

## DEADLINE 9 SUBMISSION

M54-M6 LINK ROAD  
M6 DIESEL SITE AT SAREDON



<b>Project</b>	M6 Diesel site at Saredon & M54-M6 link road		
<b>Document Number</b>	SAR-BWB-GEN-XX-RP-TR-0009	<b>BWB Ref</b>	NTH2442
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<b>Approved</b>	Peter Selfe (M6 Diesel)	<b>Date</b>	14.04.2021

## 1 INTRODUCTION

1.1 This document contains M6 Diesel's submission for Deadline 9 and comprises:

- Our comments on the Applicant's Deadline 8 submission which contains their response to Deadline 7 submissions including that from M6 Diesel (this is the Applicant's document 8.28 [REP8-029]); and
- The Final Position of M6 Diesel in relation to matters examined that affect M6 Diesel.

## 2 COMMENTS ON THE APPLICANT'S DOCUMENT 8.28

2.1 The Applicant considers, in response to the commentary on Q3.5.9, that there is no justification to make an exception from the Applicant's standard practice to enable signage to M6 Diesel to be provided.

2.2 We clearly disagree with this statement for the reasons set out in our Written Representation [REP1-080] and written submission of the oral case following the issue-specific hearing on traffic transport (ISH2) [REP4-054], and our view remains that there are strong socio-economic and traffic management / road safety reasons for signage to be provided at M6 Junction 11.

### A303 Sparkford to Ilchester dualling scheme

2.3 In our Written Representation [REP1-080] we included a direct quotation from the Department for Transport letter on the A303 Sparkford to Ilchester dualling scheme.

2.4 We have reviewed recent correspondence on that scheme and in light of the concerns raised, which were in relation to the adverse socio-economic impact on the Matia Diner and adjacent filling station, Highways England have committed to provide add more detail to the signage as set out in para 6.3.32 of their response to the consultation as found in this document: <https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010036/TR010036-001602-9.44%20Submission%20in%20response%20to%20the%20Secretary%20of%20State's%20letter%20dated%2021%20July%202020.pdf>.

2.5 Given that Highways England have now agreed in that case to expand the signage on the A303 scheme on socio-economic grounds alone, we consider that in the case of M6 Diesel the Applicant should be taking a similar approach and this is irrespective of the clear traffic management and road safety reasons for signage that we have set out in our submissions.

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### 3 FINAL POSITION

#### Statement of Common Ground

3.1 We have been able to agree certain matters with the Applicant as set out in the Statement of Common Ground [REP8-025].

#### Final position of M6 Diesel

3.2 The Final Position of M6 Diesel is summarised below. The detailed reasoning for the position is set out in our previous submissions and is not repeated here.

- M6 Diesel do not support and object to the introduction of a 7.5T environmental weight restriction on the existing A460 as proposed by Staffordshire County Council [REP4-042];
- M6 Diesel maintain that Article 16 of the draft DCO [REP8-005] should be altered so that it is not possible for an environmental weight restriction on the existing A460 to be imposed under this Article given that the Applicant has clearly not identified any need for such as part of the scheme;
- M6 Diesel maintain that signage to M6 Diesel should be provided at M6 Junction 11 as set out in our Written Representation [REP1-080] and the written submission of the oral case following the issue specific hearing on traffic transport (ISH2) [REP4-054]; and
- M6 Diesel maintain that suitable protective provisions should be included in the draft DCO in the form set out in our Deadline 4 submission [REP4-055], to ensure that the signage for M6 Diesel is provided at M6 Junction 11 as part of the scheme.