link-road/>

Due to Covid-19 restrictions, we have been unable to make the information available for inspection at deposit locations such as local libraries. Upon request, we are able to provide printed copies of the consultation documents free of charge. Please contact the M54 to M6 Link Road Project Team on: 0300 123 5000.

**Making representations about the Proposed Changes to the Application**  
Any responses to this consultation, or any representations (e.g. giving notice of any interest in, or objection to, any of the changes) must be made in writing, with the reference "M54 to M6 Link Road - Proposed Changes", and sent to Highways England via one of the contact methods below, by 23:59 on 21 September 2020:

- Response form: available online: <https://highwaysengland.co.uk/projects/m54-to-m6-link-road/>
- Email: [M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)
- Post: FREEPOST M54 TO M6 LINK ROAD

Please note that any representations on the proposed changes to the Scheme must be received by the Applicant via the contact details above no later than 23:59 on 21 September 2020.

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LEGAL, PUBLIC, COMPANY & PARLIAMENTARY NOTICES

To place notices for these sections please call: 020 7481 4000 or email: [supportservices@news.co.uk](mailto:supportservices@news.co.uk)

Notices are subject to confirmation and should be received by 11.30am three days prior to insertion.

D3

## D2 Section 48 notice: The London Gazette, 24 August 2020

# ENVIRONMENT & INFRASTRUCTURE

## Planning

### TOWN PLANNING

#### DEPARTMENT FOR TRANSPORT TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highway (South West) (No.21) Order 2020" authorising the stopping up of a rectangular shaped area of highway at Chard Road at Plymouth in the City of Plymouth, to enable development as permitted by Plymouth City Council, under reference 20/00201/FUL.

Copies of the Order may be obtained, free of charge, from the Secretary of State, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne NE4 7AR or [nationalcasework@df.gov.uk](mailto:nationalcasework@df.gov.uk) (quoting NATTRAN/SW/S247/4225) and may be inspected during normal opening hours at Tamar View Community Centre, Miers Close, Plymouth PL5 1DJ.

Any person aggrieved by or desiring to question the validity of or any provision within the Order, on the grounds that it is not within the powers of the above Act or that any requirement or regulation made has not been complied with, may, within 6 weeks of 24 August 2020 apply to the High Court for the suspension or quashing of the Order or of any provision included.

S Zamenzadeh, Casework Manager

(3619840)

#### HIGHWAYS ENGLAND PLANNING ACT 2008 M54 TO M6 LINK ROAD - APPLICATION FOR DEVELOPMENT CONSENT

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- Email: [M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)
- Post: FREEPOST M54 TO M6 LINK ROAD

Please note that any representations on the proposed changes to the Scheme must be received by the Applicant via the contact details above no later than 23:59 on 21 September 2020. (3619839)

## Property & land

### PROPERTY DISCLAIMERS

#### NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006

##### DISCLAIMER OF WHOLE OF THE PROPERTY

T S ref: BV22011681/1/MO

1 In this notice the following shall apply:

Company Name: **WAHED LTD**

Company Number: 08280132

Interest: leasehold

Title number: AGL205700

Property: The Property situated at 14 Broadway Parade, London and parking spaces N8 9DE being the land comprised in the above mentioned title

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown's title (if any) in the property, the vesting of the property having come to his notice on 11 August 2020.

Assistant Treasury Solicitor

19 August 2020 (3616531)

T S Ref: BV21919090/1/SHD

#### NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006

##### DISCLAIMER OF WHOLE OF THE PROPERTY

1. In this Notice the following shall apply:

Company Name: **JMD FINANCE & INVESTMENT LIMITED**

Company Number: 08204328

Interest: Freehold

Title Number: WM902113

Property: All such charges rights, benefits and interest whatsoever created by a charge dated 11 January 2013 in favour of JMD Finance & Investment Limited referred to at C4 and C5 of the Charges Register of the above title number.

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 2119, Croydon (DX 325801 Croydon 51).

2. In pursuance of the powers granted by Section 1013 of the Companies Act 2006 the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the company vested when the Company was dissolved) hereby disclaims the Crown's title (if any) in the Property the vesting of the Property having come to his notice on 25 October 2019.

Dated 18 August 2020

Assistant Treasury Solicitor

(Section 3 Treasury Solicitor Act 1876) (3620049)

#### NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006

##### DISCLAIMER OF WHOLE OF THE PROPERTY

T S ref: BV21513230/2/MPC

1 In this notice the following shall apply:

Company Name: **ROBERTS AND SLOSS LIMITED**

Company Number: 00620614

Interest: freehold

Conveyance: Conveyance dated 14 February 1968 and made between The Urban District Council of Kirkby (1) and Roberts and Sloss Limited (2)

Property: The Property situated at The parcel of land situated at the south westerly side of Glovers Brow, Kirkby including all the land and dwellinghouses at and known as Mount Crescent, Kirkby, Knowsley, Merseyside, Liverpool being the land comprised in the above mentioned Conveyance

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown's title (if any) in the property, the vesting of the property having come to his notice on 30 January 2019.

Assistant Treasury Solicitor

19 August 2020 (3616528)

#### NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006

##### DISCLAIMER OF WHOLE OF THE PROPERTY

T S ref: BV22011679/1/MO

1 In this notice the following shall apply:

Company Name: **PARKGATE SPORTS AND COMMUNITY TRUST LIMITED**

Company Number: 06054767

Interest: leasehold

Lease: Lease dated 25 August 2015 and made between The Council of the Borough of Kirklees(1) and Parkgate Sports and Community Trust Limited(2)

Property: The Property situated at Land on the North West Side of Station Road, Skelmanthorpe being the land comprised in and demised by the above mentioned Lease

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown's title (if any) in the property, the vesting of the property having come to his notice on 11 August 2020.

Assistant Treasury Solicitor

19 August 2020 (3616529)



## D3 Section 48 notice: West Midlands Express & Star, 24 August 2020



## D4 Section 48 notice: West Midlands Express & Star, 11 September 2020

# HIGHWAYS AD BOOKING

Date: 11/09/2020

Penna Ref: 678781000001

Publication: West Midlands Express & Star

classifieds



General

RON JONES FROM DUDLEY Seeking Mathew last known from Hill Street East, Darlaston, who went to Darlaston School in the mid 1950's. May be moved from the area. Please get in touch. Box Number P21847, Express and Star, Queen Street, Wolverhampton, WV1 1ES

Personal

LADY, 85

166 days during lockdown, seeks similar situation gentleman friend, telephone call, meet up Wolverhampton/ Cannock, refreshments, social contact, resume normal life.

Box Number P21850, Express and Star, Queen Street, Wolverhampton, WV1 1ES

LADY 65

Looking for Male forever Friend companion, 55-57, within the Wolverhampton area for Friendship, meals out and company. Must be kind, sincere, caring, genuine, no BSBS and Hots animals.

Box Number P21848, Express and Star, Queen Street, Wolverhampton, WV1 1ES

LADY LATE 60's

WLTW a gentleman 66-69 for a relationship if compatible. Must be a car driver, animal lover, caring, lovable, to become best mates after this terrible 6 months of being on our own, wanting company and a good laugh.

Box Number P21851, Express and Star, Queen Street, Wolverhampton, WV1 1ES

MALE 65

Intelligent, considerate, good company, WLTW mature, confident people straight / gay, age, status irrelevant for socialising and possible life enhancing friendships.

Box Number P21852, Express and Star, Queen Street, Wolverhampton, WV1 1ES

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FINAL WHISTLE

GPC Code: GPC/00180924

SPORT 29

# Hukim may hold the key to Classic honours in St Leger

Hukim can give trainer Owen Burrows a first Classic success in the Pertemps St Leger at Doncaster tomorrow.

The Lambourn trainer took over Barry Hills' yard in 2016 and has been highly successful for owner Sheikh Hamdan Al Maktoum. He has saddled three Group winners for him this year, and claiming the Leger would be the icing on the cake.

Hukim is testament to Burrows' training talent, because the horse has been limited to just four starts.

He has won the last three of those, including both outings this season.

Hukim made a successful seasonal reappearance in the King George V Handicap at Royal Ascot, his first race for 211 days, and booked his place in the Leger with a clear-cut victory in the Group Three Geoffrey Freer Stakes at Newbury last month.

Sheikh Hamdan may have another Group-race winner on the card, in the shape of **Molatham** in the hot 365 Champagne Stakes in the hot 365 Park Stakes.

## RACING TIPS

Chindit Doncaster 1.50

Amomentsmadness Doncaster 2.25

Mancini Chester 3.15

Hukim (NAP) Doncaster 3.35

The three-year-old was far from disgraced when fifth behind Pinatubo in the Prix Jean Prat and can make a winning return to Doncaster.

Roger Varian's smart colt **Wichita** in the Listed Flying Scotsman Stakes at this meeting last year, and won the Jersey Stakes at Royal Ascot on his seasonal reappearance.

Chindit looks a good bet to maintain his unbeaten record in the hot 365 Champagne Stakes. Richard Hannons' young-

ster made a winning debut on this course and distance and confirmed that promise with a smooth verdict over Cobb in a Listed race at Ascot. The runner-up has franked the form with a subsequent success.

A **Moment of madness** may continue his fine record in the hot 365 Portland Handicap. Charlie Hills' sprinter lifted the prize in 2018 and found only two to good 12 months ago.

Owner Dr Marwan Koukash barely leaves Chester empty-handed, and Mancini can provide him with a winner in the Retraining of Racers Handicap.

The Ian Williams-trained six-year-old was an emphatic scorer at Sandown and can defy a 3lb rise in the ratings.

**Ghaiyyath** should show just how good he is by beating a high-class field in the Irish Champion Stakes at Leopardstown. Charlie Appleby's star has been the real deal this year with a hat-trick of Group One triumphs in the Coronation Cup, Coral-Eclipse and Juddmonte International.

## GREYHOUND Results

Table with columns for race number, dog name, and results. Includes races 6.17 to 6.42.

## PERRY BARR Tomorrow

Table with columns for race number, dog name, and results. Includes races 11.06 to 11.36.

## Yesterday's racing results

Table with columns for race number, dog name, and results. Includes sections for CHELMSFORD CITY, SUPAKALANST, DONCASTER, CHESTWOT, and HAYDOCK.

Express & Star Friday, September 11, 2020

D10

## Appendix E: Consultation Responses

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**To:** M54toM6linkroad  
**Subject:** RE: AMBULANCE SERVICE RESPONSE TO M54 TO M6 LINK ROAD

**From:**  
**Sent:** 03 September 2020 12:13  
**To:** M54toM6linkroad <[M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)>  
**Subject:** AMBULANCE SERVICE RESPONSE TO M54 TO M6 LINK ROAD

Please find attached a letter in response to the M54 to M6 link road from our Chief Ambulance Officer

Kind Regards

Quality Improvement and Compliance Director (ACAO)  
West Midlands Ambulance Service University NHS Foundation Trust

OFFICIAL - Business data that is not intended for public consumption. However, this can be shared with external partners, as required.



**Ambulance Service Headquarters**

Waterfront Business Park

Brierley Hill

West Midlands

DY5 1LX

Tel: 01384 215555

website: [www.wmas.nhs.uk](http://www.wmas.nhs.uk)

Reference: **TR010054/S43/AUG20**

Date 02.09.20

Dear [REDACTED]

Thank you for your letter dated 21 August 2020 in relation to the M54 to M6 Link Road. I fully support the proposed changes which will no doubt have a positive impact on our ability to get to Patients as quickly as possible.

The impact of the traffic congestion on the current road network in that area impacts our ability to get to patients quickly. As a regional organisation we have Major Incident vehicles and assets around the region so having a strong road network will support our response to incidents.

This proposal will no doubt save countless lives which I fully support

Your Sincerely

Chief Ambulance Officer

West Midlands Ambulance Service University NHS Foundation Trust



---

**Subject:**

RE: M54 to M6 link road proposal Sept 2020

---

**From:****Sent:** 21 September 2020 15:21**To:** M54toM6linkroad <[M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)>**Subject:** M54 to M6 link road proposal Sept 2020

Dear Sir/Madam

Please see the comments below in respect of the Highways England M54 to M6 Link Road proposal, further to our comments on the consultation in **2019** (attached).

The 7 changes detailed on the M54 to M6 Link Road proposal include only one Public Right of Way consideration and this is a footpath. The bridleway network in this area (Shareshill, Hilton, Essington and Wyrley church parishes) is limited to a few deadend routes, one of which has already been stopped up for the M6 motorway restricting safe access for equestrians even further.

The Highways England designated funds for 'Users and Communities' includes 'walkers, cyclists and horse riders' yet there is nothing in this proposal that enhances or extends the network for equestrians. There is an opportunity here to use the proposed changes to provide a safe route across the link road for equestrians.

Staffordshire Local Transport Plan 2011-26 commits to 'encouraging active travel' the definition of which includes horseriding and carriage driving. Horseriding has significant health benefits. 'Horse riding induces physiologically positive effects such as muscle strength, balance...and psychologically positive changes' (Sung et al, 2015). According to Church et al (2010) over 90% of equestrians are women and 37% of these are over 45 years of age and over a third would pursue no other physical activity. Therapeutic and physical benefits of horse riding and carriage driving have been proven for people with disabilities (Favali and Milton, 2010).

The Local Transport Plan also commits to 'improve Staffordshire's road safety record'. Equestrians are vulnerable road users with limited access to off-road routes; horse riders have access to only 22% of the public rights of way network and carriage drivers to just 5%. Footpaths and cycle ways often sandwich equestrians between cyclists on one side and motorised vehicles on the other increasing the risk of injury and loss of life. Jesse Norman MP, Parliamentary Under –Secretary of State for Transport in a House of Commons debate on Road Safety, 5 November 2018 (1) stated: "We should be clear that the cycling and walking strategy may have that name but is absolutely targeted at vulnerable road users, including horse-riders.....Horse riders are vulnerable road users—there is no doubt about that, and there never has been—and they have been included in the work we are doing."

There are routes in this area of proposed development for which Definitive Map Modification Orders are being produced on the basis of historic evidence inferring higher rights or unrecorded rights which should be part of the equestrian access network. This would also benefit cyclists and contribute to the active travel agenda. To this end, proposed change 5 could provide for the recommended bridleway width of 3m and have appropriate barriers for equestrian use.

The British Horse Society would welcome the opportunity to be consulted and provide advice from an equestrian perspective on the proposed scheme.

Kind regards

Access Field Officer, East and West Midlands

The British Horse Society  
Abbey Park, Stareton, Kenilworth  
Warwickshire CV8 2XZ  
Email:  
Phone:  
Website: [www.bhs.org.uk](http://www.bhs.org.uk)

---

Access Field Officer West and East Midlands

**The British Horse Society**

Abbey Park, Stareton, Kenilworth  
Warwickshire CV8 2XZ

Telephone:  
Mobile:  
Email:  
Website: [www.bhs.org.uk](http://www.bhs.org.uk)

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---

**From:**

**Sent:** 23 September 2020 15:24

**To:** M54toM6linkroad <[M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)>

**Subject:** Response to proposed changes to the M54 to M6 Link road project on behalf of [BK-FID156352]

Dear Sirs,

Please find attached a letter sent on behalf of our clients Messrs

Regards,

Senior Property Technician AssocRICS



**Property Consultants**

4230 Park Approach, Thorpe Park  
Leeds, LS15 8GB

W [brutonknowles.co.uk](http://brutonknowles.co.uk)

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Date: 23rd September 2020  
 Our ref: 523799/NB

Highways England  
 Consultation Team  
 Freepost  
 M54 to M6 Link Road

**Property Consultants**

4100 Park Approach, Thorpe Park  
 Leeds, LS15 8GB

W: [brutonknowles.co.uk](http://brutonknowles.co.uk)  
 Offices across the UK

Dear Sirs,

**M54 to M6 Link Road – Proposed Changes**

Further to previous correspondence, we are writing on behalf of our clients in response to your letter of 21<sup>st</sup> August 2020 concerning seven proposed changes to the Development Consent Order for the M54 to M6 Link Road project.

We have reviewed the M54 to M6 Link Road Brochure and revised Environmental Masterplan provided on the scheme webpage and provide comments on the proposed changes as follows:

**Change 1: Realignment of the eastbound slip road from the M54 at Junction 1 towards Featherstone, moving it further from Featherstone village.**

The location of this proposed change is some distance from our client’s landholding; therefore this change will have little impact on our clients.

**Change 2: Reducing the width of the link road’s central reservation and placing the drainage in the verge, rather than next to it.**

The reduction of the link road’s width by 4.2 metres is welcomed however there appears to have been no reduction in the level of environmental mitigation planned on our client’s landholding. In fact, the Environmental Masterplan indicates that there are to be additional hedgerows planted to the east of the link road (we have already indicated previously that the level of environmental mitigation in this area is excessive).

**Change 3: Increase to the steepness of the section of the link road approaching M6 Junction 11**

With regards the suggestion there will be a small reduction in the area of ‘ancient woodland’ here, we have reviewed the previous Environmental Masterplan together with the revised Environmental Masterplan and can find no difference or change to the area of ancient woodland identified. To illustrate this a snapshot from each plan is shown below:

**Original Environmental Masterplan**

**Revised Environmental Master Plan**



**Existing ancient woodland for retention and enhancement**



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A list of Partners is available upon request

Furthermore, we have previously raised that the area shown above has only recently been designated “ancient woodland” through the course of consultation meetings between Highways England and Natural England in relation to the scheme.

Our clients dispute that the land is ancient woodland and has noted that the ancient woodland area identified has very young trees (ie not over 200 years old). They feel it is unfair this point has been discussed and decided upon with no input from themselves. This is a particular point of contention for our clients as they have been advised that the excessive tree planting for screening on their land under the scheme is mitigation to compensate for areas of “ancient woodland”.

The reduction of the height of the approach to M6 Junction 11 by approximately 0.7 metres would provide negligible benefit to our clients in terms of a reduction in visual/landscape impact, due to the distance from their landholding.

**Change 4: Change to bridge design and construction method at M54 Junction 1.**

The location of this proposed change is some distance from our client’s landholding; therefore this change will have little impact on our clients. The consultation brochure advises that there will be a reduction in the construction programme of approximately 6 months which would be welcome, however it is not clear if this reduction affects the duration of works in the vicinity of our clients property.

**Change 5: Relocation of the new bridge over the proposed link road at Hilton Lane and change to route of nearby Public Right of Way.**

Our clients welcome this change as the avoidance of temporary closure of Hilton Lane and avoidance of removal of vegetation to the south of Hilton Lane will mean a lesser degree of disruption for them as users of Hilton Lane.

**Change 6: Change in alignment of the slip road at the revised M54 Junction 1 leading on to M54 eastbound**

The location of this proposed change is some distance from our client’s landholding; therefore this change will have little impact on our clients.

**Change 7: Reduction in land required for environmental mitigation.**

We have reviewed the Environmental Masterplan and our clients are very disappointed that you have reduced the land required for environmental mitigation elsewhere under the scheme but not within our client’s landholding.

Our clients and Bruton Knowles have previously raised with you in meetings and correspondence that they feel the environmental mitigation on \_\_\_\_\_ land and resultant land take is excessive.

You have advised in the consultation brochure that these proposed reductions in land take are in response to landowner’s comments, however you do not appear to have taken our clients views into consideration when making these revisions.

In summary we would advise that these proposed changes appear to have very little benefit to our client and it is very disappointing that there are no proposed changes to the scheme affecting our clients landholding.

We feel that when considering these proposed changes to the scheme you had an opportunity to include changes to incorporate our clients points and proposals raised through correspondence and meetings, however we feel our clients views have been largely ignored when considering these changes.

This confirms our view that there has been a lack of consultation with our clients on the part of Highways England and they have once again been overlooked.

I have summarised below three outstanding points from the Statement of Common Ground between our clients and yourselves that we feel could have been considered or included within these proposed changes to the scheme;

- A reduction in environmental mitigation (which is deemed to be excessive) so less land take is required
- Rationalisation of land take boundaries to improve efficiency of farming practices
- Widening of the accommodation bridge to allow for future use of farming machinery as well as simultaneous access for equestrian use and pedestrians.

The points from the Statement of Common Ground can hopefully be discussed further with our clients, but we do feel that when considering these proposed changes, an opportunity has been missed by Highway England to consider our clients previously raised views.

Yours Sincerely

**Partner**

---

**From:**

**Sent:** 22 September 2020 17:45

**To:** M54toM6linkroad <[M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)>; [REDACTED]

**Cc:**

**Subject:** RE: M54 to M6 Link Road: Consultation on proposed changes to Development Consent Order application - S42

**Sensitivity: NOT PROTECTIVELY MARKED**

Dear [REDACTED]

Apologies for the delay in responding and thank you for the opportunity to seek our views prior to submitting the formal change request.

The meeting and presentation on the 19<sup>th</sup> August 2020 provided a useful overview, and thanks for providing the list of haulage businesses notified of the scheme changes.

We have reviewed the changes and consider them to be mostly minor in nature, most of the local impacts would be specific to South Staffordshire District Council and Staffs County Council administrative boundaries.

In relation to the change 4 and the traffic management on the M54, we see this shorter period preferable to the 2-2.5 years of disruption that would happen otherwise, however, it will be essential in the detailed Traffic Management Plan to engage with City of Wolverhampton Council so that the closure and related diversion(s) fully consider potential highway impacts on our network. It will also be necessary to take into account the views of the local community and businesses on the precise details of the Plan.

We envisage the updated ES/supporting documents will address any new issues, should these arise.

Should you require anything further, please do not hesitate to contact me.

Kind regards

Senior Planning Officer

City of Wolverhampton Council



██████████  
Highways England  
38 Colmore Circus  
Queensway  
Birmingham  
B4 6BN

**Our ref:** UT/2019/117684/03-L01  
**Your ref:** TR010054/S42/AUG20  
**Date:** 21 September 2020

Dear ██████████

**M54-M6 LINK ROAD SCHEME - CONSULTATION ON PROPOSED CHANGES TO THE DEVELOPMENT CONSENT ORDER APPLICATION**

**M54-M6 / M6 TOLL LINK ROAD PROJECT, FEATHERSTONE, SOUTH STAFFORDSHIRE**

Thank you for consulting us on the proposed changes to this proposal, of which we were notified of on 24 August 2020.

The Environment Agency have no objection to the proposed changes to the scheme as detailed.

The only point of note is that Change 7 proposes reducing the land required for environmental mitigation which is of concern because to date the scheme does not provide clear evidence of achieving no net loss to biodiversity and no details of it will achieve biodiversity net gain. It may be wise to keep this land included within the boundary to maximise opportunities available for mitigation / enhancement.

Yours sincerely

**Planning Specialist**

Direct fax

Environment Agency  
9, Sentinel House Wellington Crescent, Fradley Park, Lichfield, WS13 8RR.  
Customer services line: 03708 506 506  
[www.gov.uk/environment-agency](http://www.gov.uk/environment-agency)

Cont/d..



---

**To:** M54toM6linkroad  
**Subject:** RE: M54 to M6 Link Road: Consultation on proposed changes to Development Consent Order application - S42

**From:** MBNLplantenquiries [mailto:mbnl.plant.enquiries@turntown.com]  
**Sent:** 02 September 2020 16:15  
**To:** M54toM6linkroad <M54toM6linkroad@highwaysengland.co.uk>  
**Subject:** RE: M54 to M6 Link Road: Consultation on proposed changes to Development Consent Order application - S42

Dear Sir/Madam

Turner & Townsend Project Management are appointed on behalf of MBNL to conduct Plant (apparatus) Searches in accordance with the relevant NRSWA Act 1991- Diversionary Works legislation. These searches considered plant belonging to EE (T-Mobile and Orange sites) and the HG3 mobile telecommunication networks.

MBNL do have plant in or near to the area of development please see below.

**However, further details of the proposed development are needed to ascertain if works will affect either the plant or its coverage. Please keep us up to date with any future developments using the contact details below.**



Kind Regards

MBNL SHQE Team

t: 0121 262 3663 |



Health & Safety Team of the Year 2019

Turner & Townsend Europe Limited

Registered office: Low Hall, Calverley Lane, Horsforth, Leeds LS18 4GH, United Kingdom | Registered in England and Wales | Registration No: 3514794

---

**Subject:** FW: Residence views

**From:**

**Sent:** 28 August 2020 20:21

**To:** M54toM6linkroad <[M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)>

**Subject:** Re: Residence views

Thankyou for getting back to me. I am extremely concerned that the work will create more traffic. It's bad enough living on this road. Since lockdown eased the traffic has been bumper to bumper everyday. We don't want anymore.

On Fri, 28 Aug 2020, 15:26 M54toM6linkroad, <[M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)> wrote:

Dear

Thank you for your email of 24 August 2020 in regard to the M54 to M6 link road.

One of the objectives of the proposed link road is to reduce traffic on the A460, improving access for local residents. Further details on the scheme can be found on our [scheme web page](#).

We will consider your comments as part of our consultation on changes to the scheme. Your feedback will be shared within our Report which will be submitted to the Planning Inspectorate for their consideration in October 2020.

Thank you for taking the time to contact us. If you have any further questions or concerns, please don't hesitate to get in touch on 0300 123 5000 or email [M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)

Kind regards

Team Executive

Major Projects, Regional Investment Programme

Highways England | 2 Colmore Square | Birmingham | B4 6BN

**Tel:**

**Web:** [www.highwaysengland.co.uk](http://www.highwaysengland.co.uk)

**From:**

**Sent:** 23 August 2020 09:40

**To:** M54toM6linkroad <[M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)>

**Subject:** Residence views

Hello, we received a letter from you regarding the relief road that is to be built. As we live on the A460 we wish for work to be quiet and create less traffic. The A460 is a nightmare to live on and is hard to get on and off the driveway. As we have disabled children at the address it would be nice for the road to be quieter so it's less stress for the taxis to collect and drop off for school. Something needs to be done with this road, also I think it would help that the traffic lights are on 4 way, it's difficult for those turning onto the A460 from new road due to traffic from dark lane, there's hardly no opportunity for cars to go at rush hour times.

---

**To:** M54toM6linkroad  
**Subject:** RE: M54-M6 Link Road Scheme - Proposed Changes to the Development Consent Order Application

**From:**  
**Sent:** 17 September 2020 10:19  
**To:** M54toM6linkroad <[M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)>  
**Subject:** M54-M6 Link Road Scheme - Proposed Changes to the Development Consent Order Application

Good morning

Further to your letter dated 21st August 2020 regarding the proposed changes to the Development Consent Order Application, please find attached a response on behalf of National Grid Electricity Transmission PLC.

Kind regards

DCO Liaison Officer  
Land and Acquisitions, Land and Property  
**[nationalgrid](#)**

National Grid House, (Floor C2), Warwick Technology Park, Gallows Hill, Warwick, CV34 6DA  
**[nationalgrid.com](#)** | [Twitter](#) | [LinkedIn](#)

*In order to deal with your query/request, we may need to collect your personal data. For more information on National Grid's privacy policy in respect of your personal data, please see the attached link:*  
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Advance notice of holiday: 8<sup>th</sup> – 16<sup>th</sup> October 2020

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Sent electronically to:

[M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)

DCO Liaison Officer  
Land & Business Support

[www.nationalgrid.com](http://www.nationalgrid.com)

17 September 2020

Dear Sir / Madam

**Ref: M54-M6 Link Road Scheme  
Consultation on Proposed Changes to the Development Consent Order  
Application**

This is a response on behalf of National Grid Electricity Transmission PLC (NGET).

I refer to your letter dated 21<sup>st</sup> August 2020 regarding the proposed changes to the Development Consent Order Application.

Having reviewed the Consultation documentation, NGET has no comments to make. The proposed changes will not affect NGET apparatus.

Yours faithfully

---

**Subject:**

FW: M54 to m6 link road - proposed changes

---

**From:****Sent:** 21 September 2020 15:55**To:** M54toM6linkroad <[M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)>**Subject:** M54 to m6 link road - proposed changes

Thank you for consulting the National Trust on the proposed changes to the project. The National Trust does not wish to comment on the changes other than the change to bridge design and construction method at M54 junction 1 (change 4).

This change would reduce the need for and duration of partial closures but would involve a 3-week closure of the M54 in both directions through junction 1 together with closure of the M54 westbound between the M6 and junction 1. During the closure it also appears that there would be no access to the A460 south of the M54 from either the east or west.

Moseley Old Hall lies to the south of the M54 between junctions 1 and 2. The routes many people take to and from the Hall involve M54 junction 1, the A460 south of junction 1 and either the M54 east of junction 1 or the A460 north of it. Everyone going to or from Moseley Old Hall travels along Moseley Road: a narrow, twisting country lane that is poorly suited to even moderate levels of two-way traffic.

The suggested closures would affect journeys between Moseley Old Hall and the east which normally include use of the M54 from the M6 to junction 1. Those coming from or returning to the north or the M6 (toll) via the A460 would face some disruption passing through the junction 1 area.

We believe that journeys to and from Moseley Old Hall would also be impacted by changes in traffic conditions on Moseley Road during the closure period. We foresee significant disruption on this road as a result of people finding their own routes around the closure, notably those travelling towards the A460 south of the M54 from the west.

We ask for thought to be given to maintaining access to the A460 south of the M54 from the west if at all possible. We also suggest that traffic management along Moseley Road would be needed during the closure period to ensure safety. This itself might affect access to the Hall. We believe that traffic management in this area would require involvement by both Staffordshire County Council and Wolverhampton City Council.

We ask for the opportunity to discuss the timing of the closure and proposals for traffic management. Our opening of Moseley Old Hall to visitors varies throughout the year and we do have some periods of complete closure. Visitor

demand also varies throughout the year. If possible, we would like the closure to be in a period when Moseley Old Hall is closed to visitors, although our staff and volunteers will still require access. Our second preference would be in a period when we are not at our busiest. If the closure takes place when we are open, we would welcome as much notice as possible so that we can take steps to manage the impact, for example by avoiding holding events in the closure period and providing advance warning in our visitor information.

Regards,



Planning Adviser

National Trust

[nationaltrust.org.uk](https://nationaltrust.org.uk)

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[REDACTED]

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**To:** [REDACTED]  
**Subject:** RE: M54 to M6 Link Road: Consultation on proposed changes to Development Consent Order application - S42 [SG28147]

**Sent:** 24 August 2020 14:35  
**To:** M54toM6linkroad <[M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)>  
**Cc:** NATS Safeguarding <[NATSSafeguarding@nats.co.uk](mailto:NATSSafeguarding@nats.co.uk)>  
**Subject:** RE: M54 to M6 Link Road: Consultation on proposed changes to Development Consent Order application - S42 [SG28147]

NATS REF. SG28147

Dear Sirs,

NATS anticipates no impact from the proposals as it operates no infrastructure within 20km of the area in question. Accordingly, it has no comments to make on the Consultation on proposed changes.

Regards

NATS Safeguarding Office

**NATS**

ATC Systems Safeguarding Engineer

4000 Parkway, Whiteley,  
Fareham, Hants PO15 7FL  
[www.nats.co.uk](http://www.nats.co.uk)



---

**To:** M54toM6linkroad  
**Subject:** RE: M54 to M6 Link Road: Consultation on proposed changes to Development Consent Order application - S42

**From:**  
**Sent:** 21 September 2020 21:16  
**To:** M54toM6linkroad <[M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)>  
**Cc:**  
**Subject:** RE: M54 to M6 Link Road: Consultation on proposed changes to Development Consent Order application - S42

Dear Sir/Madam

I have read through the details of the proposed changes and have a comment to make with regards to proposed change 1. We are aware that the Staffordshire Wildlife Trust in their Relevant Reps have raised a concern that remnant of Oxden Leasow/ Whitgreaves Wood on the north side of the M54 could be potential ancient woodland. We note that the proposed change 1 will result in a reduction in the amount of woodland being removed. If the woodland is found to be ancient woodland we would welcome discussion on the likely impacts of the scheme on the woodland.

Kind regards

Ms  
Lead Adviser  
Planning for a Better Environment – West Midlands Team  
Natural England, Worcester County Hall, Spetchley Road, Worcester, WR5 2NP

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---

**To:** M54toM6linkroad  
**Subject:** RE: M54 to M6 Link Road - Consultation On Proposed Changes To The Development Consent Order Application

**From:**  
**Sent:** 28 August 2020 08:32  
**To:** M54toM6linkroad <M54toM6linkroad@highwaysengland.co.uk>  
**Cc:**  
**Subject:** M54 to M6 Link Road - Consultation On Proposed Changes To The Development Consent Order Application

Dear [REDACTED]

Thank you for your letter of 21st August 2020 addressed to the Director of Conservation and Planning at the Peak District National Park Authority, making us aware of the current consultation on proposed changes to the Development Consent Order Application for the M54 to M6 Link Road.

Please find attached a letter containing a response to the consultation on behalf of the Peak District National Park Authority.

If you have any questions in relation to this response, then please contact me directly.

Kind regards

Transport Policy Planner



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Peak District National Park Authority, Aldern House, Baslow Road, Bakewell, DE45 1AE. Phone:01629 816200

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██████████  
Project Manager  
M54M6 Project Team  
Highways England  
2 Colmore Square  
Birmingham  
B4 6BN

Your ref: TR010054/S42/AUG20  
Our ref: TN/A810  
Date: 28<sup>th</sup> August 2020

Letter sent by e-mail to:  
[M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)

Dear ██████████

**Re: M54 to M6 Link Road  
Consultation On Proposed Changes To The Development Consent Order Application  
24 August 2020 To 23:59 21 September 2020**

Thank you for your letter of 21<sup>st</sup> August 2020 addressed to the Director of Conservation and Planning at the Peak District National Park Authority, making us aware of the current consultation on proposed changes to the Development Consent Order Application for the M54 to M6 Link Road.

We are grateful to Highways England for providing the National Park Authority with the opportunity to comment on the proposed changes to the Development Consent Order Application for the M54 to M6 Link Road.

The proposed M54 to M6 Link Road scheme lies more than twenty-five miles to the south-west of the National Park boundary at its closest point. Given the nature of the scheme, and its distance from the National Park boundary, we do not believe that the scheme will have any direct impact on the Peak District National Park.

I hope that this letter of response is useful to you. If you have any questions about any of the content, then please contact me directly.

Yours sincerely

Transport Policy Planner

Member of National Parks UK

Holder of Council of Europe Diploma



Chief Executive: Sarah Fowler  
Chair: Andrew McCloy Deputy Chair: James Berresford

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**▪ To speak up for and care for the Peak District National Park for all to enjoy forever ▪**

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---

**Subject:**

FW: Response to consultation on the proposed scheme changes.

**From:**

**Sent:** 21 September 2020 15:26

**To:** M54toM6linkroad <[M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)>

**Subject:** Response to consultation on the proposed scheme changes.

Dear Project Team

After our latest meeting with your team, I enclose our response to the latest consultation on the proposed scheme changes.

Firstly I would like to start by saying we are happy and agree with the new design changes which have been proposed.

There are two main changes which affect ourselves directly and we do have a few comments to make on these:

Change No 2 (Part 1): Reduction in the impact of realigning the private access track on the landowner due to tying into the existing track alignment.

We approve the above statement but would like some clarification that this will be handed back to us, with the conditions in place for the maintenance to be fairly and legally agreed and with the rights to be agreed too. The main concern raised previously in regard to the future maintenance of the access road. We currently have very little traffic using the road so the costs are low to maintain. As this will now be replacing the drive for the fishing pools, there will be considerable more traffic using the drive. We don't want to be responsible for other people having the benefits. Not forgetting in long term the quarry extraction.

From the video, we have seen online about the construction of the bridges. It shows us using this access track for the access in and out of Tower House Farm, throughout the construction of the bridges and until the new roundabouts have been built? Can you confirm this is correct?

If so the road is not suitable for the use which we currently use our existing drive for, and would need to be upgraded to accommodate the vehicles. As previously mentioned the track would need to be suitable for HGV's and Recreational vehicles.

We are very concerned about suitable access being available while the road is being constructed. We have suggested in the past that we would like a meeting set up with the contractors before construction starts.

Change No 6 - Change to alignment to reduce the impact on Tower House Farm

We are very much in agreement to have as little impact on Tower House Farm as possible. We can see from the proposed scheme that the changes to the alignment of the slip road reduce the impact on Tower House Farm on the map. The main concerns to us are that we still could be very badly affected as the red line is still close around the main yard area. We are not fully convinced that we will get as much land back as expected. We feel more evidence is needed to show that we will not be adversely affected as we know the red line is the worst-case scenario. We do not want to be in a situation where this will be the case.

This concerns us about the amount of yard we will have back after the motorway is completed.

We need to know while the construction is taking place that we will have enough yard area to operate the day to business as normal as possible.

From the start, we have been in strong agreement with both site compounds to be on our land. We have no objection for both land parcels to be used as a site compound. However, we would like the land to come back into our ownership at the end of construction without Environment Migration.

We fully understand the need for environmental mitigation. In respect of this, we have proposed two alternative sites both being adjacent to the site compounds which we strongly believe being able to meet the standards that you need for the environmental mitigation.

Yours sincerely

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**To:** M54toM6linkroad  
**Subject:** RE: M54 to M6 Link Road - CONSULTATION ON PROPOSED CHANGES TO THE DEVELOPMENT CONSENT ORDER APPLICATION

**From:**  
**Sent:** 16 September 2020 11:14  
**To:** M54toM6linkroad <[M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)>  
**Cc:**

**Subject:** M54 to M6 Link Road - CONSULTATION ON PROPOSED CHANGES TO THE DEVELOPMENT CONSENT ORDER APPLICATION

**FAO**  **Project Manager, M54M6 Project Team, Highways England**

Thank you for your letter dated 21<sup>st</sup> August 2020 addressed to the Chief Executive at Shropshire Council (copy attached for reference).

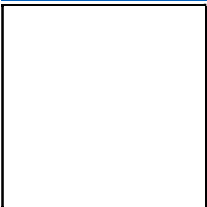
Shropshire Council notes the amendments proposed and welcomes the changes to the proposals to reflect the valid concerns that have been raised.

Regards

Assistant Director of Infrastructure  
Tel: 01743 253949

PA : Nuria Smith

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\*\*\*\*\*

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**To:** M54toM6linkroad  
**Subject:** RE: Response to plans

**From:**  
**Sent:** 21 September 2020 21:08  
**To:** M54toM6linkroad <[M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)>  
**Subject:** Response to plans

South Staffordshire & District Bridleways Group

Comments on M54 to M6 Link Road: Proposed Changes Consultation

I am a representative of South Staffordshire & District Bridleways Group which has many horse-riding members across the south of the county and in neighbouring areas. We help maintain and improve off-road routes for equestrians, working alongside Staffordshire County Council.

Although your earlier documentation implies a small number of responses from equestrians, this does not mean that there are few in the area (they may not have been aware of the consultation) or that new equestrians might not move into the area. Thus provision should be made to protect equestrians on an equal basis to cyclists and pedestrians and other vulnerable road users.

Your documentation on the Benefits of the scheme states:

“This will create a safer and less congested environment for local road users, including pedestrians, cyclists and horse riders” and:

“Improving the link between the M54 and the M6 will..... enhance facilities for local residents, pedestrians, cyclists, and equestrians”.

We can see no way in which facilities for equestrians will be enhanced by the proposed scheme. A development such as this should be used as an opportunity to fund a truly “enhanced” off-road PRoW network and not just maintain the existing unacceptable status-quo in which Highways England routes such as the M6 and County A roads have already severed bridleway and footpath links. Equestrians, cyclists and pedestrians need safe off-road routes that will form a network for the benefit of all local residents.

We welcome the proposal in Change No 5 to make provision for the PRoW to be routed alongside Hilton Lane over the new bridge. However, the width provision for the route should be 3 meters not 2 meters and equestrian-standard barriers installed as this PRoW is very likely to have rights higher than a footpath and may well be upgraded to a Bridleway in the future under the provisions of the Wildlife & Countryside Act 1881. This is an opportunity to work with Staffordshire Council and local landowners to improve the PRoW network and will benefit cyclists as well as horse-riders.

Access Officer

21st September 2020

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**To:** [REDACTED]  
**Subject:** RE: Deadline: consultation responses on scheme changes

**From:**  
**Sent:** 18 September 2020 14:10  
**To:**  
**Cc:**  
**Subject:** [EXTERNAL] RE: Deadline: consultation responses on scheme changes

Hi [REDACTED]

Apologies for not coming back sooner.

South Staffordshire District Council have reviewed the changes and consider them to be mostly minor in nature that will see improvements to the scheme.

With regards to proposed change 4 and the traffic management on the M54, we see this shorter period as a positive change however, it will be necessary in the detailed Traffic Management Plan to engage with and take on the views of the local community and business on the precise details of the Plan.

Thanks

**Assistant Team Manager (Locality areas 1,2 and 3)**  
**Development Management Team**  
**South Staffordshire Council**

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**To:**  
**Subject:** RE: M54 to M6 Link Road Development Consent Order Update


**From:**  
**Sent:** 18 September 2020 10:14  
**To:** M54toM6linkroad <[M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)>  
**Cc:**  
**Subject:** [EXTERNAL] RE: M54 to M6 Link Road Development Consent Order Update

Andy

Thank you for consulting Staffordshire County Council on the proposed changes to the scheme. We have reviewed the changes and consider them to be mostly minor in nature and will improve the project. We envisage the updated EA etc will address any new issues, if there are any, which we expect could be addressed through the framework set out in the draft DCO.

In relation to the change 4 and the traffic management on the M54, we see this shorter period as a positive change however, it will be essential in the detailed Traffic Management Plan to engage with and take on the views of the local community and business on the precise details of the Plan. So that, for example, local intelligence on potential rat runs can be established and addressed in the Plan.

Regards

**Planning Policy Officer**  
Planning and Economic Development  
Staffordshire County Council,  
Staffordshire Place, Tipping Street, Stafford, ST16 2DH  
:

: [www.staffordshire.gov.uk](http://www.staffordshire.gov.uk)

---

**From:** The Coal Authority-Planning [<mailto:TheCoalAuthority-Planning@coal.gov.uk>]

**Sent:** 25 August 2020 09:10

**To:** M54toM6linkroad <[M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)>

**Subject:** RE: [External] M54 to M6 Link Road: Consultation on proposed changes to Development Consent Order application - S42

Good morning

Further to your email below, I can confirm that whilst the site falls within the coalfield area, it falls within the Development Low Risk Area only (as defined by the Coal Authority). In this area our records indicate no known or likely coal-mining legacy features at shallow depth. Therefore, whilst coal mining has taken place in this area it was at such depths that it is much less likely to pose a risk to new development.

Accordingly, we have no specific comments / observations to make on the proposed changes to the Development Consent Order Application.

Kind regards

 The Coal Authority

*M.Sc. MRTPI*

**Planning & Development Manager – Planning and Local Authority Liaison**

**T :**

**M :**

**E :** [planningconsultation@coal.gov.uk](mailto:planningconsultation@coal.gov.uk)

**W :** [gov.uk/government/organisations/the-coal-authority](http://gov.uk/government/organisations/the-coal-authority)

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**To:** M54toM6linkroad  
**Subject:** RE: posted correspondence received - Highways England response - M54 to M6 link road

**From:**  
**Sent:** 27 September 2020 07:23  
**To:** M54toM6linkroad <[M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)>  
**Subject:** RE: posted correspondence received - Highways England response - M54 to M6 link road

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Plant Enquiries Team  
T:

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**From:** M54toM6linkroad <[M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)>  
**Sent:** 15 September 2020 19:11

**To:** National Plant Enquiries <[OSM.enquiries@atkinsglobal.com](mailto:OSM.enquiries@atkinsglobal.com)>  
**Cc:** M54toM6linkroad <[M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)>  
**Subject:** RE: posted correspondence received - Highways England response - M54 to M6 link road

Good afternoon

Thank you for your email of 10 September 2020 about the M54 to M6 link road.

Please find attached the letter we sent to you in the post.

Also below are the links to drawings showing the location and proposed Scheme changes:

[M54 to M6 Link Road - Scheme Changes Technical Drawing 1](#)

[M54 to M6 Link Road - Scheme Changes Technical Drawing 2](#)

I have also provided three grid references which the scheme runs between:

M6 J11: SJ957067

Hilton Lane: SJ949056

M54 J1: SJ941046

In addition to the above, you can find all the Proposed Changes Consultation documents on our scheme web page at the following link: <https://highwaysengland.co.uk/our-work/west-midlands/m54-to-m6-link-road/>.

Thank you again for taking the time to contact us and we hope you've found our response helpful. If you require any further information about the M54 to M6 link road, please email us at [M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk) or telephone 0300 123 5000.

Kind regards

Major Projects, Regional Investment Programme  
Highways England | 2 Colmore Square | Birmingham | B4 6BN

**Web:** [www.highwaysengland.co.uk](http://www.highwaysengland.co.uk)

---

**From:** National Plant Enquiries [<mailto:OSM.enquiries@atkinsglobal.com>]

**Sent:** 10 September 2020 12:07

**To:** M54toM6linkroad <[M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)>

**Subject:** posted correspondence received

Good afternoon

We received a letter from you via the postal system and am emailing you to advise that email requests are always our preferred method.

During the Covid-19 pandemic the office is closed for this department so please resend your correspondence to [osm.enquiries@atkinsglobal.com](mailto:osm.enquiries@atkinsglobal.com) instead. Please place the site location address including postcode on the Subject: line, please provide 12-digit grid references within the body of the email and please attach a site location map.

We are unable to process any enquiries that have been posted to us at this time due, in the main, to not having the benefit of a scanner. If you require a response then an email will need to be received which will then be processed accordingly.

Thank you for your time.

Kind regards

Service Delivery Lead, Utility Solutions

## **ATKINS**

The Hub, 500 Park Avenue, Aztec West, Almondsbury, Bristol, BS32 4RZ

---

### **TEL:**

**This response is made only in respect to electronic communications apparatus forming part of the Vodafone Limited electronic communications network formerly being part of the electronic communications networks of Cable & Wireless UK, Energis Communications Limited, Thus Group Holdings Plc and Your Communications Limited.**

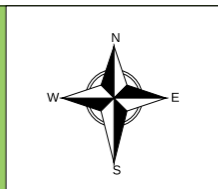
**ATKINS** working on behalf of Vodafone: Fixed



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**Legend**

- Access Chamber.Location Active Footway Chamber
- Underground Route.Route Act. - Owned
- Underground Route.Route Act. - Leased



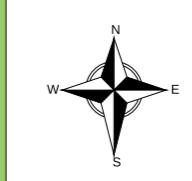
Vodafone Limited (No01471587) registered office is at Vodafone House, The Connection, Newbury, Berkshire, RG142FN

Plot Date : 27/09/2020

Scale : 1:1250

This plan shows apparatus owned by members of the Vodafone Group of companies (including legacy telecommunication companies currently within the group)

Information with regard to such apparatus should always be obtained from Vodafone or its appointed agents.



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### Legend

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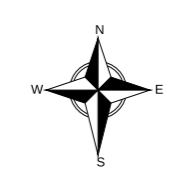
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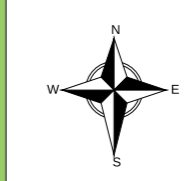
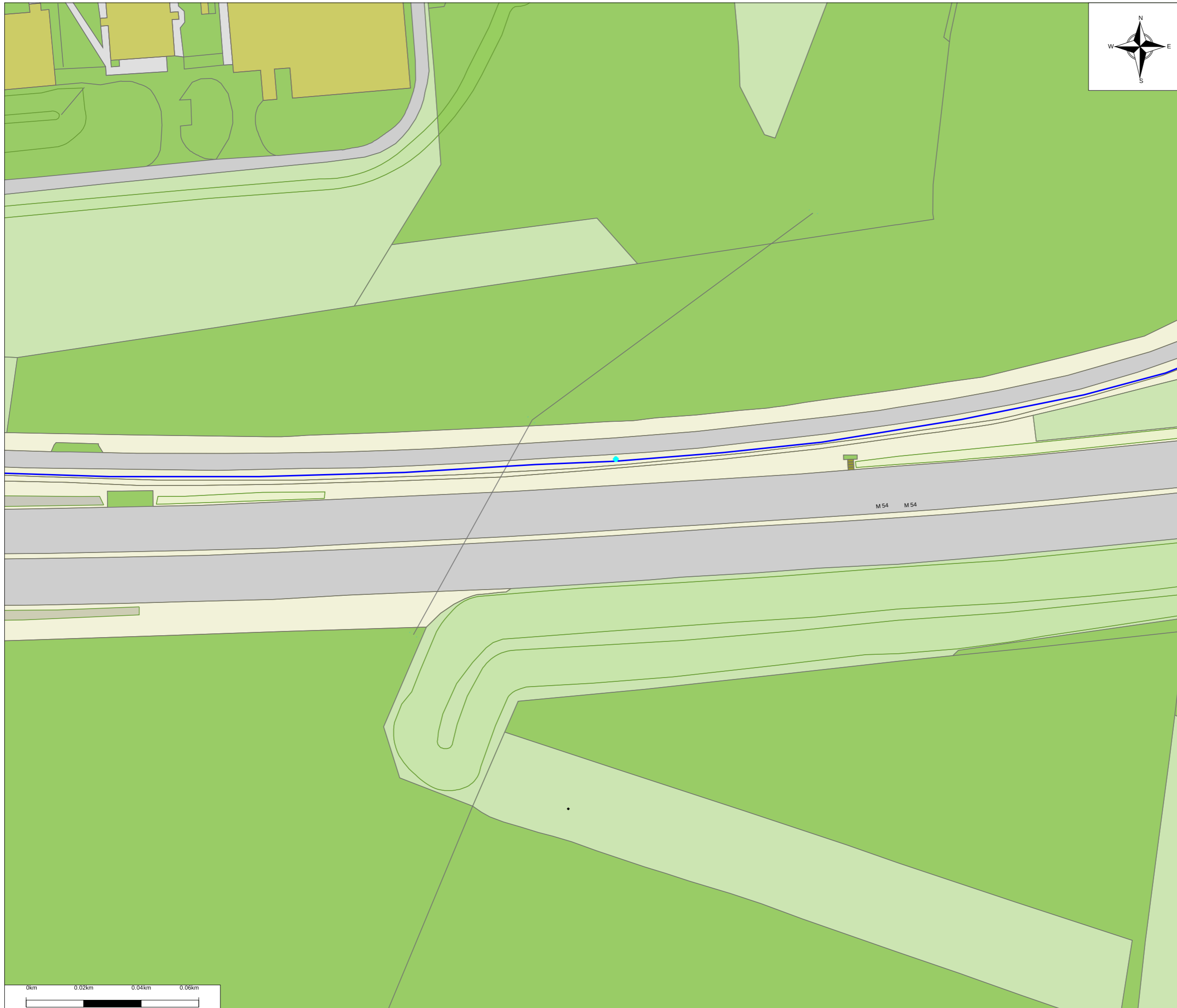
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# Special Requirements relating to the External Plant Network of Vodafone

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## 1. Introduction

This document sets out the procedure that will apply when Other Parties intend or are undertaking works in the vicinity of Vodafone apparatus (see Appendix B for further information on what constitutes Vodafone apparatus).

## 2. Purpose of document

This document provides a means by which the Vodafone specific special requirements relating to their apparatus, regardless of it being situated in the public highway / road, private street, land or any other areas, is made aware to Other Parties.



### 3. Scope

This document will be presented to Other Parties or Contractors to encourage those undertaking works within the vicinity of Vodafone apparatus to refer to and comply with. This is in order to protect where necessary the Vodafone apparatus and to avoid damage to the apparatus and loss of service.

A National Joint Utilities Group (NJUG) document NJUG Volume 3 Guidelines on the Management of Third Party Cable Ducting provides useful reference material.

It should be noted that, where appropriate, additional information on avoiding danger from underground apparatus is contained within the HSG47 guidance book titled "Avoiding Danger from Underground Services."

### 4. Vodafone Network and Apparatus

Damage to Vodafone apparatus is extremely disruptive and can be expensive to repair, especially where long lengths of cable have to be replaced.

In order to maintain the network integrity and minimise disruption to service, it is essential that disturbances are absolutely minimal. When working within the vicinity of Vodafone apparatus, extreme care is necessary in order to avoid costly repairs. The Other Parties / Contractor shall make every effort to ensure that disturbance of Vodafone apparatus is no more than is absolutely necessary for the completion of the works in accordance with their contract. It should be noted that it is an offence to interfere with Vodafone apparatus without first contacting the company for advice.

### 5. Plant records

It is the responsibility of the Other Parties undertaking works which may affect Vodafone apparatus to obtain all relevant Vodafone plant records from our agent Atkins Global prior to works commencing. This may be done by contacting the Atkins Global Plant Enquiries Team listed in Appendix B.

Plant records for such enquiries will generally be provided within 10 working days of receipt and in compliance with the New Roads and Street Works Act 1991 [NRSWA] requirements.

### 6. Definitions

The following definitions are applicable in this document:

- a) **Apparatus** - means all surface or sub-surface equipment and plant used by Vodafone including any associated cables or ducts owned, leased or rented by Vodafone.
- b) **Cable** - means any polythene or other sheath containing optical fibres or metallic conductors.
- c) **Depth of cover** - means the depth from the surface to the topmost barrel of the duct nest, in the case of ducts encased in concrete, to the top of the concrete, and in the case of directly buried cable, the top of the cable.
- d) **Jointing chamber** - means any manhole, surface box or other chamber giving access to Vodafone apparatus or their network.
- e) **Utility** - means an organisation licensed to provide gas, water, electricity, Cable TV or telecommunications services.
- f) **Developer** - means an organisation licensed to develop industrial/residential premises or given license to connect to utility apparatus.



- g) **Contractor** - means the individual, firm or company contracted to undertake the work for a Utility or Other Parties.
- h) **Other Parties** - means the Utilities, Highway or Roads Authorities, Developers, Street/Roads Authority Section 50/109 licensees
- i) **Site** - means the location of, or in the vicinity of, the various works.

## 7. Requirements

Prior to commencing any work or moving heavy plant or equipment over any portion of the site, the Other Parties or Contractor shall notify Vodafone of their intentions. This may be done by contacting Vodafone via the contact list in Appendix B.

Upon receipt of this notification, Vodafone will identify if their apparatus is affected. If any Vodafone apparatus is affected by the works then they will arrange for the necessary records to be provided and confirm details of Vodafone apparatus and network operated within the affected area or adjacent to the proposed work site.

### 7.1 Location of Plant

It is the responsibility of the Other Parties or Contractors to undertake adequate plant location procedures. These may include searches for metallic cables which must be performed by actively inducing a signal in a cable conductor via a transmitter. A passive search is not considered sufficient.

Before applying a tracing signal to the Vodafone apparatus, the Other Parties or Contractors shall seek confirmation from Atkins Global that the Vodafone apparatus will not suffer any disruption to its networks normal workings as a result of the nature of the signal being induced.

### 7.2 Trial excavations

Optic fibre cables are very susceptible to damage from excavation tools. They are not electrically conductive and cannot be located by radio induction methods. Once an approximate location is known, the exact location must be ascertained by means of hand dug pilot holes. Where the work to be carried out by the Other Party or Contractor involves excavation in the vicinity of our apparatus, the Other Party or Contractor shall, by trial excavation at his own expense, determine the exact location and depth of the Vodafone apparatus. All excavations adjacent to the Vodafone apparatus are to be carried out by hand until the extent and /or location of the apparatus is known.

**All excavation work shall be executed in accordance with the current issue of Health and Safety series booklet HSG47, Avoiding danger from underground services.**

## 8. Depths of cover

The Other Party or Contractor should note that the minimum depths of cover for Vodafone apparatus shall be maintained together with specified separation requirements. Where the minimum depths of cover specified by Vodafone cannot be maintained, the Other Party or Contractor shall at their own expense, carry out the instructions of Vodafone requirements for the protection or diversion of their apparatus.

**The Other Party or Contractor should have particular regard to the possibility of encountering Vodafone apparatus (including ducts and cables), at depths of cover other than that reported.**

Surface cables (such as cables on bridges or walls) which are liable to be placed in danger from the Other Parties or Contractors works shall be protected, at the Other Parties expense, as directed by the Vodafone representative.



## 9. Separation

Reference should be made to HSG47 to ensure that adequate separation is achieved. The following details outline the specific requirements of Vodafone and capture the HSG47 requirements.

### 9.1 High voltage cables

High voltage single core cables of 1000 V and above shall have a minimum clearance from Company Apparatus of 500 mm.

High voltage multi-core cables of 1000 V and above shall have a minimum clearance from Company Apparatus of 350 mm.

In exceptional circumstances where the above clearances cannot be maintained, the separating distance may be reduced to a minimum of 175 mm. In such circumstances, concrete, of a quality as directed by the Company Representative, must be inserted to completely fill the space between the High Voltage cable and the Company Apparatus, in accordance with the requirements of the Company Representative. Any further services must have a minimum clearance of 250 mm from the concrete.

### 9.2 Low voltage cables

Low voltage cables of less than 1000 V shall have a minimum clearance from Company Apparatus of 180 mm. In exceptional circumstances where the above clearance cannot be maintained, the separating distance may be reduced to a minimum of 75 mm. In such circumstances, concrete, of a quality as directed by the Company Representative, must be inserted to completely fill the space between the services, in accordance with the requirements of the Company Representative. Any further services must have a minimum clearance of 250 mm from the concrete.

### 9.3 Ancillary electrical apparatus

Street furniture such as lamp posts, traffic posts and other such ancillary electrical apparatus shall have a minimum clearance of 150 mm from underground Company Apparatus and 600mm clearance from above ground Company Apparatus.

### 9.4 High pressure gas mains and other Undertakers plant/equipment

High pressure gas mains shall have a minimum clearance of 450 mm from Company Apparatus. All other undertakers' plant and equipment, when running in parallel with Company Apparatus, shall have a minimum clearance of 200mm. Where gas mains cross Company Apparatus, the minimum clearance shall be 200mm. All other undertakers' plant and equipment, when running across Company Apparatus, shall have a minimum clearance of 100 mm. NJUG Volume 1, Guidelines on the positioning and colour coding of underground utilities' apparatus refers.

### 9.5 Other Undertakers plant

Other undertakers' plant and equipment which runs in parallel with Company Apparatus shall have a minimum clearance of 200mm. All other undertakers' plant and equipment when running across Company Apparatus shall have a minimum clearance of 100mm.

### 9.6 Tramways

Each separating distance shall be individually agreed with the Company Representative.



## 10. Jointing chambers

### 10.1 Protection

Footway type jointing chambers are not designed to withstand carriageway loadings.

Where such chambers are liable to be placed at risk, either temporarily or permanently, from vehicular traffic or from the movement of plant and/or equipment, they will need to be adequately protected. Alternatively, they may have to be demolished and rebuilt to carriageway standards, at the Other Parties or Contractors expense under supervision of Vodafone representative.

All Vodafone jointing chambers and / or other access points shall be kept clear and unobstructed. Access for vehicles, winches, cable drums and / or any further equipment required by Vodafone for the maintenance of its apparatus, must be maintained at all reasonable times.

### 10.2 Access

The covers to Vodafone jointing chambers and / or apparatus shall only be lifted by means of the appropriate keys and under the direct supervision of a Vodafone representative. Other Parties or Contractors shall not enter any Vodafone jointing chamber and / or apparatus unless under the supervision of a Vodafone representative and in any case not before the mandatory gas test has been carried out in the presence of Vodafone representative and such checks have shown it to be safe to enter the Vodafone chamber and / or apparatus. The Other Parties or Contractors shall be given reasonable access to Vodafone apparatus and chambers when required.

## 11. Notification periods

Where the Other Parties or Contractors works or the movement of plant or equipment may endanger Vodafone apparatus, the Other Party or Contractor shall give the Vodafone **at least 7 working days'** notice in writing of the intended date to commence operations.

No excavation should be made without first consulting the relevant Vodafone apparatus layout drawings, which will be made available from the Vodafone agent Atkins Global on request and allowing 28 working days for processing the relevant drawings. However, should this not be possible, direct contact should be made to the Atkins Global Plant Enquiries Team as soon as possible to assess the situation.

When excavating, moving or backfilling (including use of Foamed Concrete for Reinstatements— FCR) around Vodafone apparatus, Vodafone shall be given adequate prior written notice of the Other Parties or Contractors intentions, in order that the works may be adequately supervised. Such notice shall not be less than 3 working days.

## 12. Excavation and backfill

All excavations adjacent to Vodafone apparatus are to be carried out by hand until the extent and or location of the Vodafone apparatus is known.

Use of mechanical borers and / or excavators shall not be used without the supervisory presence of a Vodafone representative or a given exemption.

Shuttering of the excavation or support to Vodafone apparatus, at the Other Parties or Contractors expense, shall be used as directed by the Vodafone representative.

At least 7 working days' notice must be given to Vodafone in order that any special protective measures which may be required to protect Vodafone apparatus, at the Other Parties or Contractors expense, when equipment such as pile driving, explosives, laser cutting high powered RF equipment or RF test gear, is to be used in conjunction with the works.



Other Parties or Contractors are advised to refer to the National Joint Utilities Group publication: NJUG Volume 1- Guidelines on the Positioning and Colour Coding of Underground Utilities' Apparatus

## 13. Foam concrete

If foam concrete is being used as the backfill material, it shall not be used either above or within 500 mm of any Company Apparatus. A suitable material in accordance with the specification for the Reinstatement of Openings in Highways shall be substituted.

## 14. Attendance of Company Representative

If a situation requires the attendance on site of a Vodafone representative for a continuous period of more than 6 hours, suitable facilities shall be provided by the Other Party or Contractor, at their expense, to meet the office and ablution requirements. If a situation arises that requires urgent attention Vodafone will endeavour to attend site within 2 hours for all other occasions arising, 24 hours.

## 15. Damage reports

In the event of any damage whatsoever occurring to Vodafone apparatus, the Other Party or Contractor shall immediately inform Vodafone by contacting their 24/7 number , (for contact details please refer to Appendix A).

All relevant costs of any subsequent repair and / or removal of the Vodafone apparatus shall be charged to the Other Party or Contractor, irrespective of who affects the repair.

The above requirements do not relieve the Other Party or Contractor of any of their obligations under their contract.





# 16. Appendix A – Street Works Team Contacts for Vodafone

Function	Address	Phone	Email Address
<b>Streetworks Team</b>	Vodafone Damage Claims, Pavilion 4, 1-2 Berkeley Square , 99 Berkeley Street Glasgow G3 7HR	<b>0333 304 0759</b>	<a href="mailto:utilitiescentre@vodafone.com">utilitiescentre@vodafone.com</a>
<b>Customer Complaints</b>	n/a	<b>0333 304 0762</b>	n/a
<b>Liability Claims Or Damage to Vodafone Apparatus</b>	Vodafone Damage Claims, Pavilion 4, 1-2 Berkeley Square , 99 Berkeley Street Glasgow G3 7HR	<b>0333 304 1104</b>	<a href="mailto:claims@vodafone.com">claims@vodafone.com</a>
<b>Diversorary Works C2</b>	Atkins Global, The Hub, 500 Park Avenue, Aztec West, Bristol, BS32 4RZ	<b>T:01454 662881</b>	<a href="mailto:osm.enquiries@atkinsglobal.com">osm.enquiries@atkinsglobal.com</a>
<b>Diversorary Works C3/C4 Escalations</b>	Smale House, Floor 2E, 114 Great Suffolk Street, London, SE1 OSL	+44 13446 02635	<a href="mailto:c3requests@vodafone.com">c3requests@vodafone.com</a>
<b>Emergencies 24 Hour – Defects &amp; Faults</b>	n/a	<b>0333 304 0762</b>	n/a
<b>Plant Enquiries Vodafone inc: Cable &amp; Wireless; Mercury Communications; Thus Plc; Energis; Scottish Telecom; Your Comms; Norweb Comms</b>	Atkins Global, The Hub, 500 Park Avenue, Aztec West, Bristol, BS32 4RZ	<b>T:01454 662881</b>	<a href="mailto:osm.enquiries@atkinsglobal.com">osm.enquiries@atkinsglobal.com</a>

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C2 - Vodafone Restricted

Vodafone Limited, Vodafone House, The Connection, Newbury, Berkshire, RG14 2FN, England. Registered in England No. 1471587



## 17. Appendix B – What constitutes Vodafone Network

Vodafone own fibre network dedicated to business and residential users of telecommunications and has an international cable network that provides connectivity to 153 countries, either directly or indirectly through partners, reaching across the Atlantic Ocean, through Europe and on to India and throughout Asia. Spanning approximately 500,000 km in length, including interests in more than 69 major global cable systems, our next-generation network improves the quality and performance of telecommunications services through our use of advance optical and IP transmission.

In the UK & Ireland Vodafone’s overall network includes the following legacy networks now owned through acquisitions or Company name changes.

Below are examples of what you could see on the streets and should be aware of:



Vodafone Limited



Cable & Wireless U.K



Special Requirements relating to the External Plant Network of Vodafone



Mercury Communications Limited



Energis Communications Limited



Thus plc





Scottish Telecom



Your Communications





Norweb Communications



Our apparatus is installed in roads and streets of UK and Ireland, however in some places is undistinguishable from other operators' apparatus, for example in City Centres where high quality infill modular paving chamber covers are found; some with labels and some without.

See below as examples:





The apparatus shown here is now owned, maintained and still in operation by Vodafone and includes.

- Vodafone Limited
- Cable & Wireless U.K
- Mercury Communications Limited
- Energis Communications Limited
- Thus plc, now Thus Group Holdings Limited
- Your Communications Group Limited

Please see the Contact Details in Appendix A for Plant Enquiries and help on site.



## 18. About this Document

Content Owner

Changes since last version

Reformatted using the current Vodafone template to include updated Contact Details .

End of Document

FREEPOST M54 to M6 link road

21<sup>st</sup> September 2020

Thank you for the opportunity to comment on the Consultation on proposed changes to the Development Consent Order Application.

### **Objection – direct loss of ancient woodland**

As the UK's leading woodland conservation charity, the Woodland Trust aims to protect native woods, trees and their wildlife for the future. We own over 1,000 sites across the UK, covering around 29,000 hectares (71,000 acres) and we have over 500,000 members and supporters.

#### Ancient Woodland

Natural England<sup>1</sup> and the Forestry Commission defines ancient woodland “*as an irreplaceable habitat [which] is important for its: wildlife (which include rare and threatened species); soils; recreational value; cultural, historical and landscape value [which] has been wooded continuously since at least 1600AD.*”

It includes: “*Ancient semi-natural woodland [ASNW] mainly made up of trees and shrubs native to the site, usually arising from natural regeneration*

*Plantations on ancient woodland sites – [PAWS] replanted with conifer or broadleaved trees that retain ancient woodland features, such as undisturbed soil, ground flora and fungi”*

The Woodland Trust **objects** to the preferred link road route option on the grounds of damage and disturbance to an area of unmapped ancient woodland at grid reference: SJ9565706445. Whilst the Trust acknowledges that the design of the route has been further revised to reduce impact on the ancient woodland, the proposals will still result in the direct loss of an irreplaceable habitat.

#### Planning Policy

The **National Planning Policy Framework**, paragraph 175 states: “*When determining planning applications, local planning authorities should apply the following principles:*

*c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons<sup>58</sup> and a suitable compensation strategy exists;*

Footnote 58, defines exceptional reasons as follows: “*For example, infrastructure projects (including nationally significant infrastructure projects, orders under the Transport and Works Act and hybrid bills), where the public benefit would clearly outweigh the loss or deterioration of habitat.*”

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<sup>1</sup> <https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences>



Further to this, paragraph 170 of the NPPF states the following: *“Planning policies and decisions should contribute to and enhance the natural and local environment by: minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures”*. Where an application involves the loss of irreplaceable habitats, such as ancient woodland, net gains for biodiversity cannot possibly be achieved. The development should be evaluated as meeting the wholly exceptional test before the compensation strategy is considered for the loss of irreplaceable habitats.

**The National Policy Statement for National Networks (NNNPS)** largely follows NPPF wording in its protection for ancient woodland. Paragraph 5.32 states: *“Ancient woodland is a valuable biodiversity resource both for its diversity of species and for its longevity as woodland. Once lost it cannot be recreated. The Secretary of State should not grant development consent for any development that would result in the loss or deterioration of irreplaceable habitats including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the national need for and benefits of the development, in that location, clearly outweigh the loss. Aged or veteran trees found outside ancient woodland are also particularly valuable for biodiversity and their loss should be avoided. Where such trees would be affected by development proposals, the applicant should set out proposals for their conservation or, where their loss is unavoidable, the reasons for this.”*

**South Staffordshire Council’s Local Plan Core Strategy (2012) document: Policy EQ1 - Protecting, Enhancing and Expanding Natural Assets**, states that:

*“Permission will be granted for development (alone or in combination) which would not cause significant harm to sites and/or habitats of nature conservation, geological or geomorphological value, including ancient woodlands and hedgerows, together with species that are protected or under threat. Support will be given to proposals which enhance and increase the number of sites and habitats of nature conservation value, and to meeting the objectives of the Staffordshire Biodiversity Action Plan (SBAP).”*

**Policy EQ4 - Protecting and Enhancing the Character and Appearance of the Landscape:**

*“The intrinsic rural character and local distinctiveness of the South Staffordshire landscape should be maintained and where possible enhanced. Trees, veteran trees, woodland, ancient woodland and hedgerows should be protected from damage and retained unless it can be demonstrated that removal is necessary and appropriate mitigation can be achieved. For visual and ecological reasons, new and replacement planting should be of locally native species.*

*Throughout the District, the design and location of new development should take account of the characteristics and sensitivity of the landscape and its surroundings, and not have a detrimental effect on the immediate environment and on any important medium and long distance views.*

*The siting, scale, and design of new development will need to take full account of the nature and distinctive qualities of the local landscape. The use of techniques, such as landscape character analysis, to establish the local importance and the key features that should be protected and enhanced, will be supported.”*

**Highways England's Biodiversity Action Plan (2015)** outlines key environmental goals for minimising environmental impact: *"Biodiversity is entrenched within the Government's Road Investment Strategy and Highways England's Strategic Business Plan. In particular, the Road Investment Strategy states that by 2020, the company must deliver no net loss of biodiversity and that by 2040 it must deliver a net gain in biodiversity."* As such, by putting forward a proposal of this nature, Highways England is in **direct contravention** of its own biodiversity policies.

### **Impacts to ancient woodland**

Natural England has identified the impacts of development on ancient woodland or veteran trees within their standing advice. This guidance should be considered as Natural England's position with regards to development impacting ancient woodland.

*"Direct impacts of development on ancient woodland or ancient and veteran trees include:*

- *damaging or destroying all or part of them (including their soils, ground flora, or fungi)*
- *damaging roots and understorey (all the vegetation under the taller trees)*
- *damaging or compacting soil around the tree roots*
- *polluting the ground around them*
- *changing the water table or drainage of woodland or individual trees*
- *damaging archaeological features or heritage assets"*

The Woodland Trust's concerns with regard to the proposed scheme focus on the direct loss of an area of unmapped ancient woodland. Development in ancient woodland can lead to long-term changes in species composition, particularly ground flora and sensitive fauna, i.e. nesting birds, mammals and reptiles. Majorly adverse impacts would occur as a result of the removal of valuable ancient woodland to make way for the construction of this proposal. Many indirect impacts are also likely to occur as a result, with dust, soil compaction, spillages and waste largely affecting the woodland, particularly during the construction phases. These impacts will largely be irreversible and permanent in their nature.

Furthermore, the Trust is concerned that for the remaining woodland, there will be additional impacts of increased noise and light pollution from traffic, as well as dust pollution during construction of the proposal. The woodlands will also be subjected to increased nitrogen oxide emissions from vehicles, which can change the character of woodland vegetation (in terms of species composition) through altering nutrient conditions<sup>2</sup>.

### **Conclusion**

In summary, the Woodland Trust **objects** to the proposed link road on the grounds of direct loss of ancient woodland. The Trust finds these proposals in **direct contravention** of Local and National planning and biodiversity policy (including Highways England's own Biodiversity Action Plan). Please accept this submission as the Trust's position on the full Development Consent Order application for the scheme.

Ancient woodland is irreplaceable, once gone it simply cannot be replaced or replicated.

---

<sup>2</sup> Sheate, W. R. & Taylor, R. M. (1990) The effect of motorway development on adjacent woodland. *Journal of Environmental Management*, 31, pp. 261-267

We hope our comments are of use to you; if you wish to discuss any of the points raised by the Woodland Trust, please do not hesitate to get in touch.

Yours sincerely,

Campaigner – Woods under Threat

<sup>1</sup>  
**Response ID ANON-CV9F-3KH3-H**

Submitted to **M54 to M6 Link Road - Proposed Changes Consultation**  
Submitted on **2020-08-25 14:10:01**

**M54 to M6 Link Road - Consultation Response Form**

Please provide us with your name, address and email address. If you'd prefer for your comments to be anonymous, please provide us with your postcode so we know where you live in relation to the scheme.(Providing us with your contact details helps us to contact you if needed in the future regarding your response)

Name::

Address::

Postcode::

Email::

Are you responding on behalf of an organisation? (If 'Yes' please provide organisation name and your role within it)

No

Organisation name::

Organisation role::

Which of the following best describes you? (please tick all that apply)

Local resident

Other::

**The proposed changes**

**1a Do you agree with this change?**

Yes

**1b Do you have any comments on this change?**

Comments::

**The proposed changes**

**2a Do you agree with this change?**

Yes

**2b Do you have any comments on this change?**

Comments::

**The proposed changes**

**3a Do you agree with this change?**

Yes

**3b Do you have any comments on this change?**

Comments::

**The proposed changes**

<sup>2</sup>  
**4a Do you agree with this change?**

Yes

**4b Do you have any comments on this change including how we can reduce disruption during the proposed closure?**

**Comments::**

Concerned that Bognop Road, Hobnock Road and other local roads in Essington will be used as a shortcut for traffic accessing M54 Westbound during the period M54 is closed.

Bognop Road isn't suitable for high volumes of traffic in particular a heavy flow of HGVs.

What provision will be put in place to prevent excessive use of this route and protect Essington and it's residents, bearing in mind that the local Primary School sits on Hobnock Road close to Bognop Road and Wolverhampton Road.

**The proposed changes**

**5a Do you agree with this change?**

Yes

**5b Do you have any comments on this change?**

**Comments::**

**The proposed changes**

**6a Do you agree with this change?**

Yes

**6b Do you have any comments on this change?**

**Comments::**

**The proposed changes**

**7a Do you agree with this change?**

Yes

**7b Do you have any comments on this change?**

**Comments::**

<sup>3</sup>  
**Response ID ANON-CV9F-3KH4-J**

Submitted to **M54 to M6 Link Road - Proposed Changes Consultation**  
Submitted on **2020-09-09 12:05:22**

**M54 to M6 Link Road - Consultation Response Form**

Please provide us with your name, address and email address. If you'd prefer for your comments to be anonymous, please provide us with your postcode so we know where you live in relation to the scheme.(Providing us with your contact details helps us to contact you if needed in the future regarding your response)

Name::

Address::

Postcode::

Email::

Are you responding on behalf of an organisation? (If 'Yes' please provide organisation name and your role within it)

No

Organisation name::

Organisation role::

Which of the following best describes you? (please tick all that apply)

Local resident

Other::

**The proposed changes**

**1a Do you agree with this change?**

Yes

**1b Do you have any comments on this change?**

Comments::

**The proposed changes**

**2a Do you agree with this change?**

Yes

**2b Do you have any comments on this change?**

Comments::

**The proposed changes**

**3a Do you agree with this change?**

Don't know

**3b Do you have any comments on this change?**

Comments::

**The proposed changes**

**4a Do you agree with this change?**

4  
Yes

**4b Do you have any comments on this change including how we can reduce disruption during the proposed closure?**

Comments::

**The proposed changes**

**5a Do you agree with this change?**

Don't know

**5b Do you have any comments on this change?**

Comments::

**The proposed changes**

**6a Do you agree with this change?**

Yes

**6b Do you have any comments on this change?**

Comments::

**The proposed changes**

**7a Do you agree with this change?**

Yes

**7b Do you have any comments on this change?**

Comments::

5  
**Response ID ANON-CV9F-3KHB-Z**

Submitted to **M54 to M6 Link Road - Proposed Changes Consultation**  
Submitted on **2020-08-27 19:13:47**

**M54 to M6 Link Road - Consultation Response Form**

Please provide us with your name, address and email address. If you'd prefer for your comments to be anonymous, please provide us with your postcode so we know where you live in relation to the scheme.(Providing us with your contact details helps us to contact you if needed in the future regarding your response)

**Name::**

**Address::**

**Postcode::**

**Email::**

**Are you responding on behalf of an organisation? (If 'Yes' please provide organisation name and your role within it)**

No

**Organisation name::**

**Organisation role::**

**Which of the following best describes you? (please tick all that apply)**

Local resident

**Other::**

**The proposed changes**

**1a Do you agree with this change?**

Yes

**1b Do you have any comments on this change?**

**Comments::**

Reducing the size of the junction, albeit by a small amount, is welcome, as long as the width and angle of turn is adequate for the traffic, especially large and long vehicles and those with trailers, that regularly use this junction.

**The proposed changes**

**2a Do you agree with this change?**

Yes

**2b Do you have any comments on this change?**

**Comments::**

A welcome amendment to reduce the overall environmental footprint! I assume a narrower central reservation will be adequate in road safety terms to protect inadvertent head-on contact between oncoming vehicles. Maybe a central steel armoured barrier will be needed to separate the carriageways at the narrowest section.

**The proposed changes**

**3a Do you agree with this change?**

Yes



**3b Do you have any comments on this change?****Comments::**

The idea sounds good provided the steeper gradient will not create problems in icy conditions.

**The proposed changes****4a Do you agree with this change?**

Yes

**4b Do you have any comments on this change including how we can reduce disruption during the proposed closure?****Comments::**

This innovative bridge solution seems to be a very practical answer to the obvious problems from what would otherwise be very long term road closure and disruption. As a local resident who uses this junction very frequently, I realise how important good traffic management will be throughout this project. I believe that there is some spare capacity on the alternative route using the A449 and A5 in both directions between M6 J12 and M54 J2. I suspect the greatest disruption will come from temporary closure of M54 Westbound from M6 to J1. This is very heavily used, especially by large vehicles carrying freight. Because it is proposed to prevent any access to M54 Westbound at M54 J1 by vehicles travelling South on the A460 from M6 J11, any traffic using M6 Northbound wanting to move on to M54 Westbound will I assume have to be diverted to M6 J12 to use A5 Westbound, either directly to Telford, or as far as Gailey then turn South on A449 to M54 J2. Either way, very clear advance notice and signage will be necessary to avoid major delays from the confusion this will cause.

**The proposed changes****5a Do you agree with this change?**

Yes

**5b Do you have any comments on this change?****Comments::**

This seems a good solution to some of the local environmental issues raised.

**The proposed changes****6a Do you agree with this change?**

Yes

**6b Do you have any comments on this change?****Comments::**

If this is more acceptable to the local landowner, it seems to be a beneficial change.

**The proposed changes****7a Do you agree with this change?**

Yes

**7b Do you have any comments on this change?****Comments::**

It is good to hear that no endangered or protected species such as Great Crested Newts are threatened, so any proposal to minimise the land used or disrupted by this project is welcome.

7  
**Response ID ANON-CV9F-3KHC-1**

Submitted to **M54 to M6 Link Road - Proposed Changes Consultation**  
Submitted on **2020-09-21 18:17:12**

**M54 to M6 Link Road - Consultation Response Form**

**Please provide us with your name, address and email address. If you'd prefer for your comments to be anonymous, please provide us with your postcode so we know where you live in relation to the scheme.(Providing us with your contact details helps us to contact you if needed in the future regarding your response)**

**Name::**

**Address::**

Bagshaws LLP  
Clovelly  
Pinfold Lane  
Penkridge  
Stafford

**Postcode::**

ST19 5AP

**Email::**

**Are you responding on behalf of an organisation? (If 'Yes' please provide organisation name and your role within it)**

Yes

**Organisation name::**

**Organisation role::**

Land Agent - For and On Behalf of Bagshaws LLP

**Which of the following best describes you? (please tick all that apply)**

**Other::**

I act on behalf of , an affected Landowner.

**The proposed changes**

**1a Do you agree with this change?**

Yes

**1b Do you have any comments on this change?**

**Comments::**

agree with this change and make no further comments.

**The proposed changes**

**2a Do you agree with this change?**

Yes

**2b Do you have any comments on this change?**

**Comments::**

agree with this change and make no further comments.

**The proposed changes**

**3a Do you agree with this change?**

Don't know

8  
**3b Do you have any comments on this change?**

**Comments::**

neither agree nor disagree with this change and make no further comments.

**The proposed changes**

**4a Do you agree with this change?**

Yes

**4b Do you have any comments on this change including how we can reduce disruption during the proposed closure?**

**Comments::**

agree with this change and make no further comments.

**The proposed changes**

**5a Do you agree with this change?**

Don't know

**5b Do you have any comments on this change?**

**Comments::**

neither agree nor disagree with this change and make no further comments.

**The proposed changes**

**6a Do you agree with this change?**

Yes

**6b Do you have any comments on this change?**

**Comments::**

agree with this change and make no further comments.

**The proposed changes**

**7a Do you agree with this change?**

Don't know

**7b Do you have any comments on this change?**

**Comments::**

The rationale for the proposed changes to the environmental mitigation are unclear and inadequate from the plans and accompanying table provided. Clarification has been sought from HE but has not been forthcoming.

**EM3:**

We agree with the proposed reduction in order limits at this location, which removes the south eastern section of my client's land at plot 6/25. In addition, we welcome the removal the species-rich grassland habitat creation across the whole plot, following the review of the extent of mitigation across the scheme. On review of the Environmental Masterplan overview revision plan, the remainder of plot 6/25, which remains to be acquired temporarily, has an unexplained outlined area within, absent of a reference to it on the legend. Therefore, we cannot comment any further until such time as clarification of what the pink outlined area represents is provided to us, which was requested from HE on the 7th September 2020.

**Bridleway:**

We note the previously objected to acquisition of plot 6/31, for the provision of a bridleway, Saredon BW13, which terminates at M6 Junction 11, still remains as part of the scheme on both the revised land plans and Environmental Masterplan overview revision plan. The Bridleway is not used, and has been unused for many years, it is considered dangerous and therefore, we feel unnecessary to be reinstated within the road scheme, especially as the increased road noise and proximity to traffic will not be expected to increase its use. As part of the Environmental Statement (ES), the 2017 walking, cycling and horse riding (WCH) survey results showed no recorded users of this particular public right of way for the duration of the data collection period (Environmental Statement Chapter 12 [TR010054/APP/6.1]). The Environmental Statement Chapter 2 [TR010054/APP/6.1] sets out that the Environmental Masterplan includes measures to 'ensure the connectivity of PRow and other routes used by pedestrians and cyclists are maintained', this is in opposition with the survey results. The route, Saredon BW13 is not used, as evidenced in Chapter 12 of the ES and therefore should be removed, as opposed to realigned, as part of The Scheme. No evidence has been provided by HE to justify the acquisition of these rights.

9  
**Response ID ANON-CV9F-3KHD-2**

Submitted to **M54 to M6 Link Road - Proposed Changes Consultation**  
Submitted on **2020-08-30 07:37:07**

**M54 to M6 Link Road - Consultation Response Form**

Please provide us with your name, address and email address. If you'd prefer for your comments to be anonymous, please provide us with your postcode so we know where you live in relation to the scheme.(Providing us with your contact details helps us to contact you if needed in the future regarding your response)

Name::

Address::

Postcode::

Email::

Are you responding on behalf of an organisation? (If 'Yes' please provide organisation name and your role within it)

No

Organisation name::

Organisation role::

Which of the following best describes you? (please tick all that apply)

Local resident

Other::

**The proposed changes**

1a Do you agree with this change?

No

1b Do you have any comments on this change?

Comments::

Total shambles from start off.  
More green space gone.

**The proposed changes**

2a Do you agree with this change?

No

2b Do you have any comments on this change?

Comments::

The verge will become soaked and water run off, well guess were that will go,

**The proposed changes**

3a Do you agree with this change?

No

3b Do you have any comments on this change?

**Comments::**

Steep road ways and speed go together, Heavy goods will plough straight down (as often happens at J9) and cars well need I say more,

**The proposed changes****4a Do you agree with this change?**

No

**4b Do you have any comments on this change including how we can reduce disruption during the proposed closure?****Comments::**

Don't build it, I work nights and how the hell do I sleep through all this, tell me how.

**The proposed changes****5a Do you agree with this change?**

No

**5b Do you have any comments on this change?****Comments::**

Bridge, here bridge there what the @@@@, spoil what little amount of green space we have left on the borders of Wolverhampton. all for the sake of commerce.

**The proposed changes****6a Do you agree with this change?**

No

**6b Do you have any comments on this change?****Comments::**

What's wrong with the slip road, what about the houses on the side, and the slope, and the extra speed, you don't live here, and after all this is finished nobody will want too, we all may as well live under m6 J10

**The proposed changes****7a Do you agree with this change?**

No

**7b Do you have any comments on this change?****Comments::**

Mitigation my foot, the workers will destroy everything in sight with the diggers, 'get it done, and get out' oh you really think they take care.

You have total disregard for the residents in the area, we have never wanted this ever.

but it is jobs for people so 'up yours' Featherstone we're going to build it anyway, so have a breakdown through not getting any rest, put up with this, then the construction workers can move on and destroy another small town. Motorway ,Motorway is all that matters.

11  
**Response ID ANON-CV9F-3KHF-4**

Submitted to **M54 to M6 Link Road - Proposed Changes Consultation**  
Submitted on **2020-09-19 14:48:23**

**M54 to M6 Link Road - Consultation Response Form**

**Please provide us with your name, address and email address. If you'd prefer for your comments to be anonymous, please provide us with your postcode so we know where you live in relation to the scheme.(Providing us with your contact details helps us to contact you if needed in the future regarding your response)**

**Name::**

**Address::**

**Postcode::**

**Email::**

**Are you responding on behalf of an organisation? (If 'Yes' please provide organisation name and your role within it)**

No

**Organisation name::**

**Organisation role::**

**Which of the following best describes you? (please tick all that apply)**

Local resident

**Other::**

**The proposed changes**

**1a Do you agree with this change?**

Yes

**1b Do you have any comments on this change?**

**Comments::**

I think any move which takes the road away from the Featherstone residents has to be a good thing. BUT as we mentioned at the previous consultation we don't understand why there is going to be such a huge construction programme when a slip road arrangement at junction 10A north and south would solve the problem without the expense and damage to the local land / environment.

Our concern is that all the M54 traffic in both directions will end up at the junction 11 island which is already gridlocked!

**The proposed changes**

**2a Do you agree with this change?**

Yes

**2b Do you have any comments on this change?**

**Comments::**

Anything that can reduce the width of the build and save some land has to be positive.

**The proposed changes**

**3a Do you agree with this change?**

Don't know

**3b Do you have any comments on this change?****Comments::**

hesitation comes from thinking of the huge queue of traffic on a slope which will pile onto the island and be stationary instead of smoothly feeding onto the M6. When the weather conditions are snowy and icy what will the consequences of a hill be?

**The proposed changes****4a Do you agree with this change?**

Yes

**4b Do you have any comments on this change including how we can reduce disruption during the proposed closure?****Comments::**

Divert the traffic along the Wolverhampton to Stafford dual carriageway to connect along the A5 to avoid clogging up Featherstone / Penkridge.

**The proposed changes****5a Do you agree with this change?**

Yes

**5b Do you have any comments on this change?****Comments::**

As of my initial comments to the first question in saying yes it doesn't mean the plans are what we would really want in the first place. BUT there is a sense that the consultation is simply a process and people's real views aren't actually taken into account.

Feeling that it's already decided and this is the only opportunity to respond again if this is how it is going to be if we like it or not then yes is better than no.

**The proposed changes****6a Do you agree with this change?**

Don't know

**6b Do you have any comments on this change?****Comments::**

Without a detailed map it's hard to comment.

**The proposed changes****7a Do you agree with this change?**

Yes

**7b Do you have any comments on this change?****Comments::**

It's possible to reduce the land used for this, the cost, and the impact on the environment significantly with a smaller slipway at junction 10 a. The pollution levels at the junction 11 island from particulates waiting at the traffic lights will be increased or not improved - this must also be a consideration?

13  
**Response ID ANON-CV9F-3KHJ-8**

Submitted to **M54 to M6 Link Road - Proposed Changes Consultation**  
Submitted on **2020-08-24 10:19:44**

**M54 to M6 Link Road - Consultation Response Form**

Please provide us with your name, address and email address. If you'd prefer for your comments to be anonymous, please provide us with your postcode so we know where you live in relation to the scheme.(Providing us with your contact details helps us to contact you if needed in the future regarding your response)

Name::

Address::

Postcode::

Email::

Are you responding on behalf of an organisation? (If 'Yes' please provide organisation name and your role within it)

No

Organisation name::

Organisation role::

Which of the following best describes you? (please tick all that apply)

Local resident

Other::

**The proposed changes**

**1a Do you agree with this change?**

No

**1b Do you have any comments on this change?**

Comments::

I am highly concerned with the disruption this is going to cause during the construction. I am also highly concerned with the effect it will have on the sale of my property.

The proposed durations of 2 years is highly unlikely. From experience I know that the programme will be extended due to various delays. This will have a huge impact on the village. The increase in traffic throughout the village will put us at risk.

**The proposed changes**

**2a Do you agree with this change?**

Yes

**2b Do you have any comments on this change?**

Comments::

**The proposed changes**

**3a Do you agree with this change?**

No



**3b Do you have any comments on this change?**

**Comments::**

**The proposed changes**

**4a Do you agree with this change?**

Yes

**4b Do you have any comments on this change including how we can reduce disruption during the proposed closure?**

**Comments::**

The programme will not be adhered too.

**The proposed changes**

**5a Do you agree with this change?**

Don't know

**5b Do you have any comments on this change?**

**Comments::**

**The proposed changes**

**6a Do you agree with this change?**

Don't know

**6b Do you have any comments on this change?**

**Comments::**

**The proposed changes**

**7a Do you agree with this change?**

Yes

**7b Do you have any comments on this change?**

**Comments::**

This whole road will be a blot on the scenery and will destroy the village.

15  
**Response ID ANON-CV9F-3KHM-B**

Submitted to **M54 to M6 Link Road - Proposed Changes Consultation**  
Submitted on **2020-08-24 19:45:44**

**M54 to M6 Link Road - Consultation Response Form**

Please provide us with your name, address and email address. If you'd prefer for your comments to be anonymous, please provide us with your postcode so we know where you live in relation to the scheme.(Providing us with your contact details helps us to contact you if needed in the future regarding your response)

Name::

Address::

Postcode::

Email::

Are you responding on behalf of an organisation? (If 'Yes' please provide organisation name and your role within it)

No

Organisation name::

Organisation role::

Which of the following best describes you? (please tick all that apply)

Local resident

Other::

**The proposed changes**

1a Do you agree with this change?

Yes

1b Do you have any comments on this change?

Comments::

**The proposed changes**

2a Do you agree with this change?

Yes

2b Do you have any comments on this change?

Comments::

**The proposed changes**

3a Do you agree with this change?

Yes

3b Do you have any comments on this change?

Comments::

**The proposed changes**

**4a Do you agree with this change?**

Yes

**4b Do you have any comments on this change including how we can reduce disruption during the proposed closure?**

**Comments::**

Still would prefer no road closures, bridge built over M42 recently for HS2 installed overnight

**The proposed changes**

**5a Do you agree with this change?**

Yes

**5b Do you have any comments on this change?**

**Comments::**

**The proposed changes**

**6a Do you agree with this change?**

Yes

**6b Do you have any comments on this change?**

**Comments::**

**The proposed changes**

**7a Do you agree with this change?**

Yes

**7b Do you have any comments on this change?**

**Comments::**

Submitted to M54 to M6 Link Road - Proposed Changes Consultation  
Submitted on 2020-08-25 09:38:38

### M54 to M6 Link Road - Consultation Response Form

Please provide us with your name, address and email address. If you'd prefer for your comments to be anonymous, please provide us with your postcode so we know where you live in relation to the scheme.(Providing us with your contact details helps us to contact you if needed in the future regarding your response)

Name::

Address::

Postcode::

Email::

Are you responding on behalf of an organisation? (If 'Yes' please provide organisation name and your role within it)

No

Organisation name::

Local resident

Organisation role::

Local resident

Which of the following best describes you? (please tick all that apply)

Local resident

Other::

### The proposed changes

1a Do you agree with this change?

Yes

1b Do you have any comments on this change?

Comments::

### The proposed changes

2a Do you agree with this change?

Yes

2b Do you have any comments on this change?

Comments::

### The proposed changes

3a Do you agree with this change?

Yes

3b Do you have any comments on this change?

Comments::

**The proposed changes**

**4a Do you agree with this change?**

Yes

**4b Do you have any comments on this change including how we can reduce disruption during the proposed closure?**

**Comments::**

**The proposed changes**

**5a Do you agree with this change?**

Yes

**5b Do you have any comments on this change?**

**Comments::**

**The proposed changes**

**6a Do you agree with this change?**

Yes

**6b Do you have any comments on this change?**

**Comments::**

**The proposed changes**

**7a Do you agree with this change?**

Yes

**7b Do you have any comments on this change?**

**Comments::**

19  
**Response ID ANON-CV9F-3KHT-J**

Submitted to **M54 to M6 Link Road - Proposed Changes Consultation**  
Submitted on **2020-09-21 17:55:52**

**M54 to M6 Link Road - Consultation Response Form**

**Please provide us with your name, address and email address. If you'd prefer for your comments to be anonymous, please provide us with your postcode so we know where you live in relation to the scheme.(Providing us with your contact details helps us to contact you if needed in the future regarding your response)**

**Name::**

**Address::**

Bagshaws LLP  
Clovelly  
Pinfold Lane  
Penkridge  
Stafford

**Postcode::**

**Email::**

**Are you responding on behalf of an organisation? (If 'Yes' please provide organisation name and your role within it)**

Yes

**Organisation name::**

Allow Ltd

**Organisation role::**

Land Agent - For and On Behalf of Bagshaws LLP

**Which of the following best describes you? (please tick all that apply)**

**Other::**

I act on behalf of an affected Landowner.

**The proposed changes**

**1a Do you agree with this change?**

Yes

**1b Do you have any comments on this change?**

**Comments::**

agree with this change and make no further comments.

**The proposed changes**

**2a Do you agree with this change?**

No

**2b Do you have any comments on this change?**

**Comments::**

a. wish to reserve its position in respect of this proposed change for the reasons set out below.

b. Whilst we would agree in principle to the proposed changes to reduce the area of habitat removal at Lower Pool, we have not been provided with any plans identifying the area of habitat that will be impacted by the proposed changes.

c. There is no evidence provided to demonstrate there will be a reduction to the impact on the SBI on the revised plans or environmental mitigation plans. The environmental mitigation plans suggest a more detrimental impact upon Lower Pool SBI due to the following:-

- i. There will be an increase in the area of woodland within the Site of Biological Interest (SBI) to be felled and replaced with grassland from the original area alongside Hilton Lane where the area to be felled stretches further eastwards and southwards into "The Shrubbery" woodland area;
- ii. The width of the woodland within the SBI to be felled and replaced with new grassland will be increased compared to the original proposal alongside the eastern side of the new road;
- d. Consequently, the width of the retained established woodland within the SBI, situated north east of the Lower Pool itself will be significantly reduced and detrimentally impacted. As such it is impossible to see where the stated 1 hectare reduction in habitat removal will be. In the circumstances Allow cannot comment any further until such time as further information and plans are provided to us.

### The proposed changes

#### 3a Do you agree with this change?

Don't know

#### 3b Do you have any comments on this change?

##### Comments::

neither agree nor disagree with this change and make no further comment.

### The proposed changes

#### 4a Do you agree with this change?

Yes

#### 4b Do you have any comments on this change including how we can reduce disruption during the proposed closure?

##### Comments::

agree with this change and make no further comment.

### The proposed changes

#### 5a Do you agree with this change?

No

#### 5b Do you have any comments on this change?

##### Comments::

The "Scheme Changes Drawing for the Inspectorate Sheet 2" is unclear and does not clearly identify the proposed changes. The plans provided are of poor scale and the colouring is misleading showing both the base data and the proposed alterations in grey. This information was requested to clarify these points by email on the 10th September 2020 timed at 11:29. Disappointingly, we have yet to be provided with any further information. Although the new bridge appears to be relocated slightly further north, the area of woodland SBI showing to be felled on Allow Ltd's land appears to be increased (as per comments on Change 2 above) and not decreased as would be expected. This is anticipated to have consequential effects on proposed woodland mitigation which we consider to already be excessive. We cannot comment any further until such time as more detailed and clear plans are provided to us together with clarity as to the need to increase the area of tree felling to the south side of Hilton Lane.

### The proposed changes

#### 6a Do you agree with this change?

Yes

#### 6b Do you have any comments on this change?

##### Comments::

agree with this change and make no further comment.

### The proposed changes

#### 7a Do you agree with this change?

No

#### 7b Do you have any comments on this change?

##### Comments::

a. cannot comment on this proposed change due to the lack of detail in respect of the proposed reduction. Allow reserve its position to comment further

post the expiry of the consultation deadline.

b. The evidence to justify the proposed changes to the environmental mitigation are unclear and inadequate from the plans and accompanying table provided as part of the consultation. Allow have again requested clarification from HE however frustratingly for Allow this further information has not yet been provided. Allow is incurring time and expense appointing legal and consultant teams to advise it and these costs are a direct consequence of the DCO. Whilst Allow welcomes a reduction of the impact of the Scheme on its land it remains of the view based on its own consultants' assessments that you have failed to properly assess the need of proposed woodland planting and ecology ponds on its land and the changes are not enough.

c. Allow continue to be faced with uncertainty in relation to the DCO. Allow would welcome the opportunity to work with you to reach an agreement to reduce the extent of the compulsory purchase of its land which is required due to the environmental mitigation of the entire Scheme being burdened on its land and await dates for a meeting with you to discuss further. Dates for a meeting were requested again by email on 18th September. At previous meetings HE have not previously agreed to any reduction in the compulsory purchase of Allow's land despite representations being made since July 2019.

d. The reduction in woodland mitigation planting on CPO plot 5/25 (previously plot 5/2) is welcomed. The reduced mitigation within CPO plot 5/25 comprises 3.871 hectares and is stated to be as a consequence of the reduced compensatory planting required, as a result of re-categorisation of ancient woodland.

We believe the woodland mitigation calculations and proposals across the Scheme are flawed; the base data of woodland lost to the scheme is incorrect and significantly overstated by including considerable areas of what is currently grassland roadside verges and scrub rather than woodland. As such we do not consider the remaining proposed area of woodland mitigation planting to be appropriate or justified as part of the Scheme. The remaining land for ecological mitigation owned by Allow remains excessive and is not justified or necessary due to the flawed approach to the original calculation. There appears to be no allowance for the excessive mitigation planting as a result of inaccurate baseline data, other than the recategorisation of the ancient woodland.

e. "Scheme Changes Drawing for the Inspectorate Sheet 2" Diagram Change No.2 (Part 1) states that there will be approximately a one hectare reduction in habitat removal within the Lower Pool SBI. These changes are not referenced or identified with an "EM" reference and are NOT noted on the fig 2.1 Environmental Masterplan overview revision of App-057 plan nor in the rationale document, therefore we cannot identify the location of where this reduction will be. There are inconsistencies between the Scheme Changes Drawing, the Environmental Masterplan overview revision plan and the rationale document.

f. On review of the Environmental Masterplan Overview Revision Plan there appears instead to be a more detrimental impact upon Lower Pool SBI due to the following:-

- i. The area of woodland felled within the SBI and replaced with grassland will be increased along side of Hilton Lane where it stretches further eastwards and southwards into "The Shrubbery".
- ii. The width of the woodland felled within the SBI and replaced with new grassland will be increased alongside the eastern side of the new road. The width of the retained established woodland within the SBI, situated north east of the Lower Pool itself will be significantly reduced and detrimentally impacted. We have calculated the additional area of established woodland showing as to be felled, extends to a further 0.83 acres (0.337 ha) approximately. As such it is impossible to see where there will be the stated 1 ha reduction in habitat removal within the SBI will be located therefore we cannot comment on this within this consultation until sufficient information has been provided to us.

g. It does not make any sense as to why the area of woodland taken for the scheme and replaced with grassland is significantly widened and brought southwards below Hilton Lane. We request justification as to why this is required as the additional woodland losses will presumably give rise to additional mitigation planting on our client's land which is already on our analysis excessive (see above).

h. There are additional revised works illustrated on the environmental masterplan plans which are not mentioned elsewhere including what appears to be a track along the western side of the new highway.

i. The Scheme results in the loss of 3 ponds on Allow's land, none of which are shown to have GCN in baseline surveys. Ecological ponds are still proposed to be created on the land to the west (CPO plot 5/2) of the Scheme, where the need for, and the effectiveness of the location, of the ponds is highly questionable. The assumption of worst case scenarios for unsurveyed ponds does not reflect the actual survey data and is far too over precautionary. GCN presence has only been assumed and pond creation has been on a precautionary basis. The number of ponds which need to be created for the species, dictated by the number of ponds actually supporting GCN lost to the scheme, is not known. There remains an intention to create two large ponds on Allow Ltd's land but the presence of GCN in any of the ponds has not been confirmed. As the initial calculations of ecological mitigation were over precautionary then we can only assume that the revised plans now proposed have been calculated on the same over precautionary basis. Accordingly, the proposed ecology ponds should be removed from CPO plot 5/2.

j. Species surveys are still being undertaken on site. It remains unclear how the results of these surveys will be utilised in the environmental mitigation calculations. We request confirmation that there will be further reviews of the requirements for, and calculation of environmental mitigation impacting upon Allow Ltd's land. Given that the DCO seeks compulsory purchase of Allow's land we would suggest that: (a) HE continuing to carry out surveys to justify their Scheme (which includes seeking compulsory purchase powers); and (b) the fact that their more recent surveys have identified that the extent of the proposed ecological mitigation is excessive and its justification flawed including in relation to great crested newts and woodland planting shouldn't the DCO application be withdrawn? Despite representations by Allow previously HE have insisted at meetings in August 2019, December 2019 that their analysis was accurate and they were unwilling to reduce the extent of the compulsory powers despite legally being required to demonstrate that there is compelling case in the public interest to acquire land compulsorily and now HE's own surveys demonstrate and support a reduction in ecological mitigations and in turn the extent of compulsory powers sought to be granted by the Secretary of State. Whilst the need for the link road is understood it must be possible to meet the need without the use of the requested powers of compulsory acquisition and with surveys continuing the extent of the ecological mitigation is likely to support less land sought compulsorily for ecological mitigation in line with Allow's own analysis.

k. We would also question whether Biodiversity Net Gain should be an aim of the Scheme. Allow at its own expense has appointed its own ecology consultants, Aspect, ('Allow's Ecologists') to assess the impact of the Scheme proposals and the burden of ecological mitigation proposed on Allow's land and the extent of the environmental mitigation proposed. (Note you have previously insisted as recently as our meeting May that all ecological mitigation was justified and refused to agreed to any changes despite being legally required to try and acquire land by agreement in advance of pursuing CPO powers.) Allow's Ecologists' have



identified that the Scheme uses an old and outdated version of the Defra metric to undertake its biodiversity unit calculations. Although there is no stipulation to use the newer 2020 Defra 2.0 version of the metric, it is generally regarded by the industry as a much-improved tool and it replaces the 2012 Defra 1.0 version. As such, many of the projects undertaking Biodiversity Unit calculations since the release of the Beta version of the Defra 2.0 metric have used this newer version.

I. Our ecology consultants recommend that the new version of the Defra Biodiversity metric is applied to the Scheme.

m. In terms of Biodiversity Net Gain, the project should not be striving for Biodiversity Net Gain, it is looking to achieve No Net Loss of biodiversity. There is currently no requirement for Nationally Significant Infrastructure Projects to achieve a Net Gain, although aspirations of enhancement in-line with the National Planning Policy Framework (NPPF) are encouraged. There are potential discrepancies in the area calculations used in the Biodiversity Unit calculations may be present, (in relation to the woodland baseline data,) while the use of the 2012 Defra 1.0 metric the Biodiversity Unit calculation may not be appropriate. As such, if the calculations are revised to address these points, it is possible that a reduced land area would be needed to deliver the actual required number of Biodiversity Units.

n. It is recommended by our consultants that the baseline habitat area calculations are re-visited and that the current baseline data you have used produces an inaccurate calculation in respect of the amount of woodland planting and as such unnecessary compulsory purchase powers being sought in respect of Allow's land particularly 5/2 and 4/20c.

o. In terms of the changes and implications referenced on the plan and in the table as EM5 & EM6, we have a number of concerns.

p. You also continue to consider woodland planting on the land to the east of the Link Road also in the ownership of Allow on the basis that it is historic landscape. There is no agreed Statement of Common Ground and Allow do not accept your conclusions in respect of HE's historic landscape position. Allow has its own expense appointed its own Historic Landscape Consultants, RPS, ('RPS') who have concluded that the application documents apply a seriously flawed analysis in respect of historic landscape. Specifically RPS note:

'There is no reference within Appendix 6.5 of the ES to the examination of archive material such as the Vernon family papers held at the Staffordshire County Record Office, or to any contact with the Vernon family regarding other material that they may still hold and which could provide additional understanding of the 'association' with Humphrey Repton. Instead the Appendix merely claims that 'it is not certain if he ever produced a design for the park'. [2.1.4]. Given that the proposed M54 to M6 Link Road passes through Hilton Park and impacts upon several elements of the designed landscape, the failure to properly examine this claimed 'association' with Repton is a serious flaw when it comes to understanding the significance of the historic park.'

q. There is also no analysis of the visual impact the proposed woodland planting on CPO Plot 5/2 creates to the green belt.

r. Rational for Changes to the Environmental Masterplan EM5:

1. We welcome the reduction in area taken for the scheme however there appears to have been very little thought given to landscape design and the impact upon the historic landscape of Hilton Park, of which the entire extent of 5/2 (and the recently renumbered plot 5/25) and the historic tree belts that run along the extent of the Cannock Road and Hilton Lane, form part. As set out above RPS a leading historic landscape consultancy consider your analysis to be fundamentally flawed.

2. The environmental mitigation measures proposed within Hilton Park include new woodland planting across Plot 5/2 west of the new road. This would merge with the historic tree belts on the east side of the A460 and the south side of Hilton Lane, and therefore these tree belts, which were key elements of the redesign of the parkland in the period 1796 - 1816, would lose their separate identity. The South Staffordshire HEA includes recommendations for Hilton Park and states that 'The surviving heritage assets of the historic landscape park which lie within this zone comprise the shelter belts, woodland and lake which are important components to understanding the history and design of Hilton Park'. Thus, not only will the proposed new road sever the western edge of the historic park, but the proposed woodland planting will impact greatly on the nature and character of the western perimeter tree belt as an important component of that designed landscape. This is not acknowledged or discussed within Chapter 6 of the ES and has not been taken into account in the assessment of the impacts and effects on Hilton Park.

3. Mention is made for the first time of a borrow pit located within 5/25 however no further information has been provided to the Landowner. We are not aware of the design or reinstatement being proposed and information has been requested in order to consider this further but has not been forthcoming. The plans provided on 15th September from [REDACTED] identify that new CPO plot reference 5/25 is now required to be used temporarily. We have not been provided with any detail in respect of the temporary use of the land. Please provide details in respect of the terms in which temporary powers are sought.

4. Allow's Ecologists have further advised:

i. The mitigation burden being placed upon Allow's land (in location 5/2 and 4/20c) is disproportionate to the adverse effects arising as a result of the Scheme;

ii. In terms of the location of mitigation (habitats): fundamental questions exist in terms of the siting of the proposed woodland to the west of the link road. The proposal effectively isolates from the retained parts of the SBI and the main areas of woodland in the landscape which are situated to the east of the SBI leading to a sub-optimal ecological outcome and reducing the value of the mitigation very considerably.

iii. The scale and location of mitigation has not been well considered by HE such that a sub-optimal outcome for ecology will arise from the proposals. To correct this fundamental issue, proposed woodland habitats should be relocated to the east of the Link Road.

iv. Bat roosts were confirmed on Allow's land holdings. These were all recorded to the east of the proposed scheme. Low levels of activity were recorded on plots 5/2 and 4/20c outside of the SBI (i.e. those areas to the west of the proposed scheme) and were considered of low importance for foraging bats (comprising arable and improved grassland (Figure 8.3 of the ES). By contrast, 'high' and 'moderate' levels of bat activity were recorded in the SBI and other areas to the east of the proposed scheme.

v. Following a review of the bat information, a number of key issues were identified, namely:

a. Quantum of mitigation: Whilst acknowledging that woodland will be removed around Lower Pool SBI, across Allow's land holdings very little of the potential roosting habitat is being affected and only habitats of low importance for foraging bats are affected. Accordingly, the quantum of proposed mitigation is disproportionate for the effects on bat interests;

b. Roost isolation: The only identified roosts are present to the east of the proposed scheme on Allow's land holdings (see Figure 8.17 of the ES). Hence, the only way for bats within them to reach the proposed habitats in Plots 5/2 and 4/20c would be to cross the scheme directly or travel to two over bridge locations (Hilton

Lane and Accommodation Bridge). This is considerably less likely than the bats continuing to forage in the retained portions of the SBI or foraging further east;

c. Collision risk: the result of placing mitigation to the west of the Link road could be to drive bat commuting to this location, which in turn would generate a collision risk with oncoming traffic. The rate of such fatalities can be high such that the proposals would therefore generate a risk of causing local extinctions of colonies if this were to occur.

vi. Surveys have identified that bat activity levels are greater to the east of the scheme on Allow's land holdings (see Figure 8.18 of the ES). Provision of mitigation to the west of the Link Road is unlikely to be as functionally valuable (as it would not link with the existing habitat resource in the east) and would be isolated by the link road itself.

s. Rational for Changes to the Environmental Masterplan EM6:

We agree with the reduction in order limits at EM6, following evidence provided by surveys.

1. We have not been provided with information as to how Allow's land, which has now in part been removed from the scheme order limits, will be accessed over the scheme areas and would welcome further discussions.

2. Our comments in relation to excessive woodland planting mitigation also apply to the proposed woodland planting in relation to EM6. The need for the extent of woodland mitigation planting at this location is unclear; the table states that it is to screen views of the scheme however it is unclear from where or whom it is screening a view.

3. The planting of individual trees along the south side of Dark Lane is not explained, is unnecessary and we request that they are removed. The retained land will be smaller and more shaded by the proposed woodland planting and further tree planting in that location is unnecessary.

As a result of Allow's analysis, Allow have proposed amendments to the Scheme where there would be a more moderate woodland mitigation planting scheme that is more appropriate for both ecological connectivity and the cultural heritage of the Hilton Park woodland belts and in line with more accurate baseline data analysis. We welcome your consideration of these proposals and await a response.

t. Conclusion:

Whilst we welcome the changes to CPO plots 4/20c, 5/2, 5/4 and 5/25 we do require clarity in respect of the terms of the temporary use of CPO plot 5/25 and consider that the rationale behind some of the reduction of land required permanently for ecological mitigation remains excessive. Allow remain of the view that the baseline woodland planting and ecological pond analysis applied by HE and the limited assessment of historic landscape is flawed and results in excessive and unjustified compulsory purchase of CPO Plot 5/2, 5/4 and 4/20c.

Submitted to **M54 to M6 Link Road - Proposed Changes Consultation**  
Submitted on **2020-09-10 22:34:44**

### **M54 to M6 Link Road - Consultation Response Form**

**Please provide us with your name, address and email address. If you'd prefer for your comments to be anonymous, please provide us with your postcode so we know where you live in relation to the scheme.(Providing us with your contact details helps us to contact you if needed in the future regarding your response)**

**Name::**

**Address::**

**Postcode::**

**Email::**

**Are you responding on behalf of an organisation? (If 'Yes' please provide organisation name and your role within it)**

No

**Organisation name::**

**Organisation role::**

**Which of the following best describes you? (please tick all that apply)**

Local resident

**Other::**

### **The proposed changes**

**1a Do you agree with this change?**

Don't know

**1b Do you have any comments on this change?**

**Comments::**

I don't think 10 mtrs will make a big difference to the overall scheme of things. I have no opinion about this matter.

### **The proposed changes**

**2a Do you agree with this change?**

No

**2b Do you have any comments on this change?**

**Comments::**

With large lorries expected to use this new link road, reducing the width would be dangerous. It will discourage overtaking and reduce the effectiveness of the project. Since lane hogging is now becoming an epidemic, any excuse for not overtaking should not be considered.

Wider lanes also allow faster motorbikes to overtake.

### **The proposed changes**

**3a Do you agree with this change?**

No

**3b Do you have any comments on this change?****Comments::**

No added value from a driver's point of view. Increases roll back from the vehicle in front while waiting at the traffic light. The steeper surface could also be a risk should snowfalls overnight.

**The proposed changes****4a Do you agree with this change?**

Yes

**4b Do you have any comments on this change including how we can reduce disruption during the proposed closure?****Comments::**

Try to intensify work during school holidays and also work over the weekends and weekday evenings to further speed up productivity. Just look at how Dubai and China can complete major projects in a relatively short time. You should learn from them, otherwise such a project will become irrelevant because the population/traffic of Cannock is expected to grow, due to the government's desire to have houses build on anywhere possible.

**The proposed changes****5a Do you agree with this change?**

Don't know

**5b Do you have any comments on this change?****Comments::**

Take advantage of the project and repair the disgusting state of Hilton lane. As it stands, it has potholes that could easily cause damages to wheels and tyres.

**The proposed changes****6a Do you agree with this change?**

Yes

**6b Do you have any comments on this change?****Comments::****The proposed changes****7a Do you agree with this change?**

No

**7b Do you have any comments on this change?****Comments::**

This is a once in a lifetime opportunity to improve the traffic around this area. There should not be any room for such frivolous thoughts about the environment. Should use as much land as possible to make a good job of the project, for generations to come.

Whatever land not used today, they will become industrial parks or residential development in the future.

Submitted to M54 to M6 Link Road - Proposed Changes Consultation  
Submitted on 2020-08-27 11:49:47

### M54 to M6 Link Road - Consultation Response Form

Please provide us with your name, address and email address. If you'd prefer for your comments to be anonymous, please provide us with your postcode so we know where you live in relation to the scheme.(Providing us with your contact details helps us to contact you if needed in the future regarding your response)

Name::

Address::

Postcode::

Email::

Are you responding on behalf of an organisation? (If 'Yes' please provide organisation name and your role within it)

No

Organisation name::

Organisation role::

Which of the following best describes you? (please tick all that apply)

Local resident

Other::

### The proposed changes

1a Do you agree with this change?

Yes

1b Do you have any comments on this change?

Comments::

### The proposed changes

2a Do you agree with this change?

Yes

2b Do you have any comments on this change?

Comments::

### The proposed changes

3a Do you agree with this change?

Yes

3b Do you have any comments on this change?

Comments::

### The proposed changes

**4a Do you agree with this change?**

Yes

**4b Do you have any comments on this change including how we can reduce disruption during the proposed closure?**

**Comments::**

**The proposed changes**

**5a Do you agree with this change?**

Yes

**5b Do you have any comments on this change?**

**Comments::**

**The proposed changes**

**6a Do you agree with this change?**

Yes

**6b Do you have any comments on this change?**

**Comments::**

**The proposed changes**

**7a Do you agree with this change?**

Yes

**7b Do you have any comments on this change?**

**Comments::**

28  
**Response ID ANON-CV9F-3KHY-Q**

Submitted to **M54 to M6 Link Road - Proposed Changes Consultation**  
Submitted on **2020-09-22 00:00:28**

**M54 to M6 Link Road - Consultation Response Form**

**Please provide us with your name, address and email address. If you'd prefer for your comments to be anonymous, please provide us with your postcode so we know where you live in relation to the scheme.(Providing us with your contact details helps us to contact you if needed in the future regarding your response)**

**Name::**

**Address::**

The Wolseley centre  
Wolsleley Bridge  
Stafford

**Postcode::**

ST17 0WT

**Email::**

**Are you responding on behalf of an organisation? (If 'Yes' please provide organisation name and your role within it)**

Yes

**Organisation name::**

Staffordshire Wildlife Trust

**Organisation role::**

Senior Planning Officer

**Which of the following best describes you? (please tick all that apply)**

Other (Please state in box below)

**Other::**

Consultee/ interested party environmental charity

**The proposed changes**

**1a Do you agree with this change?**

Yes

**1b Do you have any comments on this change?**

**Comments::**

**The proposed changes**

**2a Do you agree with this change?**

Yes

**2b Do you have any comments on this change?**

**Comments::**

**The proposed changes**

**3a Do you agree with this change?**

Yes

**3b Do you have any comments on this change?**

Comments::

**The proposed changes**

**4a Do you agree with this change?**

Yes

**4b Do you have any comments on this change including how we can reduce disruption during the proposed closure?**

Comments::

**The proposed changes**

**5a Do you agree with this change?**

Yes

**5b Do you have any comments on this change?**

Comments::

**The proposed changes**

**6a Do you agree with this change?**

Yes

**6b Do you have any comments on this change?**

Comments::

**The proposed changes**

**7a Do you agree with this change?**

No

**7b Do you have any comments on this change?**

Comments::

We appreciate that the design has changed due to further survey information and the need to reduce loss of BMV agricultural land. Many of the changes have benefits for wildlife and reduce habitat impacts. However, the scheme biodiversity metric shows a large deficit in biodiversity units, so it is not clear whether the changes overall will help move towards net gain. Consideration should be given to retaining as much of the mitigation areas as is feasible. A revised calculation should be undertaken using the most up to date adopted metric.



30  
**Response ID ANON-CV9F-3KHZ-R**

Submitted to **M54 to M6 Link Road - Proposed Changes Consultation**  
Submitted on **2020-09-02 10:25:51**

**M54 to M6 Link Road - Consultation Response Form**

Please provide us with your name, address and email address. If you'd prefer for your comments to be anonymous, please provide us with your postcode so we know where you live in relation to the scheme.(Providing us with your contact details helps us to contact you if needed in the future regarding your response)

Name::

Address::

Postcode::

Email::

Are you responding on behalf of an organisation? (If 'Yes' please provide organisation name and your role within it)

No

Organisation name::

Organisation role::

Which of the following best describes you? (please tick all that apply)

Local resident

Other::

**The proposed changes**

1a Do you agree with this change?

Yes

1b Do you have any comments on this change?

Comments::

Well considered

**The proposed changes**

2a Do you agree with this change?

Yes

2b Do you have any comments on this change?

Comments::

All good

**The proposed changes**

3a Do you agree with this change?

Yes

3b Do you have any comments on this change?

**Comments::**

Will this make the traffic noise worse?

**The proposed changes**

**4a Do you agree with this change?**

Yes

**4b Do you have any comments on this change including how we can reduce disruption during the proposed closure?**

**Comments::**

**The proposed changes**

**5a Do you agree with this change?**

Yes

**5b Do you have any comments on this change?**

**Comments::**

**The proposed changes**

**6a Do you agree with this change?**

Yes

**6b Do you have any comments on this change?**

**Comments::**

**The proposed changes**

**7a Do you agree with this change?**

Yes

**7b Do you have any comments on this change?**

**Comments::**

Always a good idea

### About you

If you'd prefer your comments to be anonymous, please just provide your postcode, so we can understand where you live in relation to the scheme.

Name: Mr \_\_\_\_\_

Address: \_\_\_\_\_

Nr WOLVERHAMPTON

Postcode: \_\_\_\_\_

Email: \_\_\_\_\_

Are you responding on behalf of an organisation?

Yes  No

If 'yes', please provide the name of your organisation and your role within it.

Organisation name: \_\_\_\_\_

Role: \_\_\_\_\_

Which of the following best describes you?  
(please tick all that apply)

Local resident	<input checked="" type="checkbox"/>
Business owner in Featherstone	<input type="checkbox"/>
I have received correspondence informing me that I am an affected landowner	<input type="checkbox"/>
Other (please state):	<input type="checkbox"/>

### The proposed changes

To help you answer questions in this section, please refer to the consultation brochure.

**Change 1:** to realign the eastbound slip road from the M54 at Junction 1 towards Featherstone, moving it further from Featherstone village.

1a. Do you agree with this change?

Yes  No  Don't know

1b. Do you have any comments on this change?

*It is a good thing moving the slip road further from the village.*

**Change 2:** to reduce the width of the link road's central reservation and placing the drainage in the verge, rather than next to it.

2a. Do you agree with this change?

Yes  No  Don't know

2b. Do you have any comments on this change?

**Change 3:** to increase the steepness of the section of the link road approaching M6 Junction 11.

3a. Do you agree with this change?

Yes  No  Don't know

3b. Do you have any comments on this change?

**Change 4:** to change the bridge design and construction method at M54 Junction 1. This would need a closure of the M54 over Junction 1 plus some of the slip roads for up to three weeks with diversion routes in place. This would reduce the construction programme by approximately 6 months and remove the need for two years of traffic management on the M54.

4a. Do you agree with this change?

Yes  No  Don't know

4b. Do you have any comments on this change including how we can reduce disruption during the proposed closure?

**Change 5:** to relocate the new bridge over the proposed link road at Hilton Lane and change to route of nearby Public Right of Way.

5a. Do you agree with this change?

Yes  No  Don't know

5b. Do you have any comments on this change?

**Change 6:** to change the alignment of the slip road at the revised M54 Junction 1 leading on to M54 eastbound?

6a. Do you agree with this change?

Yes  No  Don't know

6b. Do you have any comments on this change?

Change 7: to reduce the land required for environmental mitigation

Do you agree with this change?

No

Don't know

Do you have any comments on this change?

*It is a good thing to reduce the land required.*

## Highways England General Data Protection Regulations (GDPR) Privacy Notice

On 25 May 2018, the General Data Protection Regulations (GDPR) came into force. This legislation requires Highways England to explain to consultees, stakeholders and customers how their personal data will be used and stored.

Highways England adheres to the Government's Consultation Principles, the Planning Act 2008 and the Highways Act 1980 as required, and may collect personal data to help shape development of highways schemes.

Personal data collected for the M54 to M6 link road scheme will be processed and retained by Highways England and its appointed contractors until the scheme is complete.

Under the GDPR regulations you have the right to request the following information from us:

1. Right of access to the data (Subject Access Request).
2. Right for the rectification of errors.
3. Right to erasure of personal data – this is not an absolute right under the legislation.
4. Right to restrict processing or to object to processing.
5. Right to data portability.

If, at any point, Highways England plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will provide you with information about what that other purpose is. This will be done prior to any further processing taking place. The extra information will include any relevant further information as referred to above, including the right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.

If you'd like more information about how we manage data, or a copy of our privacy notice, please contact [DataProtectionAdvice@Highwaysengland.co.uk](mailto:DataProtectionAdvice@Highwaysengland.co.uk)

# M54 to M6 Link Road

## Proposed changes consultation Response form

From 24 August to 21 September 2020

We want to understand your views of the proposed changes to the M54 to M6 Link Road scheme.

Please read the consultation brochure and the other supporting consultation documents to help you complete this form.

Share your views with us by:

- Returning this response form to us using our freepost address:

**Freepost M54 TO M6 LINK ROAD**

- Completing the electronic version of the response form on our scheme webpage:

**[www.highwaysengland.co.uk/M54-M6linkroad](http://www.highwaysengland.co.uk/M54-M6linkroad)**

- Emailing a copy of your response form to:

**[M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)**

The closing date for responses is **11.59 pm on 21 September 2020**



## About you

If you'd prefer your comments to be anonymous, please just provide your postcode, so we can understand where you live in relation to the scheme.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

FEATHERSTONE WOLVERHAMPTON

Postcode: \_\_\_\_\_

Email: \_\_\_\_\_

Are you responding on behalf of an organisation?

Yes  No

If 'yes', please provide the name of your organisation and your role within it.

Organisation name: \_\_\_\_\_

Role: \_\_\_\_\_

**Which of the following best describes you?**

(please tick all that apply)

Local resident	<input checked="" type="checkbox"/>
Business owner in Featherstone	<input type="checkbox"/>
I have received correspondence informing me that I am an affected landowner	<input type="checkbox"/>
Other (please state):	<input type="checkbox"/>

## The proposed changes

To help you answer questions in this section, please refer to the consultation brochure.

**Change 1:** to realign the eastbound slip road from the M54 at Junction 1 towards Featherstone, moving it further from Featherstone village.

1a. Do you agree with this change?

Yes  No  Don't know

1b. Do you have any comments on this change?

NO

**Change 2:** to reduce the width of the link road's central reservation and placing the drainage in the verge, rather than next to it.

2a. Do you agree with this change?

Yes  No  Don't know

2b. Do you have any comments on this change?



**Change 3:** to increase the steepness of the section of the link road approaching M6 Junction 11.

3a. Do you agree with this change?

Yes  No  Don't know

3b. Do you have any comments on this change?

no

**Change 4:** to change the bridge design and construction method at M54 Junction 1. This would need a closure of the M54 over Junction 1 plus some of the slip roads for up to three weeks with diversion routes in place. This would reduce the construction programme by approximately 6 months and remove the need for two years of traffic management on the M54.

4a. Do you agree with this change?

Yes  No  Don't know

4b. Do you have any comments on this change including how we can reduce disruption during the proposed closure?

no

**Change 5:** to relocate the new bridge over the proposed link road at Hilton Lane and change to route of nearby Public Right of Way.

5a. Do you agree with this change?

Yes  No  Don't know

5b. Do you have any comments on this change?

no

**Change 6:** to change the alignment of the slip road at the revised M54 Junction 1 leading on to M54 eastbound?

6a. Do you agree with this change?

Yes  No  Don't know

6b. Do you have any comments on this change?

no

**Change 7:** to reduce the land required for environmental mitigation

7a. Do you agree with this change?

Yes  No  Don't know 

7b. Do you have any comments on this change?

## Highways England General Data Protection Regulations (GDPR) Privacy Notice

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Highways England adheres to the Government's Consultation Principles, the Planning Act 2008 and the Highways Act 1980 as required, and may collect personal data to help shape development of highways schemes.

Personal data collected for the M54 to M6 link road scheme will be processed and retained by Highways England and its appointed contractors until the scheme is complete.

Under the GDPR regulations you have the right to request the following information from us:

1. Right of access to the data (Subject Access Request).
2. Right for the rectification of errors.
3. Right to erasure of personal data – this is not an absolute right under the legislation.
4. Right to restrict processing or to object to processing.
5. Right to data portability.

If, at any point, Highways England plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will provide you with information about what that other purpose is. This will be done prior to any further processing taking place. The extra information will include any relevant further information as referred to above, including the right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.

If you'd like more information about how we manage data, or a copy of our privacy notice, please contact [DataProtectionAdvice@Highwaysengland.co.uk](mailto:DataProtectionAdvice@Highwaysengland.co.uk)

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

Thank you for taking the time to share your views with us.

Please submit your completed response form by **11.59 pm on 21 September 2020**

If you have any queries relating to the M54 to M6 link road, please contact us at:  
**M54toM6linkroad@highwaysengland.co.uk**

For the latest information and updates, please visit our webpage:  
**www.highwaysengland.co.uk/M54-M6linkroad**

If you have any queries relating to Highways England, you should contact our customer contact centre on **0300 123 5000** or email **info@highwaysengland.co.uk**

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This document is also available on our website at [www.highwaysengland.co.uk/M54-M6linkroad](http://www.highwaysengland.co.uk/M54-M6linkroad)

For an accessible version of this publication please call **0300 123 5000** and we will help you.

If you have any enquiries about this publication email [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or call **0300 123 5000**\*. Please quote the Highways England publications code **PR110/20**, Highways England creative job number BHM20\_0151.

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Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ

Highways England Company Limited registered in England and Wales number 09346363

## About you

If you'd prefer your comments to be anonymous, please just provide your postcode, so we can understand where you live in relation to the scheme.

Name: \_\_\_\_\_

Address: \_\_\_\_\_ ESSINGTON, W'ITON.

Postcode: \_\_\_\_\_

Email: \_\_\_\_\_

Are you responding on behalf of an organisation?

Yes  No

If 'yes', please provide the name of your organisation and your role within it.

Organisation name: \_\_\_\_\_

Role: \_\_\_\_\_

**Which of the following best describes you?**

(please tick all that apply)

Local resident	<input checked="" type="checkbox"/>
Business owner in Featherstone	<input type="checkbox"/>
I have received correspondence informing me that I am an affected landowner	<input type="checkbox"/>
Other (please state):	<input type="checkbox"/>

## The proposed changes

To help you answer questions in this section, please refer to the consultation brochure.

**Change 1:** to realign the eastbound slip road from the M54 at Junction 1 towards Featherstone, moving it further from Featherstone village.

1a. Do you agree with this change?

Yes  No  Don't know

1b. Do you have any comments on this change?

**Change 2:** to reduce the width of the link road's central reservation and placing the drainage in the verge, rather than next to it.

2a. Do you agree with this change?

Yes  No  Don't know

2b. Do you have any comments on this change?

As a resident of Park Rd near the top for years 1948 to 1978 I know that part (Park Rd + Dark Lane) very well. I feel at least the 2 houses at the top of Park Rd - Dark Lane and the last 2 houses on Dark Lane will be impacted adversely. At the minimum these houses should be knocked down & the occupants rehoused. And I don't like the idea of reducing the areas of planting vegetation and trees, particularly as this subject is high on the list of planet damage which is headline news at the moment. The slogan is, of course, SAVE OUR PLANET and WILDLIFE.

Most actual Highway changes are O.K. but the collateral damage isn't.

**Change 3:** to increase the steepness of the section of the link road approaching M6 Junction 11.

3a. Do you agree with this change?

Yes  No  Don't know

3b. Do you have any comments on this change?

**Change 4:** to change the bridge design and construction method at M54 Junction 1. This would need a closure of the M54 over Junction 1 plus some of the slip roads for up to three weeks with diversion routes in place. This would reduce the construction programme by approximately 6 months and remove the need for two years of traffic management on the M54.

4a. Do you agree with this change?

Yes  No  Don't know

4b. Do you have any comments on this change including how we can reduce disruption during the proposed closure?



**Change 5:** to relocate the new bridge over the proposed link road at Hilton Lane and change to route of nearby Public Right of Way.

5a. Do you agree with this change?

Yes  No  Don't know

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**Change 6:** to change the alignment of the slip road at the revised M54 Junction 1 leading on to M54 eastbound?

6a. Do you agree with this change?

Yes  No  Don't know

6b. Do you have any comments on this change?

**Change 7:** to reduce the land required for environmental mitigation

7a. Do you agree with this change?

Yes No Don't know 

7b. Do you have any comments on this change?

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