

M54 to M6 Link Road

TR010054

**8.8 LA(B) Draft Statement of Common
Ground with South Staffordshire
Council**

APFP Regulation 5(2)(q)

Planning Act 2008

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

Volume 8

February 2021

Infrastructure Planning

Planning Act 2008

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

**M54 to M6 Link Road
Development Consent Order 202[]**

**8.8 LA(B) Draft Statement of Common Ground with
South Staffordshire Council**

Regulation Number	Regulation 5(2)(q)
Planning Inspectorate Scheme Reference	TR010054
Application Document Reference	8.8 LA(B)
Author	M54 to M6 Link Road Project Team and Highways England

Version	Date	Status of Version
1 (P02)	October 2020	Draft for SSC review
2 (P03)	November 2020	Issue to ExA for Deadline 1
3 (P04)	December 2020	Revised draft for SSC review
4 (P05)	January 2021	Issue to ExA for Deadline 4
5 (P06)	February 2021	Issue to ExA for Deadline 6

STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) Highways England Company Limited and (2) South Staffordshire Council.

Signed.....
Andrew Kelly
Project Manager
on behalf of Highways England
Date: [DATE]

Signed.....
[NAME]
[POSITION]
on behalf of South Staffordshire Council
Date: [DATE]

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1 Introduction

1.1 Purpose of this document

- 1.1.1 This Statement of Common Ground ('SoCG') has been prepared in respect of an application for a Development Consent Order ('the Application') under section 37 of the Planning Act 2008 ('PA 2008') for the proposed M54 to M6 Link Road ('the Scheme') made by Highways England Company Limited ('Highways England' or 'HE') to the Secretary of State for Transport ('Secretary of State').
- 1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available on the Planning Inspectorate website.
- 1.1.3 This SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties to it, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination.
- 1.1.4 **This SoCG has been drafted by Highways England based on correspondence with South Staffordshire Council during the development of the Scheme. The first draft (P02) was provided to South Staffordshire Council on 24 October 2020, with comments received on 2 and 3 November 2020. The comments were incorporated into the first draft submitted to the Examining Authority on 3 November 2020. Further discussions have been ongoing, with a second draft (P03) provided to SSC on 09 December 2020. Comments were received on this draft on 6 January 2021 and were incorporated into the draft submitted at Deadline 4.**
- 1.1.5 **Following discussions, a revised SoCG was issued to SSC on 9 February 2021, with comments received on 11 February 2021. This draft incorporates the latest comments.**
- 1.1.6 **Highways England will continue to work to finalise the contents of this SoCG at the earliest opportunity as the Application proceeds through the Examination process.**

1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared by (1) Highways England as the Applicant and (2) South Staffordshire Council (SSC).
- 1.2.2 Highways England became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing Highways England made provision for all legal rights and obligations of the Highways Agency, including in respect of the Application, to be conferred upon or assumed by Highways England.

- 1.2.3 SSC is the local planning authority for almost all the area within the Order limits, with the exception of a small area south of M54 Junction 2 that lies within the City of Wolverhampton Council area. SSC determines planning applications for the majority of development types in the district and has a statutory duty to prepare a development plan.

1.3 Terminology

- 1.3.1 In Table 3-1 in the Issues chapter of this SoCG, 'Not Agreed' indicates a final position. 'Under discussion' indicates where issues will be the subject of ongoing discussion wherever possible to resolve, or refine, the extent of disagreement between the parties. 'Agreed' indicates where the issue has been resolved.
- 1.3.2 It can be taken that any matters not specifically referred to in the Issues chapter of this SoCG are not of material interest or relevance to SSC, and therefore have not been the subject of any discussions between the parties. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to SSC.

2 Record of Engagement

2.1.1 A summary of the meetings and correspondence that has taken place between HE and SSC in relation to the Application is outlined in Table 2-1. A list of initials, names, role and organisation of the people mentioned in Table 2-1 is included at Appendix A of this document.

Table 2-1: Record of Engagement

Date	Form of correspondence	Key topics discussed and key outcomes
26/11/2018	Email from TB (Amey) to KH (SSC)	Requesting a 'noise' contact at SSC.
27/11/2018	Email from KH (SSC) to TB (Amey)	Advising of appropriate noise contacts at SSC.
27/11/2018	Email from SS (AECOM) to WG & JG (SSC)	Request to talk through noise assessment for local knowledge on any missed sensitive receptors and to run through proposed baseline monitoring.
05/12/2018	Email from SS (AECOM) to WG (SSC)	<p>Note confirming telephone discussion on 05/12/2018 confirming agreement that:</p> <p>SSC is content with 4no. long term noise monitoring locations proposed and request an additional location but may be problems with security for equipment.</p> <p>SSC is content with proposed monitoring and assessment methodologies.</p> <p>SSC is unaware of unusual noise sensitive receptors in area or proposed developments which may affect assessment.</p> <p>Noise/vibration from existing roads is not a source of complaint.</p> <p>SSC do not have specific requirements for construction noise – Aecom set out the Council's standard construction hours and indicate possible need for some limited night/weekend works e.g. to tie into existing roads.</p>
10/12/2018	Meeting with GM, KH, SF (SSC), AK (HE), TB (Amey), DL (AECOM)	Scheme update and timescales. Discussion re development of M54 traffic model.
13/12/2018	Email from SS (AECOM) to WG (SSC)	Suggesting two possible locations for an additional long-term monitoring location and requesting an opinion.

Date	Form of correspondence	Key topics discussed and key outcomes
14/12/2018	Email from WG (SSC) to SS (AECOM)	Advising that one of the proposed locations (M5a) is acceptable.
18/12/2018	Email from TB (Amey) to KH (SSC) and vice versa	Arranging cabinet meeting.
12/02/2019	Meeting with AK (HE), TB, DT (Amey), TP, DE (AECOM) and SSC Cabinet Members	Powerpoint presentation and update on scheme progress to SSC Cabinet members. Q&A session – documented in minutes. Followed by informal Cabinet Meeting Strategic SSC Members.
12/03/2019	Email from NP to EF	Noting that the ROF Featherstone has two options for access (options 7 or 9) and asked which one is more likely. Also asked whether ROF Featherstone can proceed without the Scheme (or whether it is therefore dependent development).
19/03/2019	Email from EF to NP (cc KH)	E-mail confirmed that 'I can confirm that the ROF Featherstone employment development cannot take place without the M54-M6 link road in place.' Also confirmed that there was currently equal likelihood of Options 7 and 9 for access going ahead. Option 7 connected the site into the A449 Stafford Road to the west of the site while Option 9 crossed the M54 joining the A460 south of M54 Junction 1.
20/03/2019	Email from TB (Amey) to KH (SSC)	Rearranging a cancelled meeting.
03/04/2019	Email from SS (AECOM) to WG (SSC)	Providing update on baseline noise monitoring survey and highlighting an access issue with one of the long-term locations (M4).
08/04/2019	Letter from AK (HE) to KH (SSC)	Letter requesting views on the draft SoCC.
01/05/2019	E-mail from KH (SSC) to KV (HE)	SSC comments on the draft SoCC.
20/05/2019	Letter from AK (HE) to KH (SSC)	Letter setting out how HE has addressed comments from SSC on the SoCC.
23/05/2019	Letter from AK (HE) to SSC	Letter providing notice of the statutory consultation from 24 May 2019 to 5 July 2019.

Date	Form of correspondence	Key topics discussed and key outcomes
17/06/2019	Meeting with AK (HE), TB, DT (Amey), TP, DE (AECOM) and SSC Cabinet Members	Update on progress and on Statutory Public Consultation. Q&A session – documented in minutes.
05/07/2019	Letter from KH (SSC)	SSC's response to HE's statutory consultation.
28/08/2019	Email from Planning (SSC) to CT (AECOM)	Attaching requested TPO schedules and plans.
09/09/2019	Meeting with GM, KH (SSC), TB (Amey), AL, JH (AECOM)	Post-consultation update. Consultation ongoing with Natural England & HE re Dark Lane realignment. Impact on woodland, noise impact discussed. Discussion on SSC's preference for a weight restriction on A460. HE confirmed this is not to be included in the Development Consent Order (DCO).
30/09/2019	Email from AMa (AECOM) to GM (SSC) and JC (SSC)	Spreadsheet of long list of developments to be considered in the cumulative assessment. Shapefile sent and a request for a review of the allocations and applications listed to ensure no developments have been missed. Further details on construction timescales where also requested.
01/10/2019	Email from PW (SSC) to AM (AECOM)	Request for information on the Scheme's construction programme to allow request on cumulative developments to be completed.
02/10/2019	Email from AM (AECOM) to PW (SSC)	Provided outline dates for the start and end of construction. Clarified that estimated dates for the start and completion of construction for those developments within the spreadsheet would aid the cumulative assessment.
03/10/2019	Email from SS (AECOM) to WG (SSC)	Email confirming content of telephone call: Confirming progress with noise assessment, in particular in line with NPSNN requirements re tranquillity and setting out locations which have been considered. Confirming agreement that there are no specific quiet areas, or areas valued for their tranquillity or acoustic environment in the study area. A plan was also provided. Confirming that baseline monitoring appendix of ES/part of chapter will be sent for review.

Date	Form of correspondence	Key topics discussed and key outcomes
04/10/2019	Email from WG (SSC) to SS (AECOM)	Confirming agreement that there are no specific quiet areas, or areas valued for their tranquillity or acoustic environment in the study area.
11/10/2019	Telephone conversation GH (AECOM) to WG (SSC)	Provided a brief outline of the Scheme and explanation of air quality assessment and dispersion model verification process. Discussed concerns relating to air quality impacts and committed developments, particularly West Midlands Interchange DCO.
11/10/2019	Email from PW (SSC) to AM (AECOM)	Updated version of the cumulative developments spreadsheet provided with edits shown in red.
05/11/2019	Meeting with SSC	Meeting accompanied by briefing note responding to SSC's consultation response. Included presentation to Cabinet and question and answer session with Highways England project manager, Aecom project manager, DCO lead, noise, air quality and EIA specialists.
06/11/2019	Email from KH (SSC) to AL (AECOM) and AK (HE)	Requesting confirmation on the distance from the last property on Dark Lane to the new road.
07/11/2019	Email from AL (AECOM) to KH (SSC)	Providing confirmation on the distance from the last property along Dark Lane to the edge of the highway. Providing latest draft of the Environmental Masterplan and draft General Arrangement Plans.
07/11/2019	Email from KH (SSC) to AL (AECOM)	Thanking AL for confirmation of the distance from the last property along Dark Lane to the edge of the highway.
11/11/2019	Letter from HE to SSC	Letter notifying of non-statutory supplementary consultation, 11 November 2019 – 11 December 2019.
20/11/2019	Email from AL (AECOM) to KH (SSC)	Attaching responses to queries raised by members on 5/11/19. Seeking a view on comments sent by HE to SSC. Asking which documents SSC may wish to review prior to submission. Also requesting feedback on whether SSC wanted to review any application documents prior to submission.
28/11/2019	Email from KH (SSC) to AL (AECOM)	Attaching members comments on HE responses to members questions and adding additional questions for HE attention.
10/12/2019	Email from SS(AECOM) to WG (SSC)	Email and plan detailing construction noise receptors used in the assessment and requesting confirmation that they are a reasonable/representative selection.

Date	Form of correspondence	Key topics discussed and key outcomes
20/12/2019	Email from TP (AECOM) to JG (SSC)	Attaching draft noise and air quality chapters of the ES for review and comment. Also attaching chapters draft Heritage, Landscape and Biodiversity chapters, Masterplan overview and the outline Environmental Management Plan.
02/01/2020	Email from WG (SSC) to SS (AECOM)	Confirmation that the construction noise receptors emailed to WG 10/12/2019 are reasonable and representative.
20/01/2020	Email from AL (AECOM) to KH (SSC)	Requesting discussion to assess whether there are issues which could be resolved prior to submission. Asking whether SSC has reviewed documents issued prior to Christmas.
20/01/2020	Email from AL (AECOM) to KH (SSC)	AL responding to KH e-mail of 28/11/2019 setting out responses to additional Members questions.
20/01/2020	Email from KH (SSC) to AL (AECOM)	Asking if issues raised by members on 5/11/19 and SSC responses needed to be added into Tables 3-1 or 3-2. KH also request AL to re-send attachment referred to in email on 20/11/19, with SSC responses. KH also asked who added comments in green to previous emails.
20/01/2020	Email from AL (AECOM) to KH (SSC)	Providing answers to previous queries re SSC responses and provided requested attachment of updated responses to SSC queries raised on 5/11/19.
20/01/2020	Email from AL (AECOM) to KH (SSC)	Attaching the draft DCO for review now or can wait for the submission version. Aecom will aim to continue discussions post submission to aim to resolve issues prior to Examination.
28/01/2020	Email from KH (SSC) to AL (AECOM)	Overall SSC remain supportive of the Scheme and will present that position for the Examination. Recognise fine balance between impact on heritage assets and the community. Comments from Conservation Officer requesting consideration of 6 heritage assets. Concludes that the Scheme will not have a major impact on Moseley Old Hall. Potential impacts on setting of Hilton Hall. Further information requested.
28/01/2020	Email from AL (AECOM) to KH (SSC)	Responding to queries in email from KH dated 28/1/20 and requesting clarification of requirements.
28/01/2020	Email from KH (SSC) to AL (AECOM)	Queries re previous email. Will call AL to discuss.

Date	Form of correspondence	Key topics discussed and key outcomes
28/01/2020	Email from AL (AECOM) to KH (SSC)	Asking KH to confirm receipt of previous email on 20/12/19 sent by TP (Aecom) to Mr Gerring (SSC) re Air Quality and Noise Chapters of ES.
04/02/2020	Email from AL (AECOM) to KH, SP & SF(SSC)	Informing of DCO registry on 31/01/20 and attaching engagement records, with breakdown of activities and timescales.
04/02/2020	Email from KH (SSC) to AL (AECOM)	Responding to DCO registry, confirming approval by cabinet.
05/02/2020	Email from AL (AECOM) to KH (SSC)	Informing of Notification of Development revision due to changes in Order Limits. AL asked KH to confirm who best to send NoD GIS maps to.
06/02/2020	Email from KH (SSC) to AL (AECOM)	Responding to previous email re NoD and advising best person to send NoD GIS maps to. KH requested clarification on date for meeting (proposed 27/02/20).
10/02/2020	Email from AL (AECOM) to KH (SSC)	Requesting confirmation of times for meeting on 27/02/20.
11/02/2020	Email from AL (AECOM) to KH and PW (SSC)	Attaching Notification of Development and GIS files of order limits as submitted in DCO application.
18/02/2020	Email from TP (AECOM) to EH (SSC)	Chapter 6: Cultural Heritage of the ES and associated figures and appendices sent directly to the Conservation Officer for information.
26/02/2020	Email from AL (AECOM) to KH (SSC)	Attaching meeting agenda and presentation for meeting on 27/02/20.
27/02/2020	Meeting and presentation with AECOM and SSC	Progress meeting with lead officers at SSC. Presentation to council members on DCO process.
09/03/2020	Letter from HE to SSC	Letter and section 56 notice provided to SSC.
09/04/2020	Email from AL (AECOM) to KH, SF and SP (SSC)	Providing notification of extended relevant representations period until 18/05/2020, due to the impact of Covid-19. Informing of the decision to close deposit points.
10/04/2020	Email from KH (SSC) to AL (AECOM)	To confirm receipt of email sent on 09/04/2020, regarding relevant representation extension.

Date	Form of correspondence	Key topics discussed and key outcomes
17/04/2020	Letter from HE to SSC	Letter notifying of extension to Relevant Representation period due to Covid-19.
20/04/2020	Email from HE to SSC	Providing notification of relevant representations period being extended.
18/05/2020	Email from KH (SSDC) to AK (HE) and AL (AECOM), cc'ing JC (SSC)	Requesting clarification on the traffic modelling for i54 Western Extension and the ROF Featherstone Strategic Employment Site.
03/06/2020	Email from AL (AECOM) to KH and WG (SSC) – 1 out of 4 emails	Providing revised noise chapters, relevant appendices for the ES and a cover letter explaining the rationale behind the revisions and how the results have changed since the chapter was submitted.
03/06/2020	Email from AL (AECOM) to KH and WG (SSC) – 2 out of 4 emails	Providing figures 11.1 and 11.2 of the revised noise assessment.
03/06/2020	Email from AL (AECOM) to KH and WG (SSC) – 3 out of 4 emails	Providing figures 11.3 and 11.4 of the revised noise assessment.
03/06/2020	Email from AL (AECOM) to KH and WG (SSC) – 4 out of 4 emails	Providing figure 11.5 of the revised noise assessment.
05/07/2020	Letter from SSC to HE	Providing SSC's response to the statutory consultation.
10/07/2020	Email from AL (AECOM) to KH (SSC)	Providing response to query (18/05/20) regarding the inclusion of the two key employment commitments in the traffic forecasting.
05/08/2020	Email from AL (AECOM) to KH (SSC)	Providing notification of design change and requesting input to confirm if the proposed approach to the consultation on the scheme changes is deemed adequate.
18/08/2020	Email from AL (AECOM) to SP (SSC)	Requesting update on SSC's considerations of the proposed approach to consultation.
18/08/2020	Email from SP (SSC) to AL (AECOM)	Confirming SSC approves the approach to consultation and enquired whether there would be the opportunity for the proposed changes to be presented and explained via a Microsoft Teams meeting.

Date	Form of correspondence	Key topics discussed and key outcomes
24/08/2020	Letter from HE to SSC	Letter notifying SSC of consultation on proposed DCO changes.
25/08/2020	Email from AL (AECOM) to SP (SSC)	Responding to query made on 18/08/2020 and confirming the format of the scheme changes on the HE website, including the animation of the approach to consultation of the M54 Junction 1. Providing response to query made on (18/08/2020) regarding provision of a recorded presentation of scheme changes. AL also request SSC to read through Nurton Development's response and provide feedback/SSC's position in regard to the response.
09/09/2020	Meeting with AK, GK (HE); RR, AL (AECOM); SB (Linkconnex); KH, SP (SSC); JC, WS, ND (SCC); AP (SFG); and SE (i-transport)	Meeting to provide update on ROF Featherstone, DCO progress and proposed Scheme changes.
15/09/2020	Email from AL (AECOM) to KH and SP (SCC)	Providing minutes actions from meeting on 09/09/2020 for review.
17/09/2020	Meeting with AK (HE); SB (Linkconnex); RR, DE, AMcN SH (AECOM); JC, WS, ND SCC; KH, SP (SSC); TW (Gowling)	Meeting to discuss outstanding matters regarding changes to the DCO and protective provisions.
18/09/2020	Email from AL (AECOM) to SP (SSC)	Asking if SSC would be sending a response to the consultation on scheme changes, in advance of the deadline of 21/09/2020.
18/09/2020	Email from SP (SSC) to AL (AECOM)	Providing response to AL's email on 18/09/2020 regarding SSC's comments on the proposed consultation to design changes.
29/09/2020	Email from SP (SSC) to AL (AECOM)	Requesting details of submitted photomontages.

Date	Form of correspondence	Key topics discussed and key outcomes
30/09/2020	Email from AL (AECOM) to SP (SSC)	Providing details of photomontage.
14/10/2020	Emails from AL (AECOM) to SP (SSC) and vice versa	Clarifying intended approach to SoCG, explaining the Written Representations process and SP informing AL that TC would be the new development management representative from SSC, with EF leading from a policy perspective.
20/10/2020	Phone call between AL (AECOM) and SP (SSC)	Discussion on approach to Open Floor Hearing, SoCG and LIR.
20/10/2020	Email from SP (SSC) to AL (AECOM)	Providing SSC's LIR so its content can inform the SoCG.
02/11/2020	Email from TC to AL	Provision of SSC comments on draft SoCG.
02/11/2020	Email exchange between AL and KH	Exchange to clarify initial comments from SSC
03/11/2020	Email from TC to AL	Email providing two minor revisions to the SoCG
03/11/2020	Email from TC to AL	Providing pdf copies of the SSC and SCC SoCG submitted to PINS on 3 November 2020.
09/11/2020	Emails between AL, KH, TC and PT	Organising meeting to discuss SoCG
18/11/2020	Virtual meeting AL, RR, AK, KH, PW and TC	Discussion on resolution of remaining issues in the SoCG.
23/11/2020	E-mail from Cllr Cope (via TC) to AL	Confirming nature of concern around fly-parking on A460.
09/12/2020	Email from AL to TC	Provision of second draft of SoCG
23/12/2020	Email from TC to AL	Confirming that the SoCG was being reviewed and comments would be provided on 6 Jan 2021. Asked whether HE had received a response from SSC to the change to the noise chapter following the DMRB update.

Date	Form of correspondence	Key topics discussed and key outcomes
28/12/2020	Email from AL to TC	Confirming no comments were received from SSC on documents issued on 3 June 2020.
06/01/2021	Emails from TC to AL	Two e-mails providing comments from SSC on the SoCG
08/02/2021	Correspondence between TC and AL	Phone call and e-mails to look into resolving remaining issues in SoCG.
09/02/2021	Email from AL to TC	Revised SoCG issued to SSC for comment.
11/02/2021	Email from TC to AL	Providing comments on revised SoCG for Deadline 6.

- 2.1.2 It is agreed that the table above presents an accurate record of the key meetings and consultation undertaken between (1) Highways England and (2) SSC in relation to the issues addressed in this SoCG.

3 Issues

3.1 Introduction and General Matters

- 3.1.1 This chapter sets out the 'issues' which are agreed, not agreed, or are under discussion between SSC and Highways England.
- 3.1.2 The letter provided to Highways England by the Planning Inspectorate on the 20 August 2020 under Section 88 of the PA 2008 (as amended) and the Infrastructure Planning (Examination Procedure) Rules 2010 – Rule 6 (hereafter referred to as the 'Rule 6 Letter'), sets out the issues for Highways England and the relevant parties to address in their SoCG. Specifically, Annex F sets out the parties that the Planning Inspectorate wants Highways England to produce a SoCG with and the issues that they want to see addressed. This bullet point list has been replicated below¹:
1. The effect on air quality
 2. The effect on biodiversity
 3. The effect on cultural heritage
 4. Landscape and visual effects
 5. The effect of noise and vibration
 6. Socio-economic effects, including effects on delivery of development plan aims and objectives
 7. The effect on the Green Belt and whether the 'other matters' amount to Very Special Circumstances
 8. The loss of the Best and Most Versatile Agricultural Land
 9. The effectiveness of proposed mitigation to address any areas where adverse effects are identified.
 10. The draft Development Consent Order provisions and requirements including future procedures for approval of details
- 3.1.3 These issues are addressed in Table 3-1 in order, with an initial section on general principles and an 'other' section at the end to cover issues beyond that identified above. HE will continue to work with SSC to resolve outstanding issues.
- 3.1.4 This version of the SoCG covers issues raised prior to the Pre-Examination period, issues raised in SSC's Relevant Representation, their presentation at the Open Floor Hearing (OFH) on 21 October 2020 and other issues discussed with SSC since this date.

3.2 Relevant Issues related to Application Documentation

- 3.2.1 Table 3-1 shows those matters which have been agreed or yet to be agreed by the parties.

¹ The list here has been taken from the letter issued by the ExA on 28 August 2020 to clarify the Statements of Common Ground that have been requested. It should be noted that a shorter list of six matters for consideration was set out in the Rule 6 letter issued on 20 August 2020 and the Rule 8 letter issued by the ExA on 22 October 2020. The latter two documents comprised only items 1-6 of the topics listed here.

Table 3-1: Issues Related to the Application Documentation

Document	Subject	South Staffordshire Council Comments	Highways England Response	Status	Agreement likely ²
General principles of the Scheme and Relevant Planning Policy					
e.g. RR-019 (SSC's RR) and comments on SoCG (02/11/20)	Support for the Scheme	<p>SSC acknowledges the Scheme will deliver a range of economic and other benefit to the District and the surrounding area, providing matters set out in the LIR and raised by local Councillors are addressed. These benefits will potentially include:</p> <ul style="list-style-type: none"> • Relieve traffic congestion on the A460, A449 and A5, providing more reliable journey times; • Reduce air quality impacts associated with the A460 and surrounding roads; • Keep the right traffic on the right roads and improve safety by separating local community traffic from long distance and business traffic; • Reduce volumes of through-traffic in villages, improving local community access; • Investment in additional capacity will aid economic growth in the District and other nearby towns and cities by supporting the delivery and efficient operation of employment sites along the M54 corridor and surrounding areas (i.e. i54, ROF Featherstone, Hilton Cross and Hilton Main); and • Economic benefits through the construction and subsequent operation of the link road (i.e. manufacturing, business administration, plant hire, long term servicing and employment). <p>HE agree with this position and appreciate the support of the District Council.</p>		Agreed	Agreed

² Indication on likelihood that the matter will be agreed by the close of the Examination period as rate by the applicant (app) and the Interested Party (IP). Dark green = agreed, light green = high likelihood of agreement, orange = medium likelihood of agreement, red = low likelihood of agreement. Position as agreed with SSC on 02/11/2020.

SSC Local Impact Report (LIR), Case for the Scheme [TR010054/APP/7.2] and comments on SoCG (02/11/20)	Sustainable development	SSC and HE agree that the Scheme comprises 'sustainable development' in the context of the presumption in favour of sustainable development in the National Planning Policy Framework (NPPF).		Agreed	Agreed
	Relevant planning policy documents	SSC and HE agree that the relevant planning policies for the area of the Scheme within South Staffordshire are set out in the National Policy Statement for National Networks (NPSNN), NPPF, South Staffordshire Core Strategy 2012-2028, South Staffordshire Site Allocations Document (2018) (SAD) and the South Staffordshire Infrastructure Delivery Plan (2017) (IDP). The policies in these documents vary in their relevance and importance to the Scheme. Planning policies set by Staffordshire County Council (SCC) as an upper tier authority and City of Wolverhampton Council (CWC) for the very small area within Wolverhampton could also be relevant but are not discussed between SSC and HE.		Agreed	Agreed
	Policy and the principle of the Scheme	SSC and HE agree that the principle of the Scheme is supported by local planning policy. The M54 to M6 Link Road proposal is specifically mentioned in CP11 (Core Strategy) as a scheme to be delivered in the plan period and is relevant for the delivery of the Core Strategy Strategic Objective 13 in terms of improvements to transport and accessibility. The parties recognise that the Scheme is also mentioned in the SAD. The IDP recognises that the M54 to M6 link road Scheme is required.		Agreed	Agreed
	Compliance with the NPSNN	SSC broadly agree with the content of the table of compliance with relevant policy tests in the NPSNN. However, the CftS Appendix A fails to reference paragraph 5.33 of the NPSNN, which	The Case for the Scheme (CftS) Appendix A presents a table of compliance with relevant policy test in the NPSNN [AS-037]. Paragraph 5.33 of the NPSNN states that <i>'Development proposals potentially provide many opportunities for building in beneficial biodiversity or geological features as part of good design. When considering proposals, the Secretary of State</i>	Under discussion	Medium

		<p>highlights the need to consider whether biodiversity opportunities have been maximised, including via planning obligations.</p> <p>SSC and SCC's concerns around net gain were set out in an e-mail from SCC on 18 December 2020. Highways England will respond to this e-mail after Deadline 4.</p> <p>SSC is mindful of the NPSNN requirement (para 5.33) that biodiversity opportunities have been maximised, including via planning obligations, which does not appear to indicate that biodiversity improvements above no net loss are necessarily 'voluntary'. SSC supports the approach taken by SCC who are the lead authority concerning biodiversity/ecology matters</p>	<p><i>should consider whether the applicant has maximised such opportunities in and around developments. The Secretary of State may use requirements or planning obligations where appropriate in order to ensure that such beneficial features are delivered.'</i></p> <p>Highways England's view is that the Scheme is compliant with this policy, building in beneficial biodiversity features wherever possible and maximising opportunities on any land required for the Scheme. The Outline Environmental Masterplan (OEMP) [AS-112/6.11] sets out the measures incorporated. These measures are secured by Requirement 4 on the draft DCO [AS-075/3.1], which required development of a Construction Environmental Management Plan, substantially in accordance with the OEMP; and Requirement 5, which requires that a landscaping scheme be submitted that reflects the mitigation measures in the REAC (part of the OEMP). No planning obligations or other measures are required to secure biodiversity measures beyond those in the draft DCO.</p> <p>There are no existing geological features of significant value on the site.</p>		
	Compliance with local planning	The CftS Appendix B presents a table of compliance with relevant local planning policy [AS-037] .		Agreed	Agreed

	policy (SSC policy only)	SSC agree that the table in CftS Appendix B is a fair reflection of compliance against the most relevant Core Strategy policies to the scheme. Most policy requirements appear to have been addressed, with the exception of those relevant to SSC's outstanding concerns regarding scheme mitigation (see section 9 of this SoCG).			
Environmental Statement (ES) in general	ES	SSC has no objections to the findings of the ES, including the proposed study areas (in relation to all technical disciplines); the limits of deviation (i.e. the Rochdale Envelope parameters); the assigned sensitivity of receptors; the assigned magnitude of impacts; the significance of residual effects (in relation to all technical disciplines) the proposed mitigation measures; and the application of expert judgements and assumptions.		Agreed	Agreed
ES Chapter 3 [APP-042] and Appendix 3.2 Dark Lane Alignment Environmental Technical Note [APP-159/6.3]	Assessment of alternatives	<p>SSC requested an options appraisal setting out the predicted noise impact on the properties of the current option chosen and the alternative road alignments not selected.</p> <p>SSC requested to see how these have been assessed against the impacts identified by Natural and Historic England and how the decision to run the new road adjacent to the properties in Dark Lane has been arrived at.</p> <p>HE provided a briefing note on this topic to SSC on 5 November 2019 and gave a presentation to Cabinet on the optioneering process on the same day.</p> <p>This assessment is also presented in ES Chapter 3: Assessment of Alternatives [APP-042/6.1] and Appendix 3.2 Dark Lane Alignment [APP-159/6.3].</p> <p>The parties agree that the options have been assessed and the results communicated.</p>		Agreed	Agreed
	Selection of best option	Whilst SSC understand the options appraisal process and agree it has been communicated, SSC remain of the view that the alignment should have	HE is of the view that the options appraisal presented in Appendix 3.2 Dark Lane Alignment [APP-159/6.3] demonstrated that the alignment at Dark Lane set out in the DCO application is the best option, with the lowest environmental impact when considered overall.	Not agreed	Not agreed

		been placed further west to increase the separation distance between the nearest properties and the new link road.			
1. Effect on Air Quality					
Chapter 5: Air Quality [TR010054/APP/6.1] and SSC LIR	Air Quality Assessment	The parties agree that the ES appropriately assesses the effect of the Scheme on air quality and has no objections to the methodology or the findings.	Agreed	Agreed	
	Air Quality at Dark Lane	<p>The assessment submitted states that air quality standards are unlikely to be breached in Dark Lane, although air quality levels are likely to deteriorate at some properties. There would be no significant effect on air quality during either the construction or operational stage. HE and SSC have discussed the air quality and noise effects at Dark Lane throughout the preparation of the DCO application. In November 2019 HE provided a briefing note to SSC on Dark Lane and gave a presentation to the SSC Cabinet on the topic. This presentation was attended by the team's air quality and noise technical specialists who presented on the findings, with a focus on Dark Lane. There was also an opportunity for questions.</p> <p>The assessment presented in the ES shows that the annual mean NO₂ concentrations are far below the objective values. In particular, the do-minimum annual mean NO₂ concentration predicted on Dark Lane at the receptor closest to the Scheme (R312) is 17.2 µg/m³, with a do-something concentration of 19.9 µg/m³, this equates to an impact of +2.7 µg/m³. The objective limit is 40 µg/m³ so the levels are less than half of the objective levels.</p> <p>Whilst there is a deterioration (albeit a small one and far below objective levels) close to the Scheme, there are much larger improvements elsewhere on Dark Lane as a result of the reduced traffic along the A460 and the closure of Dark Lane. The do-minimum annual mean NO₂ concentration predicted on Dark Lane at the receptor closest to Cannock Road (A460) (R336) is 28.3 µg/m³, with a do-something concentration of 19.6 µg/m³, this equates to an impact of -8.7 µg/m³.</p>	Agreed	Agreed	

		The parties agree that the air quality assessment is robust and agree with the findings above.		
		Whilst SSC understand the findings of the air quality assessment, SSC remains of the view that the alignment should have been placed further west to further reduce the air quality impact at properties where a deterioration would be experienced with the link road in place.	As above, Highways England are of the view that the alignment at Dark Lane is the best alignment for the Scheme, with the lowest environmental impact.	Not agreed
SSC LIR, draft DCO [TR010054/APP/3.1] and the OEMP [TR010054/APP/6.11]	Managing construction noise and dust	SSC would like to see working practices put in place that prevent/ reduce construction noise and dust presented within a Construction Environmental Management Plan (CEMP) - to be consulted on and agreed prior to any commencement of construction. Requirement 4 on the draft DCO [TR010054/APP/3.1] requires the production of a CEMP, which is to be submitted and approved in writing by the Secretary of State, following consultation with the relevant planning authority and relevant highway authority. The CEMP should be substantially in accordance with the Outline Environmental Management Plan (OEMP) [TR010054/APP/6.11], which includes measures on construction noise and dust. The parties agree that the requirements above address the issue.		Agreed
2. Effect on Biodiversity				
ES Chapter 8: Biodiversity	Environmental mitigation	The parties agree that the current mitigation for the impacts on biodiversity is essential for the Scheme and there is no scope to further reduce mitigation		Agreed

		<p>proposals. Ecological mitigation proposed is the minimum that should be achieved.</p> <p>SSC would be strongly opposed to the loss of any existing biodiversity measures.</p>		
ES Chapter 8: Biodiversity	Biodiversity net gain	<p>SSC had some concerns regarding the lack of biodiversity net gain arising from the site and the 4.99% reduction in biodiversity that would result according to HE's own summary conclusions.</p> <p>The biodiversity net gain calculations have been amended in the latest version of the biodiversity metric calculations in Version 3 of the Environmental Statement Appendix 8.2: Biodiversity Metric Calculations submitted to the Planning Inspectorate on 9 October 2020. The changes to the Scheme accepted on 29 October 2020 reduce the impact of the Scheme on existing habitats and allow for retention and restoration of selected areas, with Version 3 reporting the figures with the Scheme changes in place.</p> <p>The Biodiversity Metric Calculations Version 3 (Appendix 8.2 [AS-103/6.3]) show that following completion of the Scheme, total biodiversity units would be marginally higher, with an area based gain of 2.21% of units (17.32 units), a linear based gain of 26.27% (8.2 units) and a 2.23% (0.33 units) gain of river habitats. The Scheme is within the range -5 % to +5 % for river and area based habitats (woodland, grassland etc.) which can be classed as no net loss in accordance with Table 11.9 of CIRIA C776a Good practice principles for development (Ref 8), and can be classed as achieving a net gain in linear (hedgerow) habitats. These improvements are realised despite the reduction in areas of mitigation planting.</p> <p>SSC would like to see a net gain in biodiversity achieved across the Scheme. Highways England but will leave more detailed comments on the technical aspects of the biodiversity methodology to SCC.</p> <p>The majority of the new development for the M54 to M6 link road is on land owned by third parties that is being obtained through compulsory purchase. In order to secure those powers, Highways England must demonstrate that the land subject to compulsory acquisition is required for the Scheme or is required to facilitate or is incidental to the Scheme (section 122 of the Planning Act 2008). This means</p>	Agreed	Agreed

		<p>that, whilst land required to mitigate the impact of the Scheme can be secured through compulsory acquisition, such powers do not extend to the acquisition of land for enhancement or gain.</p> <p>Given the principle above, net gains on the M54 to M6 link road are likely to only be achieved from creation of new habitats where land is required for other essential purposes for a Scheme, such as mitigation for flood risk, for landscape integration, reduction of visual impacts, or protection of the setting of sites of importance for cultural heritage. Highways England has continually looked for opportunities to protect and enhance biodiversity on this project through reduction of impacts, mitigation planting and identifying improvements. The Scheme will achieve a net gain for linear habitats.</p> <p>However, when taken as a whole, it has not been possible to identify a strategy that achieves an area based net gain in biodiversity due to the constraints around land acquisition.</p> <p>Discussions are ongoing on this issue.</p>		
Environmental Masterplan (proposed changes version [AS-086 to AS-092/6.2])	Scheme changes submitted 9 October 2020	<p>Originally the field south of Dark Lane was to be planted however the recent Environmental Masterplan shows that this site is no longer within the Order Limits and therefore planting within this area is no longer proposed.</p> <p>The land north of Dark Lane was also to be planted with woodland entirely, however the recent Environmental Masterplan shows a significant reduction, this is somewhat disappointing. For further biodiversity gains along with improvements to landscape character and residential visual amenity we request further woodland planting is reconsidered in line with the County Ecologists recommendations.</p> <p>The Scheme changes were accepted by the ExA on 29 October 2020.</p> <p>The reduction in environmental mitigation proposed in the Scheme changes is as a result of the reduced impact of the Scheme on existing habitats, additional survey results and more detailed ecological assessment.</p>	Agreed	Agreed

		<p>The area to the south of Dark Lane was proposed to be used as a Great Crested Newt (GCN) receptor site for holding GCN during the construction of the works as well as providing part of the permanent mitigation for the loss of ponds assumed to support GCN. Four ponds affected by the Scheme could not be surveyed in 2018/2019, it was therefore assumed that these four ponds supported GCN and would need to be replaced at a ratio of 2:1 (as required by Natural England).</p> <p>Following the results of the Spring 2020 GCN surveys it was found that none of the ponds that would be lost during the construction of the Scheme support GCN and therefore these ponds are only required to be replaced on a like for like basis (a total of eight ecology ponds).</p> <p>As the receptor site is no longer needed during the construction of the Scheme and there is a reduced need to provide replacement pond habitats, the three ecology ponds in this area and the associated terrestrial habitat included primarily to mitigate impacts on GCN are no longer required.</p> <p>In terms of using the area to the north of Dark Lane to deliver biodiversity net gains, it should be noted that HE is seeking to acquire land for the Scheme through compulsory acquisition. In order to secure those powers, Highways England must demonstrate that the land subject to compulsory acquisition is required for the Scheme or is required to facilitate or is incidental to the Scheme (section 122 of the PA 2008). This means that, whilst land required to mitigate the impact of the Scheme can be secured through compulsory acquisition, such powers do not extend to the acquisition of land solely for delivering biodiversity net gain. Unfortunately, this means this justification is unlikely to be sufficient to retain the whole of the field for planting.</p> <p>SSC accepted that HE cannot compulsorily purchase land without a policy imperative to do so. SSC support comments made by SCC on voluntary delivery of biodiversity net gain.</p>		
Information received from SSC on 07/01/21	Veteran trees	A full tree survey has been undertaken and details of veteran trees are provided in the Arboricultural Impact Assessment Report, Appendix 7.1 [TR010054/AP/6.3].	Agreed	Agreed

to address WQ 2.30		<p>Seven veteran trees have been identified within the biodiversity study area, five of which are within the Scheme boundary (T137, T227, T221, T214 and 211). T226 is shown on the Environmental Masterplan [AS-086 to 092/6.2] as a veteran tree however as set out in Appendix 7.1: Arboricultural Impact Assessment [AS-101/6.1] this tree is a prominent tree, a particularly large over-mature ash but it is not considered to be a veteran tree.</p> <p>A further 12 veteran trees were identified as part of the assessment of impacts from nitrogen deposition. These trees are located within 200 m of the affected road network but are outside the Scheme boundary. Further details of these veteran trees can be found in application document, 'DMRB Updates and the Impact on the DCO Application' [AS-059/8.2].</p> <p>An assessment of potential impacts has been undertaken in Section 8.9 of the ES chapter.</p> <p>SSC is satisfied that the tree survey has collated the relevant baseline information. SSC agrees that, based on the available information, all veteran trees with the potential to be impacted on by the scheme have been identified by HE.</p> <p>It will however be necessary for a detailed assessment to be made into the management of these veteran trees during the development and a long-term management plan is drawn up to ensure their longevity within the landscape. These comments have been made based on the information submitted by HE without the Council Arboricultural Officer having visited the site. The parties agree that over mature and veteran trees to be clearly highlighted and identified on site, including in working documents such as the CEMP.</p>			
3. Effect on Cultural Heritage					
Environmental Statement Chapter 6 [TR010054/APP/	Designated heritage assets	The Conservation Officer has considered the proposed plans and assessments and confirms	Agreed.	Agreed	Agreed

6.1] and SSC's LIR (page 18)		no major concerns with regards to the impact upon the setting of the designated heritage assets. As mentioned, the Grade I listed buildings (Hilton Hall and The Conservatory at Hilton Hall) would be within relatively close proximity of the new road, however the proposed new road will not be visible from these assets. Also, whilst there will be additional road noise, this will be adding to an already existing background noise from the M54 to the south. No conservation objections are raised upon the proposed scheme.			
Environmental Statement Chapter 6 [TR010054/APP/6.1] and SSC's LIR (page 18)	Archaeology	The County's Archaeologist leads on archaeological matters and SSC therefore has no comments to make.	Agreed. HE is liaising with the County Archaeologist on archaeology.	Agreed	Agreed
Environmental Statement	Portobello Tower	SSC requested that HE consider whether the Scheme can facilitate repairs at Portobello Tower.		Agreed	Agreed

Chapter 6 [TR010054/APP/ 6.1]	<p>Portobello Tower is a Grade II listed tower located in close proximity to the M54 to the north east of M54 Junction 1. The tower is in poor condition, derelict and inaccessible.</p> <p>ES Chapter 6 confirms that the Scheme would have no more than a temporary slight effect on Portobello Tower during construction and a neutral effect thereafter. Given the minimal effect the Scheme would have on the tower, no measures are required to mitigate the effect of the Scheme.</p> <p>Portobello Tower is an asset located outside the Order limits and works to the feature are not considered necessary or appropriate as part of the Scheme.</p> <p>Highways England submitted an application for designated funds to undertake a study to consider options for preventing degradation of, or restoration of, Portobello Tower. Unfortunately, this application was unsuccessful because Highways England had not been able to identify an owner for the asset and given that there is no public access to the Tower, the public benefits of restoration would be limited.</p> <p>SSC understands the reasons behind this decision.</p>			
	SSC has stated that the listed Portobello Tower to the east of the new M54 Junction 1 has fallen into disrepair and is at risk of further damage during construction. HE needs to be mindful of this during groundwork operations and ensure further damage does not occur.	ES Chapter 6 confirms that the Scheme is not predicted to have more than a slight effect on Portobello Tower during construction. Suitable mitigation measures will be developed by the contractor prior to the start of works to reduce the risk of any harm to the tower during construction.	Agreed	Agreed

SSC's presentation at the OFH on 21 October 2020	Mile Wall	SSC and the Parish Councils have asked that the materials from the wall are preserved and used post construction.	Mile Wall runs along the east side of the A460 from Junction 1 northbound. It is not a listed structure or recorded in the local Historic Environment Record. HE recognises the importance of Mile Wall to SSC, the Parish Councils and wider community. The parties agree the materials from the wall should be preserved and used post construction. The parties agree that the draft reinstatement proposal provided in Appendix B is acceptable. The parties agree that there will be continued liaison on this matter as the detailed design progresses up to and after a decision is made on the DCO application.	Agreed	Agreed
Issue Specific Hearing 1 and Compulsory Acquisition Hearing	Relocation of planting from the west of the new link road at Lower Pool (Plot 5/2)	<p>The parties agree that relocating the mitigation on Plot 5/2 to the east of the carriageway would be detrimental to the locally designated Hilton Park and would have a detrimental impact on the Grade I listed Hilton Hall and Conservatory due to the impact on the setting of the buildings.</p> <p>The SSC Conservation Officer (CO) is of the view that moving all the woodland planting from Plot 5/2 to the east of the carriageway would impact upon the character of the parkland. The CO notes that views from the house across the grounds are intended to include both open vistas, lone sporadic trees, water features and a backdrop of woodland and that this is the classic appearance of parkland of the type set out by Capability Brown and Humphry Repton. The CO notes that the parkland needs to be a separate element to the woodland backdrop. Highways England agrees with this position.</p> <p>The CO agrees with Highways England that the alternative planting location would impact upon the parkland itself. The CO notes that whilst Hilton Park is not a</p>		Under discussion	High

		<p>designated heritage asset, the parkland is an integral part of the grounds which surround Hilton Hall, which is Grade I listed. The park is a man-made feature and whilst it appears natural landscape, this is the intention of C18 and C19 landscape architects who strived to create these landscapes. In the CO's professional opinion the park is an important element of the whole site, and the CO would fully back the comments previously made on this by Historic England. Again, Highways England agree with this position.</p> <p>This remains 'under discussion' because SSC has not yet reviewed the Technical Note on this topic from Highways England or any information from Historic England so may wish to supplement their position above.</p>		
4. Landscape and visual effects				
Chapter 7: Landscape and Visual in the ES [TR010054/APP/6.1] and SSC's LIR (page 16)	Viewpoints and photography	HE and SSC agree that viewpoint locations are appropriate and note that the locations for viewpoint photographs were agreed by the Landscape Officer at SCC. The parties agree that between November 2018 and August 2019 meetings and consultation events have been had and discussion around landscape mitigation, night-time viewpoints and heritage viewpoints at Hilton Hall as well as further discussions on mitigation.	Agreed	Agreed
	Existing landscape	HE and SSC agree that transport and infrastructure elements influence the Scheme area, particularly at its northern and southern boundaries. These elements include the M6 (six lane motorway) and the M54 (a four-lane motorway), which divide the landscape, and add perceived highway influences. This effect is compounded by the busy A460 Cannock Road, which carries many cars and HGVs as they move between the M6 Junction 11 and the M54 Junction and therefore landscape value is considered to be low across numerous viewpoints.	Agreed	Agreed
	Reduction/mitigation of	HE and SSC agree that the Scheme has been designed, as far as possible, to avoid and minimise impacts and effects on the landscape and visual environment. Several mitigation measures have been identified to reduce, remediate or	Agreed	Agreed

	landscape effects	compensate likely significant adverse environmental effects. These measures include some remodelling and woodland tree and shrub planting to help filter views.			
SSC's LIR page 17	Timing of mitigation planting	<p>SSC highlighted that the potential for early planting should be set out and the key locations for consideration are: either side of the Scheme to the north of Hilton Lane; to the west of the construction compound at Featherstone; and to the west of the Scheme adjacent to Brookfield Farm. This early planting would allow for visual effects to be reduced during construction and in Year 1, as the trees are more mature would filter views to the Scheme and its construction at an earlier stage.</p> <p>The parties agree that the potential for early planting can be considered in the development of the Construction Environmental Management Plan to discharge Requirement 4 on the draft DCO. The majority of areas of planting are also required for other purposes which may make early planting challenging or not possible. However, Highways England will consider planting as early as possible in the construction programme.</p> <p>Whilst Highways England recognise that early planting is desirable and will commit to looking for opportunities to do so, it is not considered necessary to mitigate the construction impacts of the proposal.</p>		Agreed	Agreed
E.g. SSC's LIR page 17	Fence to the south of Dark Lane	SSC view the existing green fence to the south of Dark Lane as being unsightly and would welcome the replacement of this fence with a more visually pleasing boundary treatment (e.g. native species buffer planting) as part of the application.	The fence is not within the highway boundary and is currently owned by the landowner of the adjacent land. The landowner would like the fence to remain and is concerned that the fence provides sufficient security for their remaining land. The desire for a secure boundary and SSC's desire for a visually pleasing boundary treatment are not necessarily complementary. The parties understand and agree that this means that the provision of the boundary treatments are subject to agreement with the	Under discussion	High

			<p>landowner and agreements on maintenance responsibilities of the hedge.</p> <p>SSC and Highways England agree that the optimum solution in this area would be a fence that is secure but more attractive, with parties agreeing that the fence type provided in Appendix C would be acceptable. The parties also agree that a hedge should be provided between the fence and Dark Lane to provide biodiversity benefits and further improve visual appearance. The parties agree that this hedgerow will be provided where it is possible and beneficial to do so. In particular, it is unlikely that there would be sufficient room for a hedge and a fence to the east of the last property along Dark Lane without felling trees behind, so in this location only a fence would be provided. Further discussion is needed with the landowner and SCC on hedge maintenance. This issue remains under discussion as the approach has not been finally agreed with the landowner and other parties such as SCC.</p>		
5. Noise & Vibration Effects					
Chapter 11: Noise and Vibration [TR010054/APP/6.1] and SSC's LIR p13-16	Noise and vibration	SSC is content that the ES appropriately assesses the effect of the Scheme on noise and vibration and that impacts would be managed through adherence to mitigation measures detailed in the OEMP. SSC agree that the mitigation measures proposed are appropriate (although please note line below on the height of noise barriers). SSC has no objection to the Scheme on noise grounds, having consulted SSC's Environmental Health officer.		Agreed	Agreed

Appendix 11.2 [TR010054/APP/ 6.3]	Noise baseline monitoring	SSC is content that the baseline monitoring undertaken to inform the baseline conditions is adequate.	Baseline monitoring is reported in Appendix 11.2 of the ES [TR010054/APP/6.3]	Agreed	Agreed
Chapter 11: Noise and Vibration [TR010054/APP/ 6.1] and LIR page 15	Noise barriers	<p>SSC's LIR states: 'mitigation in the form of an approximately 3.0 m high reflective noise barrier (on the west side of the main line) is proposed. Similar fencing is also proposed where the road passes close to Brookfield Farm, yet approximately 2.5 m high.'</p> <p>The height of the noise barrier at Dark Lane was increased from 3 m to 4 m, and the barrier at Brookfield Farm from 2.5 m to 3 m as a result of updates to Chapter 9 following the update to the Design Manual for Roads and Bridges (DMRB) guidance. The results of the revised assessment and the changes to noise mitigation measures are reported in revision 2 of the Noise and Vibration Chapter submitted on 30 July 2020 [AS-046/6.1].</p> <p>A letter was sent to SSC on 3 June 2020 explaining the changes to the noise chapter and attaching a revised version of the noise chapter and appendices. The change in height of the noise barriers was not due to any change to traffic levels or the design. It is due to the change to the DMRB methodology, which meant that the same traffic levels are predicted to give rise to a different noise effects.</p> <p>SSC and HE agree that the above is the correct approach.</p>		Agreed	Agreed
6. Socio-economic effects					
N/A	Socio- economic benefits	SSC agrees that the link road has an important role in improving connectivity and in relieving traffic congestion in the local area, in particular on the A460 which is operating at capacity. It is also agreed that the link road will bring economic benefits to the district and the wider sub-region, including helping support the delivery of key strategic developments around the M54 corridor. Therefore, the principle of a proposed new link road is supported by SSC.		Agreed	Agreed

7. Effect on the Green Belt and whether the 'other matters' amount to Very Special Circumstances				
Case for the Scheme section 8.6 [TR010054/APP/7.2] and SSC's LIR page 11-13	Effect on the Green Belt and inappropriate development	<p>SSC and HE agree that the majority of the Scheme is located in the Green Belt and that a Green Belt location is required given that the land between the two junctions is situated in the Green Belt.</p> <p>SSC and HE agree that the Scheme would have an adverse effect on the openness of the Green Belt, although the impact is limited by the low-lying nature of the majority of the link road.</p> <p>SSC and HE agree that there is no conflict with purposes a), b), d) and e) of the Green Belt as set out in the NPPF. The parties agree that the development would conflict with purpose c) of the Green Belt, because it would involve encroachment into the countryside.</p> <p>Given that the development would harm the openness of the Green Belt and conflict with the purpose of safeguarding the Green Belt from encroachment, the parties agree that the Scheme is 'inappropriate development' as defined in the NPPF.</p>		Agreed
	Very Special Circumstances (VSC)	<p>SSC confirm that a case can be made that the other considerations amount to the VSC required to outweigh the identified harm to the Green Belt, both in terms of the schemes inappropriateness and its conflict with one of the main purposes of including land in the Green Belt (i.e. encroachment). However, ultimately, the decision lies</p>	<p>The VSC for the Scheme include:</p> <ul style="list-style-type: none"> the need for the new link road: The NPSNN (paragraph 2.2) is clear that there is a critical need to improve national networks to address road congestion and provide safe, expeditious and resilient networks that better supports social and economic activity. The need for the M54 to M6 Link Road project is set out in numerous national and local policies and plans (see CftS section 8.6 [APP-220/7.2]). the benefits of the Scheme: the Scheme would support the integration and improvement of part of the Strategic Road 	Agreed

		with the Inspector(s) on this matter.	<p>Network, whilst supporting economic growth in and around Staffordshire. It would support delivery and efficient operation of employment sites along the M54 corridor and surrounding areas such as i54, ROF Featherstone, Hilton Cross and Hilton Main. The Scheme would deliver significant benefits in respect of relieving of traffic congestion on local routes including the A449, A5 and A460; and</p> <ul style="list-style-type: none"> the lack of alternatives with a lesser impact on the Green Belt: the Green Belt designation covers a wide area to the north, east, south and west of the Scheme. The purpose of the Scheme is to provide a link for strategic traffic travelling between the M54 Junction 1 and the M6 Junction 11. The location of the Scheme is therefore dictated by the location of these junctions and all possible routes for the new link road would pass through the Green Belt. The need to reduce the impact on the Green Belt has been considered throughout optioneering and Scheme design, resulting in a Scheme that minimises harm to the Green Belt where possible. <p>Given the location of the M54 Junction 1 and M6 Junction 11, it would not be possible to deliver a new link using land that is outside of the Green Belt. There are no alternative options to deliver the Scheme in a non-Green Belt location and a</p>		
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			demonstrable need for the Scheme. The need for the Scheme and lack of alternatives present VSC strongly in favour of the Scheme.		
	Green Belt and planning balance	As stated above, SSC accepts that a case can be made that the other considerations in this case amount to the very special circumstances required to outweigh the identified harm to the Green Belt. In this respect, the proposal would accord with Green Belt policy in the NPPF and NPSNN.	Overall, whilst the Scheme will affect the key essential characteristics of the Green Belt and one of its purposes, this would be the case for any Scheme providing a new link between the M54 and the M6, and impacts have been limited wherever possible in the Scheme design. Whilst there is an impact on openness and permanence, and it will entail encroachment into the Green Belt by virtue of being within it, the harm is limited by: the low lying nature the Scheme including minimising lighting and using cuttings; a sensitive landscaping design; the route of the Scheme; and the fact that by the nature of the development, it will not encourage further development in the Green Belt. Indeed, the Scheme may encourage urban regeneration and use of brownfield land, for example at ROF Featherstone. The VSCs presented in the rest of the CftS are significant and clearly outweigh the harm to the Green Belt, when this harm is attributed substantial weight, and all other harm. Therefore, the Scheme complies with policy on the Green Belt presented in the NPSNN and the NPPF.	Agreed	Agreed
8. The loss of Best and Most Versatile Agricultural Land					
N/A	Agricultural land	SSC and HE have not had detailed discussions on this topic, nor is it assessed in detail in SSC's LIR.		Agreed	Agreed

9. The effectiveness on proposed mitigation to address any areas where adverse effects are identified

ES [TR010054/APP/ 6.1] and SSC's LIR [REP1-097]	Environment al mitigation	<p>SSC has expressed concerns on mitigation over:</p> <ul style="list-style-type: none"> • Potential for further improvements through works to the fence to the south of Dark Lane (see landscape and visual effects section above) and the associated removal of buffer planting south of Dark Lane from the order limits (see row with subject 'Scheme changes submitted 9 October 2020' above) • Biodiversity (see comments under row above titled 'ES Chapter 8, Biodiversity- net gain') • Reduction in mitigation proposed by the Scheme changes (see 'other matters' section below). <p>SSC is otherwise content with the proposed mitigation and agrees it will address adverse impacts as far as possible.</p>	Agreed	Agreed
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10. The draft Development Consent Order provisions and requirements including future procedures for approval of details

Draft DCO [TR010054/APP/ 3.1] Issue Specific Hearing 3 and SSC's response provided at Deadline 4.	Draft DCO	<p>At Issue Specific Hearing 3 on the Draft DCO, the Examining Authority asked whether the Council would require recompense, if required to assess a risk assessment under Schedule 2, Part 1 (6).</p> <p>SSC can confirm it is likely to require recompense, if a risk assessment/remediation Strategy needs to be reviewed by the local planning authority. The likely cost of this work will depend on the level of information/details provided by the applicant. Is the applicant able to provide further information on this and the potential mechanism for securing such recompense? Highways England will consider and respond to this point.</p> <p>SSC noted on 8 January 2020 that the obligations set out in Parts 4,5,6 and 7 of the DCO all relate to the undertaker. There does not appear to be any reference to the local planning authority. Can this be included for clarity? (SSC notes that there are requirements on the undertaker as to service of notices and payment of</p>	Under discussion	High
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		compensation to owners/occupiers of the land they will be entering/surveying or acquiring temporarily for the undertaking works. So, if SSC is owner of any of the land to be acquired compulsorily then these provisions will be relevant to the Council). Highways England will consider and respond to this point. SSC has no other comments to make on the draft DCO or requirements within, but as discussed at Issue Specific Hearing 3, will support comments made by SCC and Councillor Cope. Highways England understands this position.			
Other matters					
N/A	Mill Lane	SSC expressed concern that closing off Mill Lane where it meets the A460 will increase the likelihood of fly tipping and therefore request an appropriate gate be installed at any blocked roads with the appropriate authority.	HE listened to SSC's concerns on this issue. In addition to SSC's concerns, a number of local people voiced concerns that closure will require large articulated lorries to head north and pass through the village of Shareshill. There are tight bends, difficult junctions and pinch points along the alternative route that may cause difficulties for these vehicles and the local residents. For reasons raised by SSC and local people it is proposed that Mill Lane is kept open to traffic. This change was incorporated into the design prior to submission of the Application in January 2020.	Agreed	Agreed
N/A	Site Compounds	SSC requests that the temporary site compound to the west of Junction 11 and Junction 1 is restored to its existing condition. SSC request that all planting proposals be conditioned. The two site compound areas would be permanently acquired by HE for environmental mitigation so would be restored in a way that would increase biodiversity and incorporate woodland screening (for the compound west of Junction 1). This means that the site compound areas would be restored, but not to exactly the existing condition.		Agreed	Agreed

		<p>Requirement 4 on the draft DCO [TR010054/APP/3.1] ensures that no development will commence until a CEMP has been submitted and approved by the Secretary of State (following consultation with SSC and SCC). The CEMP must reflect the mitigation measures set out in the Record of Environmental Actions and Commitments table (presented in chapter 3 of the Outline Environmental Management Plan [TR010054/APP/6.11]) which includes a wide range of environmental mitigation measures. Requirement 5 on the draft DCO similarly ensures that the developments is landscaped in accordance with a landscaping scheme, which should be based on the environmental masterplan (figures 2.1-2.7 in the ES [TR010054/APP/6.2]). These two requirements ensure all planting proposals are implemented.</p> <p>The parties agree that this is adequately secured in the draft DCO.</p>		
E.g. SSC's LIR	Pedestrian Amenity	<p>SSC would welcome HE exploring opportunities to improve local amenity for local people, eg. pedestrian safety close to areas of construction eg. a pedestrian crossing in Westcroft or improving footpath conditions and signage in Featherstone.</p> <p>The proposals for improvements and diversions of Public Rights of Way are shown on the Streets, Rights of Way and Access plans [TR010054/APP/2.7] submitted with the application.</p> <p>No measures are proposed outside the Order limits as part of the DCO application.</p> <p>However, Highways England has accepted a 'Designated Funds' application for an initial feasibility study to identify opportunities to provide improved NMU routes along the existing A460. This will be developed in partnership with key stakeholders including SCC, separately to this DCO application.</p> <p>If the feasibility study concludes that local cycleway improvements would deliver tangible benefits for the local community, Highways England will undertake a prioritisation process to determine which schemes to apply Designated Funds to.</p>	Agreed	Agreed

		The parties agree that designated funds is the most appropriate way to deal with this point and the measures are not part of the DCO application.			
Councillor Cope's oral presentation at OFH1 (21 Oct 2020)	Pedestrian Amenity	<p>SSC would welcome consideration of a direct pedestrian link to Hilton Cross employment site.</p> <p>SSC notes the applicant's response to Cllr Cope's submission [REP1-77] provided on pages 14-15 of Applicant Responses to Documents Received at Deadlines 1 and 2 [REP3-037/8.15]. SSC will review the Technical Note to be provided at D4 and will make further representations at this stage following discussions with Councillor Cope.</p> <p>SSC understand that discussions are ongoing on this issue.</p>	<p>A footpath and cycle link between the A460 at Featherstone and the Hilton Main employment site is provided across the dumbbell roundabout and then south to join the A460 south of M54 Junction 1. This route is shown in pink on the Streets, Rights of Way and Access Plans Regulation 5(2)(K) Sheet 4 of 10 [AS-068/2.7].</p> <p>Without the Scheme, the distance between Featherstone post office and Hilton Cross Strategic Employment Site is approximately 900m via the existing roundabout at M54 Junction 1. At an average walking speed of 4 mph this would take around 8 minutes and 30 seconds. This route requires the un-controlled crossing of two busy slip roads where vehicle speeds around the existing circulatory carriageway can be excessive, posing significant risk to non-motorised users, and potentially increasing the journey time.</p> <p>Once the Scheme has been constructed the same route will be via the three new roundabouts at M54 Junction 1. This will increase the distance to approximately 1440m, an increase of 540m. At an average walking speed of 4 mph this would take approximately 13 minutes and 30 seconds. This represents an increase in journey time on foot of 5 minutes.</p> <p>The new route will still require un-controlled carriageway crossings, however traffic flows at</p>	Under discussion	Medium

			<p>Junction 1 would be reduced, with the junction predominantly used by local traffic, with long distance (HGVs) traffic utilising the free flow link to the mainline of the Scheme. This is anticipated to improve the amenity and perceived safety of this route. Furthermore, the new Scheme will provide a shared cycle/footway as a replacement for the existing footway, offering an improvement of connectivity for cycle users. Overall, it is considered that this increase in journey time would result in a slight adverse effect on pedestrians but a slight beneficial effect on cyclists through the introduction of cycling facilities, as reported in Chapter 12: Population and Human Health [APP-051/6.1]. The proposed provision is the optimal design solution at this location.</p> <p>For further detail on the alternative options considered and the reasons these have been rejected see the Applicant's response to Cllr Cope's submission [REP1-77] provided on pages 14-15 of Applicant Responses to Documents Received at Deadlines 1 and 2 [REP3-037/8.15].</p>		
Streets, Rights of Way and Access plans [TR010054/APP/2.7]	Green Bridge	SSC requests that access be maintained to the PRow from Shareshill that cuts through Brookfields Farm and continues East before being directed south to cross the M6 at Hilton Lane. It is suggested that the access track be	<p>HE agrees that maintaining access would be beneficial and SSC's recommendations regarding provision of a single bridge to retain the PRow and land access were incorporated into the design prior to submission of the Application in January 2020.</p> <p>The PRow (bridleway) in question, Shareshill 1, is proposed to be realigned to cross the proposed link road on the accommodation bridge south of</p>	Agreed	Agreed

		converted into a green bridge to double as an access track for the farm and a PRow for access to the countryside.	Brookfield Farm. However, it is not proposed to provide a green bridge at this location.		
e.g. SSC's presentation at the OFH on 21 October 2020	Weight restriction	SSC requests that a weight restriction is placed on the A460 for vehicles approaching from the south, with the exception of the stretch of road between the new Junction 11 and M6 Diesel. This would effectively mean that HGV's could only access M6 Diesel from Junction 11.	<p>HE's position is that the DCO application should not include this provision because:</p> <p>1/ The Scheme will achieve a significant reduction in the number of HGVs using the A460 without this measure. Without the Scheme in place there is forecast to be 3,114 HGVs per 12-hour day on the A460 stretch through Hilton in 2024. The traffic model forecasts that this would reduce to 279 HGVs over a 12-hour day in 2024 with the Scheme in operation. Given this very significant (90%) reduction in HGV use resulting from the construction of the link road, HE does not agree that it is necessary for the DCO application to also incorporate a weight restriction along the A460.</p> <p>2/ When considering the traffic using M6 Diesel and a 'worst case scenario' in terms of future HGV use of the A460, traffic is still very significantly lower than at present. HE notes that SCC (as highway authority) has agreed that the traffic model is robust and does not challenge its conclusions. It is recognised that SCC, like SSC, is nevertheless continuing to request a weight restriction along the existing A460 post construction of the Scheme.</p>	Not agreed	Not agreed

			<p>3/ No evidence or rationale has been provided by SSC or SCC on why the residual HGV use of the A460 would be unacceptable.</p> <p>4/ No evidence has been provided to conclude that the weight restriction as proposed (or any alternative) would be effective or that it would not cause unintended adverse effects.</p> <p>There are a number of weight restrictions already in the area and care would need to be taken over the implementation of any weight restriction to ensure a restriction did not have undesirable effects by routing HGVs onto more minor surrounding roads.</p> <p>5/ The A460 is a road operated by SCC. The length of the A460 between the M54 and the M6 is maintained by SCC as the local highway authority (LHA). Once the strategic trips have been removed from this length of the A460 through Featherstone and Shareshill, SCC will have more potential options for the control of HGV movements. However, this seems like a measure that could be planned and implemented by SCC at some future date if deemed necessary and appropriate.</p>		
Comments received from during statutory consultation in May-July 2019. HE reported back on how comments were	M54 Junction 1	SSC and HE agree that the proposed junction arrangement at Junction 1 of the M54 is acceptable.		Agreed	Agreed
	M6 Junction 11	<p>SSC wished to ensure that capacity at the Junction is future proofed to accommodate increases in traffic well into the future to avoid tailbacks along the new link road and from the M6 Toll impacting on the junction.</p> <p>The design of the junction was informed by the forecast 2039 traffic flows (Core' scenario). The Scheme design aims to meet the needs of all road users and be as 'future proof' as possible. LinSig modelling indicates that the roundabout is</p>		Agreed	Agreed

addressed in a briefing note and presentation on 6 November 2019.		operating within its operational capacity at all peak times using 2039 flows and there is no significant queuing on the approaches. This position is agreed.			
Transport Assessment Report [TR010054/APP/7.4] and Outline Traffic Management Plan [TR010054/APP/7.5]	Inclusion of developments in the traffic model	SSC request confirmation that the road scheme has been modelled in terms of the proposed West Midland Interchange both during its construction and operation.	HE considered that the WMI was 'more than likely' to be delivered and therefore specifically represented this site as approximately 743,000 m ² of mixed-use industry and storage as a modelled zone within the "Core" local traffic forecasts for the Scheme. As a specifically represented local development site, the trip generations, trip distributions and highway infrastructure improvements associated with the WMI development site were included in the local traffic forecasting process. These forecast trip demands were then assigned onto both the 'Do-Minimum' (no Scheme but including the WMI roads) highway network and onto the 'Do-Something' (with Scheme and including WMI roads) highway network. Schedule 2, Part 1 of the draft DCO [TR010054/APP/3.1] requirement 10 requires the production of a traffic management plan (TMP) prior to the commencement of development. The TMP would consider ways to minimise disruption to existing highway users during construction. HE will liaise with Four Ashes Ltd to manage the construction periods of the two developments in a way that minimises local impacts as far as possible.	Agreed	Agreed

E-mail correspondence between KH and AL/AK in May-July 2020 and meeting on 19/09/20	ROF Featherstone	<p>ROF Featherstone is allocated in the 2018 SAD DPD. The Examination into the SAD also confirmed that the ROF Featherstone employment site was deliverable. HE has not assessed the deliverability of the site as a whole or either of the two access options but has no reason to question SSC's assertion that the site is deliverable.</p> <p>The parties agree that the ROF Featherstone site would make a significant contribution to the regional economy and meeting the well-established unmet employment needs of the wider economic market area. As such, the delivery of this employment growth is essential, not only to the continued economic growth of the District, but also on a regional level.</p> <p>The parties agree that the delivery of the M54 to M6 Link Road would assist the attractiveness of ROF Featherstone by improving capacity on the road network.</p>		Agreed	Agreed
		<p>SSC questioned why ROF Featherstone had not been included in the traffic model given that it was an allocated, deliverable site. At the SAD Examination, it was confirmed by the Planning Inspectorate that two proposed access routes (Road Options 7 & 9) were both deliverable. Following adoption of the SAD discussions with the site promoters indicated that Option 9 was the most likely solution. However, since this time SSC has worked with stakeholders to</p>	<p>ROF Featherstone was not included in the core scenario traffic forecasts. Traffic modelling/allocation and inclusion of development sites has been undertaken in line with the Department for Transport's Transport Appraisal Guidance (TAG) unit M4 (https://www.gov.uk/government/publications/tag-unit-m4-forecasting-and-uncertainty). The TAG provides a table within Appendix A (also see Table 4.1 on page 45 of [REP3-037/8.15]) that describes how potential developments should be categorised and when they should be included in the traffic model. It specifies that 'Near certain' developments should be included, 'More than Likely' <i>could</i> be included and 'Reasonably Foreseeable'/'Hypothetical' should not. The definition of 'More than Likely' includes developments where a planning application is imminent or within the</p>	Agreed	Agreed

		<p>select a preferred access route (Option 7).</p> <p>It is vital that the final M54/M6 Link Road allows for the traffic generated by ROF Featherstone in the design of this Scheme.</p> <p>This position is agreed subject to the text provided in the row below by Highways England.</p>	<p>consent process. 'Reasonably Foreseeable' includes sites identified within a development plan. In March 2019 the site was therefore categorised as 'Reasonably Foreseeable' with an allocation but no application imminent. According to the guidance the site should therefore not be included.</p> <p>At the time that the Scheme's uncertainty log was developed, it was also confirmed with Ed Fox (19 March 2019) at SSC that the ROF Featherstone development was 'dependent' on the Scheme.</p> <p>The TAG sets out the criteria for "The Without-Scheme Forecast" in Section 7.4 and the "With-Scheme Forecast" in Section 7.5. Paragraph 7.5.1 states: "... <i>housing or other developments that depend on the scheme must not be included in the with-scheme forecasts</i> ". Note: The TAG Unit emphasises "must not" in bold text.</p> <p>This is because a primary purpose of the traffic model is to evaluate the environmental impacts and economic business case of the Scheme. If a development is dependent, it would be excluded from both the 'do minimum' case and the 'do something' case, effectively disassociating the trips generated (and the development's related environmental effects) of the ROF Featherstone development from the construction of the link road. Including dependent development only in the 'Do-Something' case would skew the assessment incorrectly and would have meant that the road Scheme would not have been appraised in line with central government's guidance.</p>		
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			<p>There were originally several access options being considered for the ROF Featherstone site. The email from Ed Fox (19 March 2019) also confirmed that <i>'at this stage, there is both an equal likelihood of Options 9 and 7 coming forward'</i>. Option 9 travelled south along Cat and Kitten Lane to take traffic to join the A460 Cannock Road south of the M54 Junction 1. Option 7, the one likely to proceed, instead travelled west from the site to take traffic to join the A449 Stafford Road north of M54 Junction 2. Given the uncertainty over the access, it would have been difficult to model the site, even if it had not been excluded for the above reasons.</p> <p>However, the trip-end growth forecasts in the traffic model for the link road are from the DfT's National Trip End Model (NTEM), which includes an allowance for population growth and economic growth within each local planning authority area. Therefore, the traffic associated with economic growth in the area is nevertheless considered as part of the general growth model. Each time a development site is specifically modelled, the trip-end growth across the remainder of the District is reduced; which is done to avoid double-counting of trip growth. Modelling individual sites is therefore likely to give greater accuracy by predicting where trips will join a network but will not necessarily result in greater forecasts of the amount of traffic on the network. Therefore, even if ROF Featherstone had not been dependent development and detail on the access had been known in Spring 2019 such that the</p>		
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			site was included in the traffic model, this would be unlikely to significantly alter the strategic traffic model produced for the link road Scheme.		
		<p>SSC requested reassurance that the ROF Featherstone development would not be asked to fund improvements to the strategic highway network where issues were attributable to the construction of the link road rather than the ROF Featherstone development.</p> <p>Highways England confirm that no contribution will be sought from the developers of ROF Featherstone for any improvements to M54 J2 in the event that St Francis Group's TA demonstrates, to the satisfaction of Highways England as highway authority for M54 J2, that there are no issues at the junction in the opening year of the ROF Featherstone development. This confirmation has also been provided to Staffordshire County Council and St Francis Group.</p> <p>It is understood from the e-mail from Steve Eggleston (i-transport, representing St Francis Group) on 17 September 2020 that the ROF Featherstone development is likely to be open in part by 2022, with the M54 to M6 link road construction due to complete in 2024.</p>		Agreed	Agreed
E-mail correspondence between KH and AL May-July 2020	I54	SSC also emphasised the importance of the i54 site as an allocated site with an allocated extension and questioned whether the site had been included in the traffic model.	The i54 site was modelled as a specific site in the traffic model. The traffic model accounted for trip generation arising from 156,200m ² of floorspace. The trip generation figures for the Jaguar Landrover part of the site were taken from the Transport Assessment for the 2015 planning application. The trips from this site were added manually to the model despite the site being operational in 2019 as	Agreed	Agreed

		<p>Recognising that SCC have no issues, this position is also agreed with SSC.</p>	<p>without adding the site specifically, the model did not accurately reflect traffic in the area. Trip generation for the remainder of the site was estimated based on an assumption of 62,700m² of additional floorspace.</p> <p>The planning application for the i54 Western Extension (18/00637/OUT) assumes a worst case in terms of development size, allowing for 100,000m² of floorspace. Therefore, the modelled site in the Scheme traffic model accounted for 37,300m² less floorspace than the worst case assessed in the Transport Assessment for the application. There may also be some areas of the i54 main site and/ or the Western Extension that were not operational in 2019 or part of either the 2015 or 2018 planning applications.</p> <p>However, the general growth in traffic will still have been accounted for as part of trip-end growth forecasts from the DfT's National Trip End Model so the only question would be whether a potential underestimate of floorspace at the i54 site specifically would change the traffic at M54 Junction 1 and along the link road from the general increase in traffic to such an extent that it would affect the junction capacity or link road design. Given the location of i54 and the Scheme, HE does not think there is an issue with how i54 has been dealt with in the traffic model.</p>		
E-mail from SP on 18/08/20	Adequacy of Scheme	SSC is happy with the approach to the consultation on the Scheme changes.		Agreed	Agreed

	Changes Consultation				
SSC minutes 09/09/2020	Scheme Changes	SSC has no issues with the Scheme changes and understand the rationale behind them. SSC would like to be involved in discussions on how to manage the closure of M54 Junction 1 if changes are taken forward.	HE welcomes SSC's position in respect of the Scheme changes accepted on 29 October 2020 and agrees that the implementation of appropriate traffic management options will be key and will be resolved through the TMP which is to be secured via requirement 10.	Agreed	Agreed
E-mail from Cllr Cope dated 23/11/20	Fly-parking/ fly tipping	<p>SSC raised a concern over the 'dead end' area where the present A460 meets Junction 1 on the M54 and the potential for this area attracting fly-tipping/ fly-parking following closure. Request that 'safety by design' principles are considered in the design of the area.</p> <p>The turning head proposed at the end of the cul-de-sac is not designed to accommodate for the turning of HGVs therefore it is anticipated that the likelihood of HGV parking in this area is low as vehicles would be unable to exit without reversing. Furthermore, to discourage 'fly parking' it is anticipated that the existing no waiting restriction will be reinstated along this section of the A460 post completion of the Scheme.</p> <p>Areas of existing hard standing that are no longer required will be perforated and top soiled to allow planting and the softening of road closures. New planting is proposed to soften the closure as identified on the environmental mitigation plans. The closure is very close to the last property to provide natural surveillance in the area so any fly-tippers would need to drive past these properties and reverse back out. This is likely to make it undesirable for this purpose.</p>		Agreed	Agreed

		SSC understands that this matter has been agreed by the Parish Councils, Councillor Cope and SCC. Therefore, SSC has no further comments on this matter.			
E.g. SSC's presentation at the OFH on 21/10/20 Councillor Cope's oral presentation at OFH1 (21 Oct 2020)	Dark Lane closure and fly-tipping/ fly parking	SSC queried the proposed junction details of Dark Lane following the completion of the Scheme and raised concerns about fly-tipping and fly-parking at the end of the road.	Following feedback from stakeholders, including SSC, the generic turning head detail proposed was removed from the end of Dark Lane. This is because local residents raised concerns that this turning head could encourage anti-social behaviour or fly tipping. The turning head has been removed and it is proposed that refuse vehicles will use the junction with Park Road to turn around, with the proximity of the junction within tolerances for refuse to be collected from the properties north of the junction. Dark Lane would terminate just beyond the driveway of the last residential property to allow residents to reverse out of their driveway.	Agreed	Agreed
Meetings in 2019/2020	Potential housing site to the south of Brookhouse Lane, Featherstone (Site 170 in the Local Plan Review promoted by Persimmon).	The site under option by Persimmon has been refused planning permission locally in the past, with the appeal dismissed by the Secretary of State. Subsequent to this, the site was considered through the SAD as an option for allocation but was not taken forward. The Local Plan Review process is ongoing and the outcomes of this process cannot be pre-judged. However, at present there is no intention to allocate any further sites for housing in and around Featherstone in the Local Plan Review. The Local Plan Review period is until 2038, indicating that the site is unlikely to be allocated before that date. There has been a large amount of development in the surrounding area to date and the Persimmon site is in the Green Belt. The Planning White Paper does		Agreed	Agreed

		throw up a lot of uncertainty for planning generally but at present, it is hard to see how any changes would lead to the allocation of this site in the future.		
SSC minutes 09/09/2020	Site being promoted by Nurton for employment use	<p>The Local Plan Review process is ongoing and the outcomes of this process cannot be pre-judged. This site has been promoted for many years and is in the Green Belt. Alternative sites for employment were allocated through the SAD in this locality.</p> <p>Whilst it is not possible to confirm with certainty whilst the Local Plan Review is ongoing, SSC does not consider that there is sufficient evidence to suggest that the allocation of this site is likely at this point in time.</p>	Agreed	Agreed

Appendix A – Personnel involved

Initials	Name	Role or Discipline	Organisation
AK	Andrew Kelly	Project Manager	Highways England
AL	Alison Leeder	DCO and Planning Lead	AECOM
AMa	Alex Maddox	Environmental Consultant	AECOM
CT	Chloe Temple		AECOM
DE	David Elliot	Transport	AECOM
DL	David Last	Deputy Project Manager	AECOM
DT	Dyfan Thomas	Highways	Amey
EF	Ed Fox	Local Plans	SSC
GH	Gareth Hodgkiss	Air Quality Specialist	AECOM
GM	Grant Mitchell	Enterprise and Growth	SSC
JG	John Gerring	Strategic Planning	SSC
JH	Jon Harvey	Stakeholder Engagement	AECOM
KH	Kelly Harris	Strategic Planning	SSC
NP	Nick Phillips	Senior Transport Planner	AECOM
SF	Sue Frith	Planning	SSC
SS	Suzanne Scott	Noise and vibration	AECOM
TB	Tom Bennett	Former Stakeholder Lead	Amey
TC	Tom Cannon	SSC representative from Oct 2020	Haywood Planning Services
TP	Tamara Percy	Environmental Lead	AECOM
PW	Patrick Walker	Senior Policy Planner	SSC

Appendix B: Draft Mile Wall Reinstatement Proposal

DRAFT

EXISTING WALL RETAINED

ALIGNMENT OF REBUILT WALL

SHEET 4

1 WALL CREATES A GATEWAY FEATURE AND LINKS TO LENGTH OF WALL RETAINED ON THE EXISTING A460

2 Although on opposite sides of the realigned A460 there is a spatial continuity along the road. New end piers would add to the gateway strategy.

In both locations the wall would be placed to be visible - avoiding bottom of a slope etc. and the design attempts to provide historic continuity.



Appendix C: Example fence

