

**M54 to M6 Link Road**

**TR010054**

**Volume 8**

**8.7 Consultation Statement – Proposed  
Scheme Changes**

**Appendices Part 1 (B and C)**

Planning Act 2008

Infrastructure Planning (Examination Procedure Rules) 2010

October 2020

Infrastructure Planning

Planning Act 2008

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

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

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**8.7 Consultation Statement – Proposed Scheme Changes**  
**Appendices Part 1 (B and C)**

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

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## **Appendix B: Consultation Letters**

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**B1** Letter sent to Prescribed Bodies, local authorities, Interested Parties, landowners and persons with an interest in the land



Our ref: TR010054/S42/AUG20

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

**21 August 2020**

Dear

**M54 to M6 Link Road  
CONSULTATION ON PROPOSED CHANGES TO THE DEVELOPMENT  
CONSENT ORDER APPLICATION  
24 AUGUST 2020 TO 23:59 21 SEPTEMBER 2020**

I am writing to you regarding our proposed **M54 to M6 Link Road Scheme**, which proposes a new link road between M54 Junction 1 and M6 Junction 11, bypassing the existing A460 ("the Scheme"). The application for development consent was accepted by the Planning Inspectorate on 28 February 2020 ("the application").

I am writing to advise you that we are consulting on seven improvements that we are proposing to make to the scheme. The changes have been proposed to reduce the impact of the scheme on the community and environment, whilst also seeking to reduce the construction duration. We are consulting on these changes before we make the formal request to amend the application and are keen to hear your views.

Once we have received your feedback we will complete our assessment, taking into account your feedback alongside other factors such as cost, environmental impacts and impacts on the community. We will then decide which changes to submit to the Planning Inspectorate for their consideration. The Planning Inspectorate will then decide whether to accept the changes or to proceed with the application as submitted in January 2020.

Detailed information about the proposed changes and associated plans can be viewed online through the 'Media and Documents' section of the project webpage:  
<https://highwaysengland.co.uk/projects/m54-to-m6-link-road/>

**The proposed changes are as follows:**

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

We're proposing a minor realignment of the eastbound exit slip road to Featherstone, reducing the length of the slip road to the dumb-bell junction. This will bring the road closer to the junction and reduce the overall size of the junction.

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

The change will reduce the overall width of the link road by 4.2 metres and reduce the width of the slip roads at the junction to Featherstone. There is no reduction to the width of traffic lanes as a result of this proposed change. The change will reduce habitat loss, including reducing habitat loss at the Lower Pool Site of Biological Importance.

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

The proposed change would reduce the height of the approach to M6 Junction 11 by approximately 0.7 metres where the road passes through an area of woodland near Latherford Brook. This would reduce the impact of the Scheme on the Ancient Woodland to the south east of M6 Junction 11.

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

To provide free-flow links between the M54 and new link road, we will need to build a new bridge structure to carry the roads through the redesigned M54 Junction 1. Our current DCO proposal shows that it will take us a period of about two years to build the bridge in sections at its final location. This would need complex and long-term traffic management on the M54, over several phases, including contraflows, narrow lanes and lane closures as well as several overnight closures with night time working.

We understand that road closures can be a source of frustration. Therefore, we are proposing an innovative construction solution, which avoids the need for approximately two years of traffic management and instead requires a 24/7 closure of the M54 over Junction 1 plus some of the slip roads for up to three weeks. The change would also mean the new link road would be open to traffic 6 months earlier.

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

This change proposes to build Hilton Lane bridge to the north of its current location and keep more of the existing route of the Public Right of Way (Shareshill 5) across nearby land rather than route it alongside the link road.

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

Following engagement with a local landowner, this change proposes to move the alignment of the slip road between M54 Junction 1 eastern dumb-bell roundabout and the M54 eastbound to the west of the position in the original application. This change minimises the impact on occupiers and users of Tower House Farm.

**Change 7: Reduction in land required for Environmental Mitigation**

We have continued to undertake environmental surveys in 2020. These surveys have showed that there are no Great Crested Newts in some ponds where access for surveys had

not previously been possible. In response to this and other survey results, less land would be required to mitigate the impact of the proposals. This means that we could amend the mitigation design in several locations to maximise the benefits to habitats and species.

Due to COVID-19 restrictions, we have been unable to make the information available for inspection at deposit locations such as local libraries. Upon request, we are able to provide printed copies of the consultation documents free of charge. Please contact the M54 to M6 Link Road Project Team on: **0300 123 5000** or alternatively contact us via email at [M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk).

If, after the close of the consultation and consideration of any consultation responses received, we decide to proceed with the proposed changes then the next step will be for us to submit a formal request for the changes to the Examining Authority appointed by the Secretary of State to consider the application. The Examining Authority will make the final decision as to whether the proposed changes are taken forward as part of the application or not.

As part of the formal request for the changes to the Examining Authority, we will submit a Consultation Report. This will explain how we carried out the consultation on the proposed changes and how we considered the responses to the consultation.

If the Examining Authority accepts the proposed changes to the application then the Examining Authority will thereafter decide how the changed application should be examined, including how interested parties and affected persons can make formal written submissions to the Examining Authority about the changes.

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

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

Please note that any comments received will be published in the Consultation Report and submitted to the Examining Authority for consideration and the content will be made publicly available on the Planning Inspectorate's website.

Further information about the Planning Act 2008 Act process and Development Consent Orders can be found on the Planning Inspectorate National Infrastructure Planning webpage: <http://infrastructure.planninginspectorate.gov.uk/>

Yours sincerely



**Andy Kelly**  
**Project Manager, M54 to M6 Link Road**  
**Email:** [M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)  
**Tel:** 0300 123 5000

## B2 Letter sent to stakeholders and properties within the consultation zone

Our ref: TR010054/S47/AUG20

Andrew Kelly  
Project Manager  
M54 to M6 Project Team  
Highways England  
2 Colmore Square  
Birmingham  
B4 6BN

**21 August 2020**

**Dear**

**Highways England - M54 to M6 Link Road  
Consultation on proposed changes to the Development Consent Order Application  
24 August 2020 to 11:59pm 21 September 2020**

I am writing in regard to Highways England's **M54 to M6 Link Road Scheme**, which proposes a new link road between M54 Junction 1 and M6 Junction 11, bypassing the existing A460. As you may be aware, we consulted on our proposals in 2019 and submitted our application for development consent in January 2020.

Since submitting our application, we have progressed our design further and have identified seven improvements that we would like to make to the scheme. The changes have been proposed to reduce the impact of the scheme on the community and environment whilst also seeking to reduce the construction duration. We are consulting on these changes before we make the formal request to amend the application, and as a local resident, business or organisation, we are keen to hear your views.

Once we have received your feedback we will complete our assessment, taking into account your feedback alongside other factors such as cost, environmental impacts and impacts on the community. We will then decide what changes to submit to the Planning Inspectorate for their consideration. The Planning Inspectorate will then decide whether to accept the changes or to proceed with the application as submitted in January 2020. If the Planning Inspectorate accepts the proposed changes to the application then the Planning Inspectorate will thereafter decide how the changed application is to be examined.

**The proposed changes are as follows:**

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

We're proposing a minor realignment of the eastbound exit slip road to Featherstone, reducing the length of the slip road to the dumb-bell junction. This will bring the road closer to the junction and reduce the overall size of the junction.

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

The change will reduce the overall width of the link road by 4.2 metres and reduce the width of the slip roads at the junction to Featherstone. There is no reduction to the width of traffic lanes as a result of this proposed change. The change will reduce habitat loss, including reducing habitat loss at the Lower Pool Site of Biological Importance.

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

The proposed change would reduce the height of the approach to M6 Junction 11 by approximately 0.7 metres where the road passes through an area of woodland near Latherford Brook. This would reduce the impact of the Scheme on the Ancient Woodland to the south east of M6 Junction 11.

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

To provide free-flow links between the M54 and new link road, we will need to build a new bridge structure to carry the roads through the redesigned M54 Junction 1. Our current DCO proposal shows that it will take us a period of about two years to build the bridge in sections at its final location. This would need complex and long-term traffic management on the M54, over several phases, including contraflows, narrow lanes and lane closures as well as several overnight closures with night time working.

We understand that road closures can be a source of frustration. Therefore, we are proposing an innovative construction solution, which avoids the need for approximately two years of traffic management and instead requires a 24/7 closure of the M54 over Junction 1 plus some of the slip roads for up to three weeks. The change would also mean the new link road would be open to traffic 6 months earlier.

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

This change proposes to build Hilton Lane bridge to the north of its current location and keep more of the existing route of the Public Right of Way (Shareshill 5) across nearby land rather than route it alongside the link road.

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

Following engagement with a local landowner, this change proposes to move the alignment of the slip road between M54 Junction 1 eastern dumb-bell roundabout and the M54 eastbound to the west of the position in the original application. This change minimises the impact on occupiers and users of Tower House Farm.

**Change 7: Reduction in land required for Environmental Mitigation**

We have continued to undertake environmental surveys in 2020. These surveys have showed that there are no Great Crested Newts in some ponds where access for surveys had not previously been possible. In response to this and other survey results, less land would be required to mitigate the impact of the proposals. This means that we could amend the mitigation design in several locations to maximise the benefits to habitats and species.

You can find further information about the proposed changes through the 'Media and Documents' section of the project webpage: <https://highwaysengland.co.uk/projects/m54-to-m6-link-road/>

Unfortunately, due to the ongoing COVID-19 restrictions, we have been unable to make the information available for inspection at local libraries and meeting points, however we are able to provide printed copies of the documents upon request. You can call the M54 to M6 Link Road Project Team on 0300 123 5000 to make your request, or alternatively contact us via email at [M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk).

The consultation runs from 24 August 2020 to 11:59pm 21 September 2020. Please respond in one of the following ways:

- Complete the response form online at [www.highwaysengland.co.uk/projects/M54-M6linkroad](http://www.highwaysengland.co.uk/projects/M54-M6linkroad)
- Email the response form to: [M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)
- By post (using a printed copy of the form) at **FREEPOST M54 to M6 link road**

Please note that any comments received will be analysed and summarised in the Consultation Report which will be submitted to the Examining Authority for consideration and the content will be made publicly available on the Planning Inspectorate's website.

Yours faithfully,



**Andy Kelly**  
**Highways England Project Manager**

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

**Tel:** 0300 123 5000

## **Appendix C: Consultation Materials**

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## C1 [Proposed Changes Consultation Brochure](#)

# M54 to M6 Link Road

## Proposed changes consultation

From 24 August to 21 September 2020





## The scheme

The M54 to M6 Link Road will provide an improved link between the M54 and the M6.

Currently, there is no direct motorway link from the M54 to the M6 north. Road users wanting to access the M6 north or M6 Toll must use local roads such as the A460, A449 and A5. This means high volumes of both long-distance and local traffic use the local roads to travel this route.

The M54 to M6 Link Road will reduce the current levels of congestion and its impacts on local residents and motorists. The scheme will support the local and regional economy by improving traffic flow and enhancing east-west and north-south routes.

## Development Consent Order

Large road projects, such as the M54 to M6 Link Road, are classed as nationally significant infrastructure projects, which means that we need to apply for a Development Consent Order (DCO) to gain consent to build the scheme.

We submitted our application for development consent to the Planning Inspectorate earlier this year. The Planning Inspectorate has accepted our application and appointed an independent Examining Authority to carry out the examination.

The Examining Authority manages the examination of applications and decides which main issues it will examine. The application is in the pre-examination period and the Examination will start later this year.

Since submission of our application, we have had further discussions with stakeholders and landowners about how we can improve the scheme and have identified certain changes to how we could build the scheme.



## About this consultation

We're proposing to make seven changes, which aim to reduce the impacts of the scheme on the environment and the local community.

We're only consulting on the changes we're proposing, not on the need for any further changes or the scheme as a whole.

The consultation runs from **24 August 2020 to 23:59 on 21 September 2020**.

**Please respond by 23:59 on 21 September 2020 using one of the following methods:**

- complete the response form online:  
[www.highwaysengland.co.uk/M54-M6linkroad](http://www.highwaysengland.co.uk/M54-M6linkroad)
- Email the response form to:  
[M54toM6linkroad@highwaysengland.co.uk](mailto:M54toM6linkroad@highwaysengland.co.uk)
- Post a printed copy of the response form to: **Freepost M54 TO M6 LINK ROAD**

## What happens after the consultation



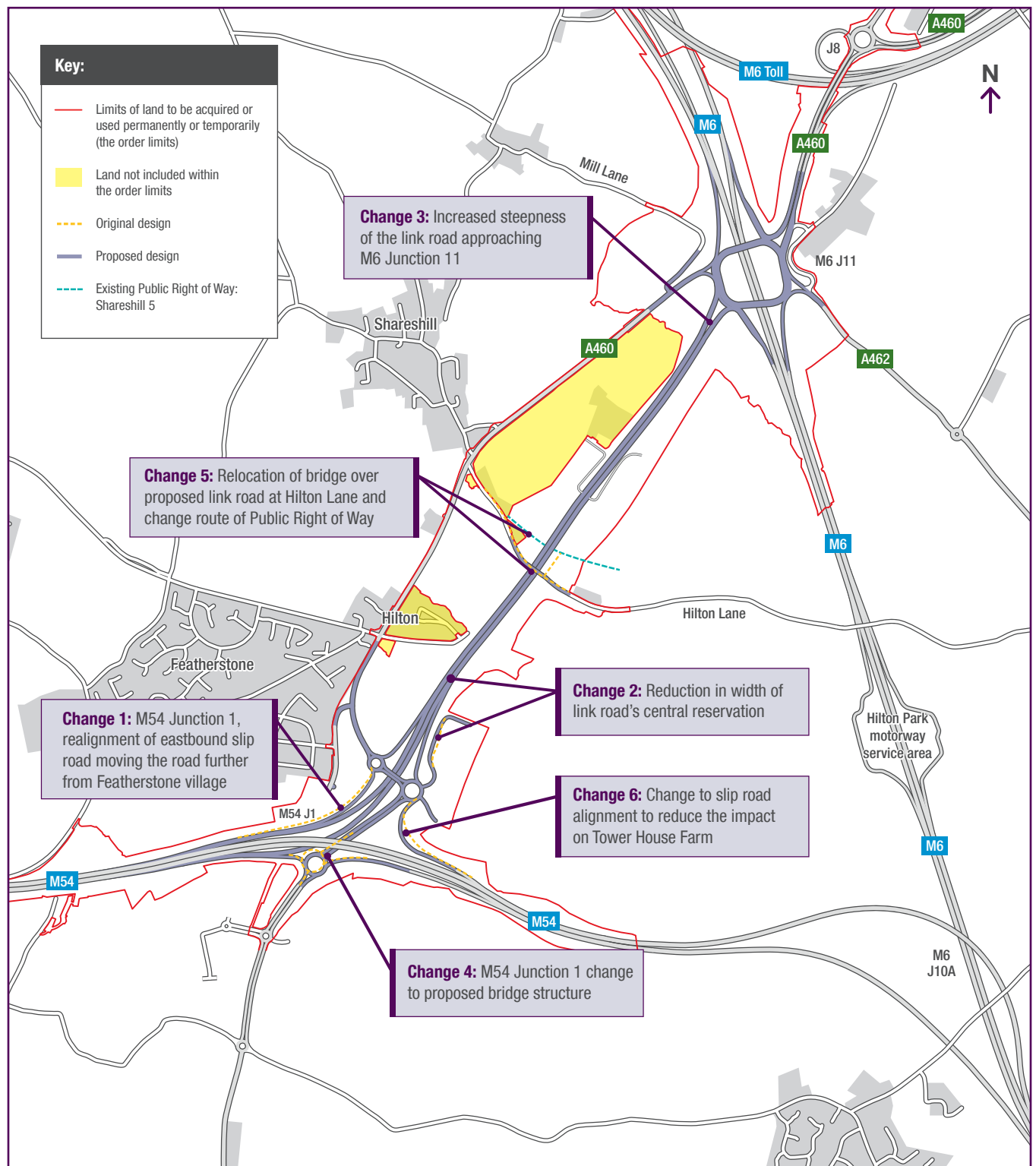
After, the consultation, we'll take all feedback into consideration and we'll then decide which changes we want to make to the scheme and send a formal request to make the changes to the Examining Authority. If we decide to submit any changes, we'll publish an updated Consultation Report along with an update to the Environmental Statement. This will show the environmental effects of the proposed changes to the scheme and what we will do to reduce them. We've carried out an initial assessment of the impact of the changes on the Environmental Statement, the results of this are on pages 11 and 12.

The Examining Authority will then decide whether to accept or reject the requested changes.

If the Examining Authority reject these changes, they will continue with the Examination of the original proposed scheme we submitted for DCO earlier this year.



# The proposed changes



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| Change | Description                                                                                                                          |
|--------|--------------------------------------------------------------------------------------------------------------------------------------|
| 1      | Realignment of the eastbound slip road from the M54 at Junction 1 towards Featherstone, moving it further from Featherstone village. |
| 2      | Reducing the width of the link road's central reservation and placing the drainage in the verge, rather than next to it.             |
| 3      | Increase to the steepness of the section of the link road approaching M6 Junction 11.                                                |
| 4      | Change to the bridge design and construction method at M54 Junction 1.                                                               |
| 5      | Relocation of the new bridge over the proposed link road at Hilton Lane and change to route of nearby Public Right of Way.           |
| 6      | Change in alignment of the slip road at the revised M54 Junction 1 leading on to M54 eastbound.                                      |
| 7      | Reduction in land required for environmental mitigation.                                                                             |

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

As part of the scheme, we plan to replace the M54 Junction 1 to provide free-flow links between the M54 and the new link road. Access to existing local roads will be via a new dumb-bell junction, north east of the current location of M54 Junction 1.

We're proposing a minor realignment of the eastbound exit slip road to Featherstone, reducing the length of the slip road to the dumb-bell junction. This will bring the road closer to the junction and reduce the overall size of the junction.

#### **Benefits and impacts**

- The eastbound exit slip road at the M54 Junction 1 will be approximately 10 metres further from the village of Featherstone.
- Less existing embankment and woodland planting will be removed.
- Local ecological, landscape and visual benefits associated with removing less of the existing woodland.
- Reduction in the maximum height of the proposed retaining wall from approximately 5 metres to approximately 2.5 metres.

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

We've received feedback throughout the development of the scheme requesting that we minimise the habitat loss as a result of the scheme, particularly at the Lower Pool Site of Biological Importance (SBI). We're always looking at ways to achieve this as we work on the final design for construction.

The change will reduce the overall width of the link road by 4.2 metres and reduce the width of the slip roads at the junction to Featherstone.

### **Benefits and impacts**

- Reduced habitat loss within the Lower Pool SBI by around 1 hectare.
- Reduced concrete area where water can run off, improving drainage.
- Small increase in the distance between the edge of the road and those properties closest to it.
- Reduced impact on the landowner through keeping more of the existing private access track.

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

To the north of the scheme, the new link road will join an upgraded M6 Junction 11.

As we've continued to develop the design and construction plans, we've identified a change that would mean a small reduction in impact of the scheme on the ancient woodland to the south-east of M6 Junction 11.

The proposed change would reduce the height of the approach to M6 Junction 11 by approximately 0.7 metres where the road passes through an area of woodland near Latherford Brook.

### **Benefits and impacts**

- Potential reduction in visual and landscape impacts through reducing the height of the embankment.
- Small reduction in the loss of Ancient Woodland.



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

To provide free-flow links between the M54 and new link road, we'll need to build a new bridge to carry the roads through the redesigned M54 Junction 1.

Our current DCO proposal shows that it will take us a period of about two years to build the bridge in sections at its final location. This would need complex and long-term traffic management on the M54, over several phases, including contraflows, narrow lanes and lane closures as well as several overnight closures with night time working.

We're proposing an innovative construction solution that avoids the need for two years of traffic management.

We're planning to build the bridge as two simpler structures. We'll build them in a nearby site compound to the north-east of the junction and move them into position when ready.

To do this safely, we're proposing to close the M54 over Junction 1 and some of the slip roads 24/7 for up to three weeks.

We understand that road closures can be a source of frustration. We're weighing up the impact of closing the road against the benefit of reducing the total amount of time that the roadworks are in place.

By building the bridge as two simpler structures, we can move the road alignment by 20 metres, which will reduce the size of Junction 1.

Whilst the new junction will move slightly and look different because it will create two bridges rather than one, it would work in the same way as the design we submitted as part of the DCO application.

We'll work with key stakeholders, such as local authorities, freight industries and developers of other major schemes to develop a traffic

management plan, agree diversion routes and minimise the impact on local communities. We'll also discuss the timing of the closure to ensure that we close it when traffic flows are lighter.

We welcome your views on how we can reduce disruption during the three-week closure.

### Benefits and impacts

- Reduction in the construction programme of approximately 6 months, with the scheme opening earlier to traffic.
- Reduced period of disruption during construction for local people, including reductions in the period local people are affected by construction noise.
- Likely increase in traffic and associated noise and air pollution during the closure period, due to traffic re-routing onto surrounding local roads. This will be short-term for up to three weeks.
- Significant reduction in the period that traffic management is in place on the M54.
- Shorter construction period addresses concerns raised by stakeholders over the amount and impact of other major works in the local area, such as the construction of the West Midlands Interchange development.

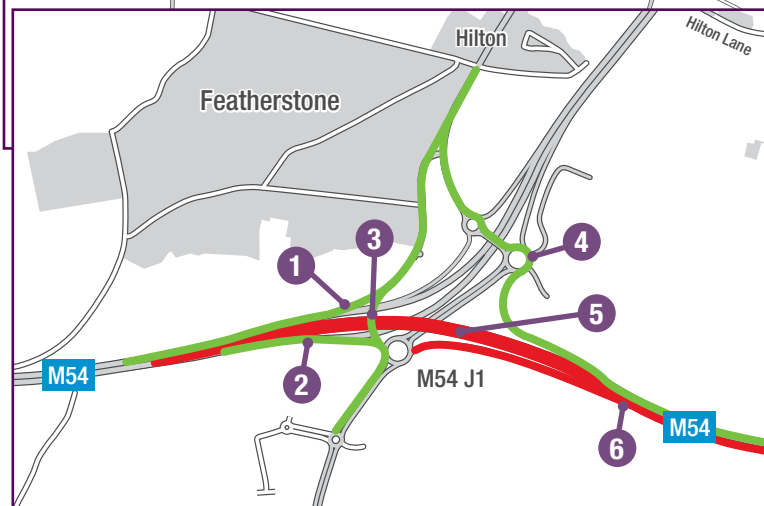
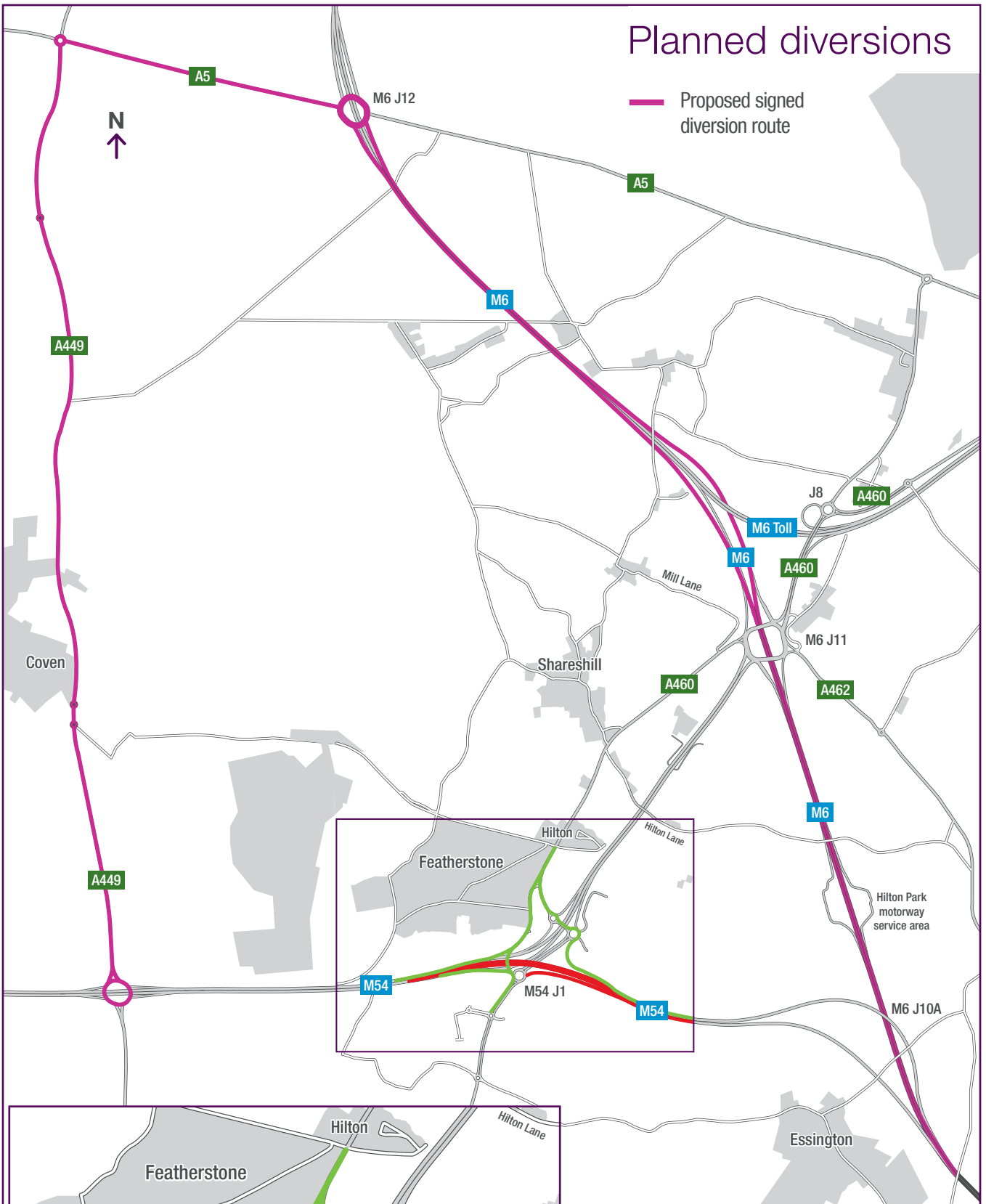
Our initial environmental assessments suggest there may be changes to the effects reported in the Environmental Statement because of this change. We're carrying out more assessments to understand the impacts so we can update the Environmental Statement. We're also carrying out traffic modelling to assess the likely impact of the M54 closure on the surrounding roads. This will help us understand the impact the closure will have on noise and air quality.

Please refer to the next page for a plan showing the closure points on the junction and the potential diversion routes.



# Planned diversions

— Proposed signed diversion route



- 1 Vehicles travelling eastbound on the M54 will only be able to use the M54 eastbound exit sliproad to continue north on the A460.
- 2 The M54 J1 westbound onslip will remain open.
- 3 To maintain north-south traffic movements on the A460, the existing western underpass will remain open with temporary traffic management allowing two-way traffic flow. Vehicles travelling southbound will not be able to turn right to access the M54 J1 westbound onslip.
- 4 New junction will enable vehicles to use the M54 eastbound.
- 5 M54 eastbound through J1 will be closed during the work to enable partial demolition of structure and new structures to be moved into place.
- 6 M54 westbound from M6 J10A will be closed during the work.

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

Near Hilton Lane, the new link road will be below existing ground level. Hilton Lane will cross the link road via a new bridge.

Following further work to review how we build the scheme, we're proposing to build the Hilton Lane bridge to the north of its current proposed location. This proposed change will enable us to keep more of the existing route of the Public Right of Way (PRoW) [Shareshill 5] across nearby land rather than route it alongside the link road as is currently proposed in the application.

The current application proposes moving Hilton Lane approximately 2 metres to the south, so a 2-metre-wide footway can be provided as an alternative route to the PRoW, which is cut-off by the new link.

The proposed change would keep the PRoW so it follows more of the existing route, before travelling south towards Hilton Lane, across the new bridge, then diverting north to tie into its existing alignment to the west of the new link, where it would continue westwards and link into Hilton Lane.

### **Benefits and impacts**

- Avoids the removal of mature vegetation to the south of Hilton Lane for a length of approximately 200 metres.
- Avoids the need for the temporary closure of Hilton Lane while the road is relocated to build the footway and the bridge. Instead, there would only be very short closures when the road is connected to the bridge.
- Reduced concrete area where water can run off, improving drainage.
- Avoids the need for a temporary diversion of the PRoW and keeps more of the existing route away from the road.

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

As a consequence of proposed change 2 and following engagement with a local landowner, we're proposing to move the alignment of the slip road between the M54 Junction 1 eastern dumb-bell roundabout and the M54 eastbound to the west of the position shown in the DCO application. This change minimises the impact on occupiers and users of Tower House Farm.

### **Benefits and impacts**

- Reduced impact on vehicle movements into and out of Tower House Farm.
- Movement of the slip road further away from properties at Tower House Farm.

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

We've continued to carry out environmental surveys in 2020. In response to the results, we've identified an opportunity to reduce the land we need for environmental mitigation in the locations of Hilton and to the south of the M6 Junction 11.

This means that we could amend the mitigation design in several locations to maximise the benefits to habitats and species following the review of 2020 survey results. We could also reduce the size of the site compound to allow us to keep and look after habitat and species.

This proposed change is also in response to comments from landowners and environmental groups around land we need for environmental mitigation.

### Benefits and impacts

- Potentially reducing land acquisition from landowners.
- Reduction in overall habitat creation, due to reduced impact of the scheme.
- Reduced effects on high quality agricultural land.

Please refer to the Environmental Masterplan on the scheme webpage, for a plan of this change.





## Environmental effects

We've assessed the proposed changes against the Environmental Statement (ES) to see how significantly they would affect the local community and the environment.

Where a change will result in a new significant effect, we'll carry out a full reassessment and submit this to the Planning Inspectorate.

### Likely change to significant effects in ES key:

|                 |                 |           |                   |                   |                    |
|-----------------|-----------------|-----------|-------------------|-------------------|--------------------|
|                 |                 |           |                   |                   |                    |
| Major worsening | Minor worsening | No change | Minor improvement | Major improvement | Assessment ongoing |

### Potential for changes to affect the ES:

| ES chapter                    | Our proposed change |   |   |   |   |   |   | Description of assessment                                                                                                                                                                                                                                                                |
|-------------------------------|---------------------|---|---|---|---|---|---|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               | 1                   | 2 | 3 | 4 | 5 | 6 | 7 |                                                                                                                                                                                                                                                                                          |
| 5. Air quality                |                     |   |   |   |   |   |   | Minor improvements or worsenings may arise from these changes but they are not sufficient to change the overall conclusions of the assessment of air quality for the scheme.                                                                                                             |
| 6. Cultural heritage          |                     |   |   |   |   |   |   | No change to original assessment.                                                                                                                                                                                                                                                        |
| 7. Landscape and visual       |                     |   |   |   |   |   |   | Landscape and visual improvements are likely as a result of changes 1, 2, 3, 5 and 7. This is due to reductions in habitat loss and the height of structures and embankments. However, these changes are unlikely to be sufficient enough to change the conclusions in the ES.           |
| 8. Biodiversity               |                     |   |   |   |   |   |   | Biodiversity improvements associated with changes 1, 2, 3 and 5 are unlikely to be sufficient to change the conclusions of the ES but will result in minor reductions in loss of habitats. This is particularly beneficial for change 3, which will reduce the loss of ancient woodland. |
| 9. Geology and soils          |                     |   |   |   |   |   |   | No change to original assessment for changes 1-6. Change 7 may result in less high quality agricultural land needed.                                                                                                                                                                     |
| 10. Material assets and waste |                     |   |   |   |   |   |   | Changes 1 to 5 will reduce quantities of required materials and waste generated but not to the extent that it would change the conclusions of the ES.                                                                                                                                    |

## Likely change to significant effects in ES key:

|                 |                 |           |                   |                   |                    |
|-----------------|-----------------|-----------|-------------------|-------------------|--------------------|
|                 |                 |           |                   |                   |                    |
| Major worsening | Minor worsening | No change | Minor improvement | Major improvement | Assessment ongoing |

| ES chapter                                     | Our proposed change |   |   |   |   |   |   | Description of assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|------------------------------------------------|---------------------|---|---|---|---|---|---|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                | 1                   | 2 | 3 | 4 | 5 | 6 | 7 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>11. Noise and vibration</b>                 |                     |   |   |   |   |   |   | Given the sensitivity of noise assessments to small changes in alignment, the operational traffic noise assessment has been updated to incorporate Changes 1-6. No new significant adverse operational traffic noise effects have been identified. The construction noise and vibration assessment has also been updated to incorporate Changes 1-6. Some additional short-term significant construction noise effects have been identified primarily due to Change 4. Change 4 will also result in significant traffic noise effects for the period of the closure of M54 Junction 1 due to the re-routing of traffic along alternative routes, but this will be a short-term effect for no more than three weeks. Change 7 will have no impact on noise and vibration. |
| <b>12. Population and human health</b>         |                     |   |   |   |   |   |   | Changes 1, 2 and 3 would have no effect on this topic. Change 4 would shorten the construction programme by approximately 6 months reducing the disruption experienced. Change 5 affects the route of the Public Right of Way however this is unlikely to be sufficient to change the conclusions of the ES. Change 6 will reduce the impact of the scheme on the resident, access and businesses at Tower House Farm. Change 7 could reduce the area of agricultural land needed.                                                                                                                                                                                                                                                                                       |
| <b>13. Road drainage and water environment</b> |                     |   |   |   |   |   |   | Changes 2 and 5 would reduce the paved area created by the scheme, reducing drainage requirements. Changes are unlikely to be sufficient to change the conclusions of the ES.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>14. Climate</b>                             |                     |   |   |   |   |   |   | Changes 1 to 5 will result in a slight reduction in scheme construction emissions but not to the extent that it would change the conclusions of the ES.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>15. Cumulative Effects</b>                  |                     |   |   |   |   |   |   | We're still carrying out further assessments and will need to consider the cumulative effects once we complete these.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

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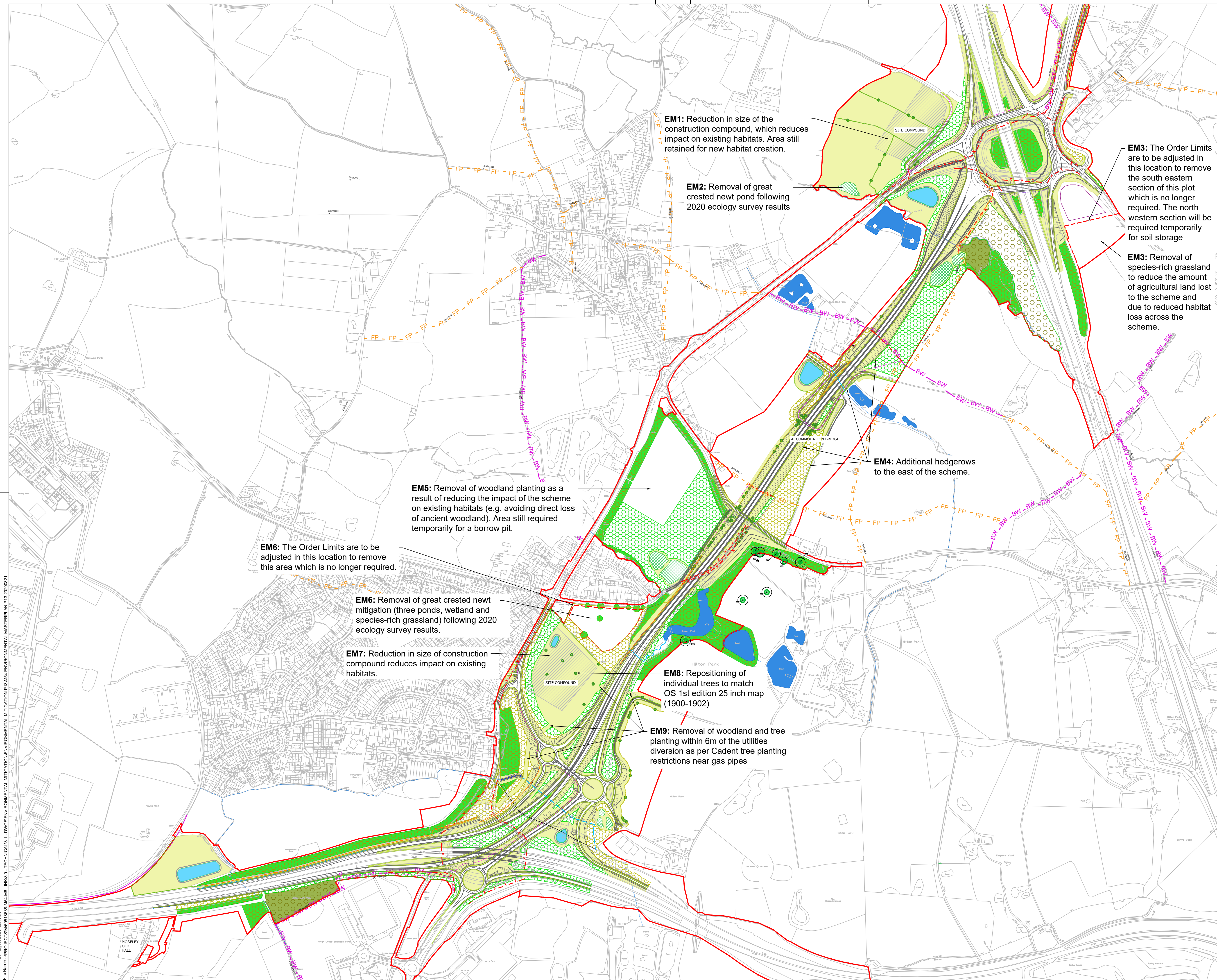
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## C2 Environmental Masterplan





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CONSTRUCTION

MAINTENANCE / OPERATION / DECOMMISSIONING / DEMOLITION

Legend

The Scheme

Order limits

Potential change to order limits

Proposed site compound location

Existing woodland for retention

Existing ancient woodland for retention and enhancement

Veteran trees

Existing ponds

Existing watercourse - open (subject to enhancements)

Existing watercourse - culvert

Existing PRoW - footpath

Existing PRoW - bridleway

Proposed Mitigation

Proposed ancient woodland compensation woodland - EFD

Proposed species rich grassland (LE1.3) - EFB / EFD

Proposed amenity grassland (LE1.1) - EFB

Proposed woodland (LE2.1) - EFB / EFD

Proposed woodland (LE2.1) - EFA

Proposed native species hedgerow (LE4.3) - EFB / EFD

Proposed native species hedgerow (LE4.3) - EFA

Proposed individual trees (LE5.1) - EFB

False cutting - EFA / EFG

Existing watercourse - diverted - EFH

Proposed drainage ponds EFH

Diverted watercourse - culvert - EFH

Proposed ditch - EFH

Proposed noise barrier - EFG

PRoW / footway removal

Proposed PRoW - Footpath

Proposed PRoW - Bridleway

Proposed shared footpath / cycleway

Ecology

Proposed area for ecology pond - EFD

Proposed mammal tunnels - EFD

Planned Environmental Objectives

Visual screening

Landscape integration

Nature conservation and biodiversity

Water quality

Auditory amenity

Any areas of wildlife would be returned to their current state post construction if they are disturbed during construction

Changes to order limits indicated, rescaled to 1:5000 & notes amended following HE comments

NW

AS

21.08.2020

Updates to mitigation design following ecology net gain calculations and highway design changes

RW

NW

18.08.2020

Revision Details

By

Check

Date

Suffix

Purpose of issue

INFORM CONSULTATION ON SCHEME CHANGES: AUG/SEP 2020

Client

Highways England

Major Projects

The Cube

199 Wharfside Street

Birmingham

B1 1BN

highways

england

Delegation Consent Order Number

TR010054

Project Title

M54 to M6 Link Road

Drawing Title

FIGURE 2.1

DRAFT ENVIRONMENTAL

MASTERPLAN OVERVIEW

REVISION OF APP-057

Designed

NW

Drawn

LB

Checked

RW

Approved

TP

Date

21.08.2020

Internal Project No.

60536736

Sustainability

SB

Scale @ A1

1:5000

Zone

Highways General

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HE5144465

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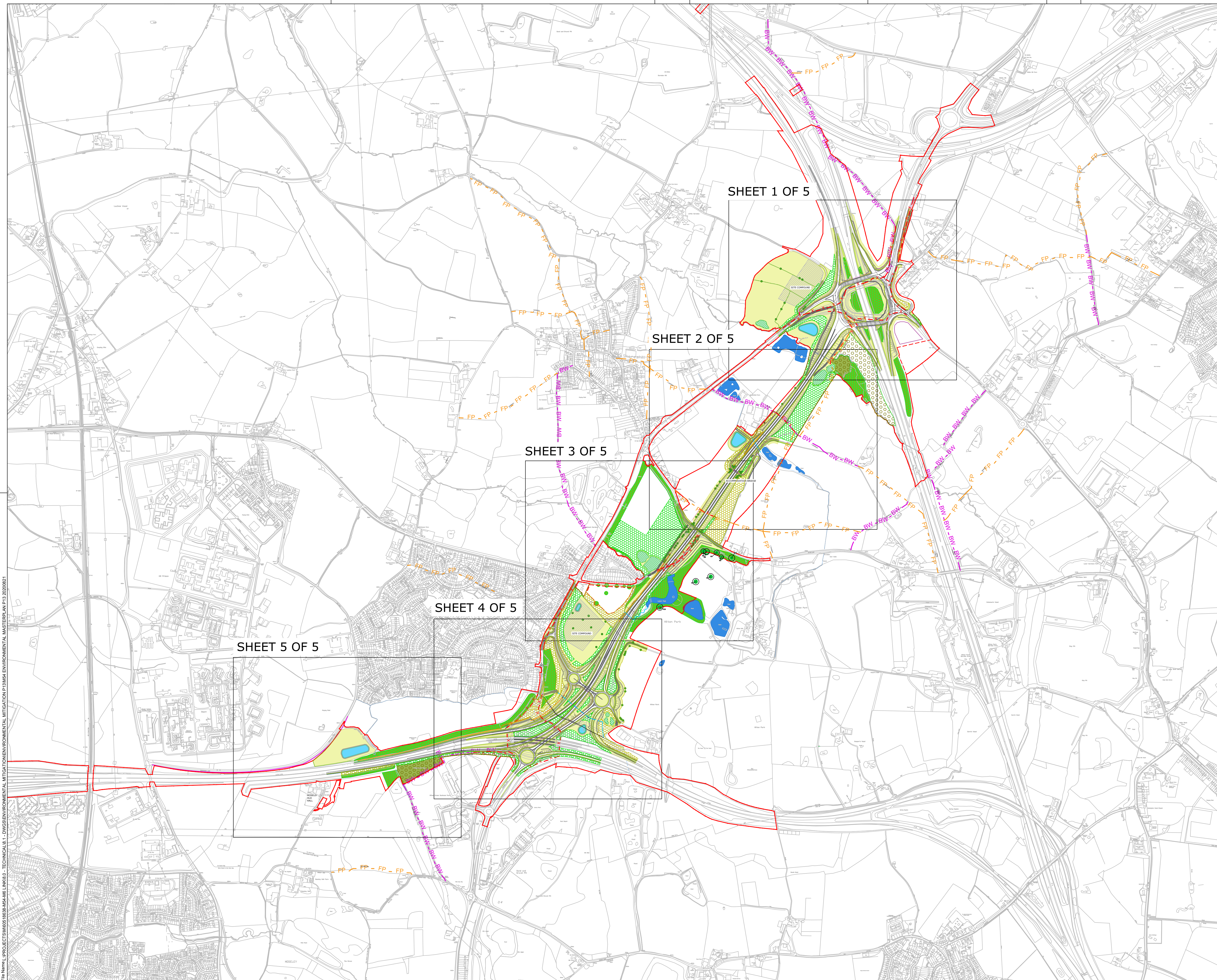
Location

I Type

I Role

I Number



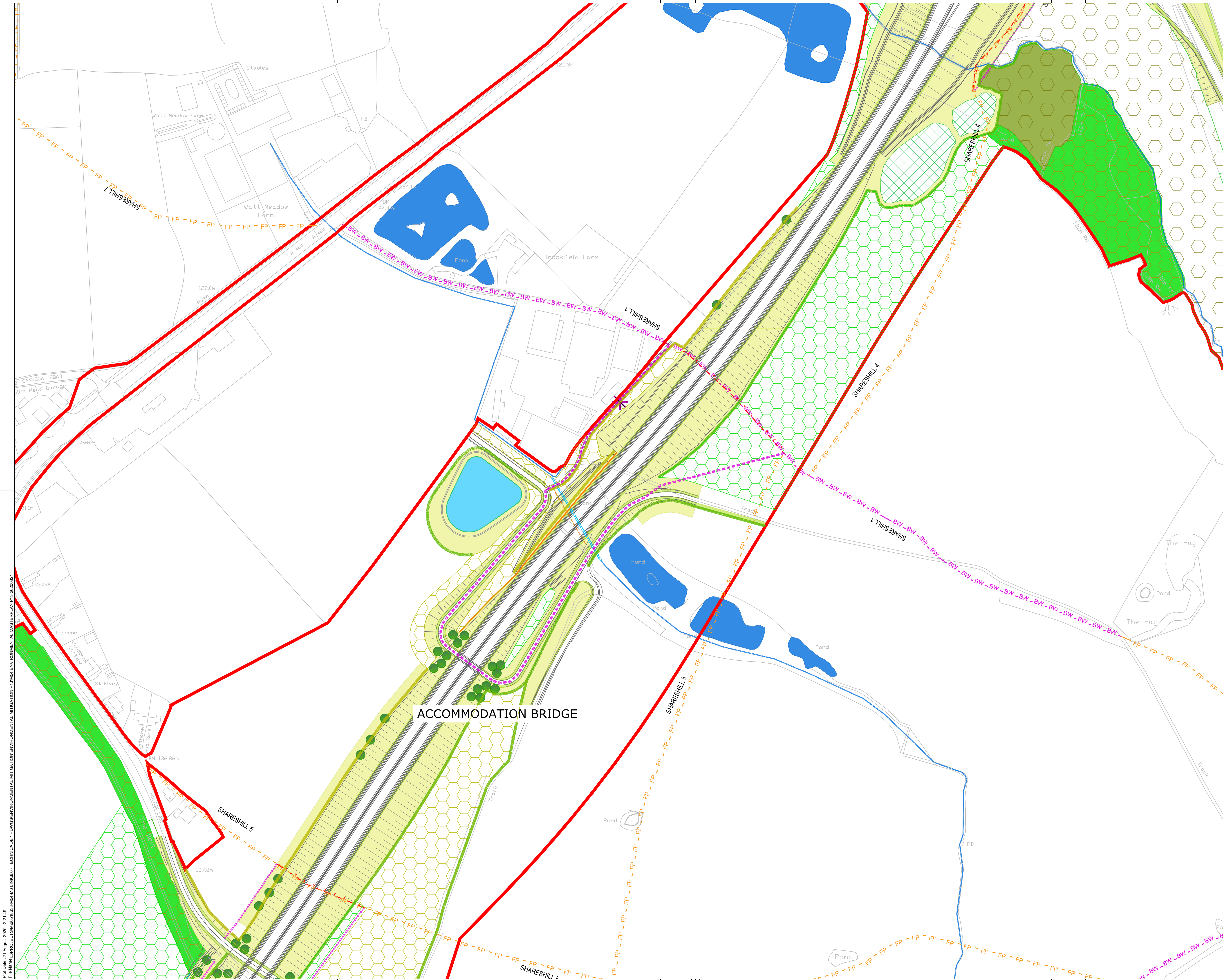


|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |              |  |               |  |                          |  |                    |  |            |  |
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| SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION FORM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |              |  |               |  |                          |  |                    |  |            |  |
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| CONSTRUCTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |              |  |               |  |                          |  |                    |  |            |  |
| MAINTENANCE / OPERATION / DECOMMISSIONING / DEMOLITION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |              |  |               |  |                          |  |                    |  |            |  |
| <div><div>Legend</div><div><div></div><div>The Scheme</div><div></div><div>Order limits</div><div></div><div>Potential change to order limits</div><div></div><div>Proposed site compound location</div><div></div><div>Existing woodland for retention</div><div></div><div>Existing ancient woodland for retention and enhancement</div><div></div><div>Veteran trees</div><div></div><div>Existing ponds</div><div></div><div>Existing watercourse - open (subject to enhancements)</div><div></div><div>Existing watercourse - culvert</div><div></div><div>Existing PRoW - footpath</div><div></div><div>Existing PRoW - bridleway</div></div><div><div>Proposed Mitigation</div><div><div></div><div>Proposed ancient woodland compensation woodland - EFD</div><div></div><div>Proposed species rich grassland (LE1.3) - EFB / EFD</div><div></div><div>Proposed amenity grassland (LE1.1) - EFB</div><div></div><div>Proposed woodland (LE2.1) - EFB / EFD</div><div></div><div>Proposed woodland (LE2.1) - EFA</div><div></div><div>Proposed native species hedgerow (LE4.3) - EFB / EFD</div><div></div><div>Proposed native species hedgerow (LE4.3) - EFA</div><div></div><div>Proposed individual trees (LE5.1) - EFB</div><div></div><div>False cutting - EFA / EFG</div><div></div><div>Existing watercourse - diverted - EFH</div><div></div><div>Proposed drainage ponds EFH</div><div></div><div>Diverted watercourse - culvert - EFH</div><div></div><div>Proposed ditch - EFH</div><div></div><div>Proposed noise barrier - EFG</div><div></div><div>PRoW / footway removal</div><div></div><div>Proposed PRoW - Footpath</div><div></div><div>Proposed PRoW - Bridleway</div><div></div><div>Proposed shared footpath / cycleway</div></div><div><div>Ecology</div><div><div></div><div>Proposed area for ecology pond - EFD</div><div></div><div>Proposed mammal tunnels - EFD</div></div><div><div>Planned Environmental Objectives</div><div><div></div><div>Visual screening</div><div></div><div>Landscape integration</div><div></div><div>Nature conservation and biodiversity</div><div></div><div>Water quality</div><div></div><div>Auditory amenity</div></div><div>Any areas of wildlife would be returned to their current state post construction if they are disturbed during construction</div></div></div></div></div> |  |              |  |               |  |                          |  |                    |  |            |  |
| Changes to order limits indicated following HE comments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |              |  |               |  | RW                       |  | AS                 |  | 21.08.2020 |  |
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| Revision Details                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |              |  |               |  | By                       |  | Check              |  | Date       |  |
| Purpose of issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |              |  |               |  |                          |  |                    |  | Suffix     |  |
| INFORM CONSULTATION ON SCHEME CHANGES: AUG/SEP 2020                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |              |  |               |  |                          |  |                    |  |            |  |
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| Development Consent Order Number<br>TR010054                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |              |  |               |  |                          |  |                    |  |            |  |
| Project Title<br>M54 to M6 Link Road                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |              |  |               |  |                          |  |                    |  |            |  |
| Drawing Title<br>FIGURE 2.2<br>DRAFT ENVIRONMENTAL<br>MASTERPLAN KEYPLAN<br>REVISION OF APP-057                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |              |  |               |  |                          |  |                    |  |            |  |
| Designed<br>NW                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  | Drawn<br>LB  |  | Checked<br>RW |  | Approved<br>TP           |  | Date<br>21.08.2020 |  |            |  |
| Internal Project No.<br>60536736                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |              |  |               |  | Suitability<br>S8        |  |                    |  |            |  |
| Scale @ A1<br>1:8000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |              |  |               |  | Zone<br>Highways General |  |                    |  |            |  |
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| HE514465                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  | -ACM         |  |               |  | -ELS -                   |  |                    |  | P12        |  |
| M54                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |              |  |               |  | -SWR -0002               |  |                    |  |            |  |
| Location                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  | I Type       |  | I Role        |  | I Number                 |  |                    |  |            |  |



C19





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MAINTENANCE / OPERATION / DECOMMISSIONING / DEMOLITION

Legend

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Existing watercourse - diverted - EFH

Proposed drainage ponds EFH

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Planned Environmental Objectives

EFA Visual screening

EFB Landscape integration

EFD Nature conservation and biodiversity

EFH Water quality

EFG Auditory amenity

Any areas of white would be returned to their current state post construction if they are disturbed during construction.

Changes to order limits indicated following HE comments

Updates to mitigation design following ecology net gain calculations and highway design changes

Revision Details

Purpose of issue

INFORM CONSULTATION ON SCHEME CHANGES: AUG/SEP 2020

Client

Highways England

Major Projects

The Cube

199 Wharfside Street

Birmingham

B1 1RN

Development Consent Order Number

TR010054

Project Title

M54 to M6 Link Road

Drawing Title

FIGURE 2.4

DRAFT ENVIRONMENTAL

MASTERPLAN SHEET 2 OF 5

REVISION OF APP-057

Designed NW

Drawn LB

Checked RW

Approved TP

Date 21.08.2020

Internal Project No. 60536736

Suitability S8

Scale @ A1 1:1500

Zone Highways General

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Drawing Number HE514465

Highways England PIN -ACM

1 Originator

1 Volume

Rev P12

Location M54

1 Type

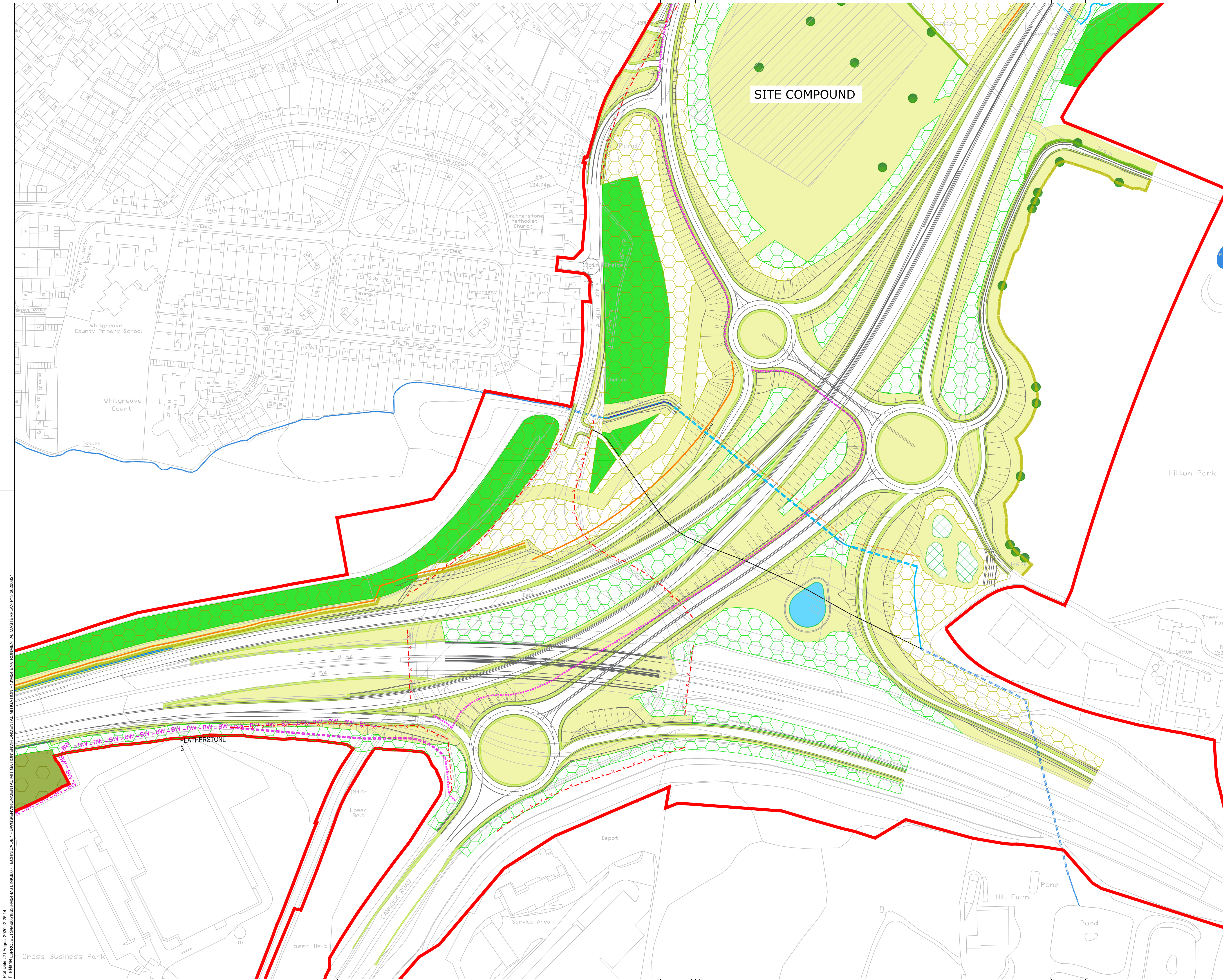
1 Role

1 Number









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CONSTRUCTION

MAINTENANCE / OPERATION / DECOMMISSIONING / DEMOLITION

Legend

The Scheme

Order limits

Potential change to order limits

Proposed site compound location

Existing woodland for retention

Existing ancient woodland for retention and enhancement

Veteran trees

Existing ponds

Existing watercourse - open (subject to enhancements)

Existing watercourse - culvert

Existing ProW - footpath

Existing ProW - bridleway

Proposed Mitigation

Proposed ancient woodland compensation woodland - EFD

Proposed species rich grassland (LE1.3) - EFB / EFD

Proposed amenity grassland (LE1.1) - EFB

Proposed woodland (LE2.1) - EFB / EFD

Proposed woodland (LE2.1) - EFA

Proposed native species hedgerow (LE4.3) - EFB / EFD

Proposed native species hedgerow (LE4.3) - EFA

Proposed individual trees (LE5.1) - EFB

False cutting - EFA / EFG

Existing watercourse - diverted - EFH

Proposed drainage ponds EFH

Diverted watercourse - culvert - EFH

Proposed ditch - EFH

Proposed noise barrier - EFG

ProW / footway removal

Proposed ProW - Footpath

Proposed ProW - Bridleway

Proposed shared footpath / cycleway

Ecology

Proposed area for ecology pond - EFD

Proposed mammal tunnels - EFD

Planned Environmental Objectives

Visual screening

Landscape integration

Nature conservation and biodiversity

Water quality

Auditory amenity

Any areas of white would be returned to their current state post construction if they are disturbed during construction

Changes to order limits indicated following HE comments

RW

AS

21.08.2020

P13

Updates to mitigation design following ecology net gain calculations and highway design changes

RW

NW

18.08.2020

P12

Revision Details

By

Check

Date

Suffix

Purpose of issue

INFORM CONSULTATION ON SCHEME CHANGES: AUG/SEP 2020

Client

Highways England

Major Projects

The Cube

199 Wharfside Street

Birmingham

B1 1RN

Development Consent Order Number

TR010054

Project Title

M54 to M6 Link Road

Drawing Title

FIGURE 2.6

DRAFT ENVIRONMENTAL

MASTERPLAN SHEET 4 OF 5

REVISION OF APP-057

Designed

NW

Drawn

LB

Checked

RW

Approved

TP

Date

21.08.2020

Internal Project No.

60536736

Suitability

S8

Scale @ A1

1:1500

Zone

Highways General

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Drawing Number

HE514465

Highways England PIN

-ACM

1 Originator

-EL5

1 Volume

-SW-R

1 Type

1 Role

1 Number

0006

Location

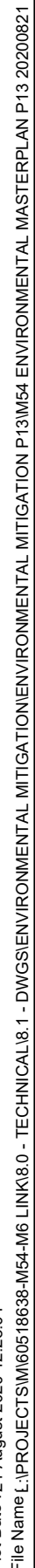
M54

Rev

P12

Plot Date: 21 August 2020 12:25:14  
File Name: L:\PROJECTS\HIGHWAYS\ENVIRONMENTAL MITIGATION\MASTERPLAN\FIGURE 2.6 DRAFT ENVIRONMENTAL MASTERPLAN P13 20200821



42

## C3 Rationale for Changes to the Environmental Masterplan



### Rationale for Changes to the Environmental Masterplan

The table below sets out the changes proposed to the Environmental Masterplan [APP-57/6.2] submitted with the Development Consent Order (DCO) application for the M54 to M6 Link Road project. It has been written to accompany the plan produced to illustrate the proposed changes to the Environmental Masterplan to inform consultation on the changes from 24 August 2020 to 21 September 2020. Please refer to Highways England's website for more information about the changes proposed to the scheme and the consultation process: [www.highwaysengland.co.uk/projects/M54-M6linkroad](http://www.highwaysengland.co.uk/projects/M54-M6linkroad).

| Figure Ref | Change to Masterplan                                                                   | Why we are proposing the change                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Implications of the Change                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|------------|----------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| EM1        | Reduction in the size of the construction compound to the north west of Junction 11.   | The size of the compound area has been reviewed with the contractor to reduce the impact on existing habitat. This has involved detailed consideration of the plant and material storage requirements to ensure that the revised compound area is sufficient. This process has resulted in a reduction in the size of the site compound and a reduced impact on existing habitats.                                                                                                                                                                                                                                                                                                                                                        | Reduction in site compound area reduces the impact on existing habitats and consequently overall mitigation requirements.<br>One pond rather than two would be developed on the land.                                                                                                                                                                                                                                                                                                            |
| EM2        | Removal of one ecology pond which was proposed as great crested newt (GCN) mitigation. | Two ecology ponds were proposed to compensate for the one that would be lost during construction, assumed to contain GCN. This was in line with mitigation agreed with Natural England.<br>The pond to be lost was found to not support GCN during 2020 surveys. Therefore, one pond previously proposed has been removed and only one ecological mitigation pond is required in this location.                                                                                                                                                                                                                                                                                                                                           | Part of this land will be used temporarily as a construction compound, before being reinstated and used for habitat creation.<br>This whole land parcel is still required permanently to mitigate the ecological impact of the scheme. This includes creation of the new pond in the south western corner of the land parcel to compensate for the loss of the existing pond.                                                                                                                    |
| EM3        | Removal of proposed species rich grassland to the south east of M6 Junction 11.        | The scheme changes reduce the impact of the scheme on ecology due primarily to a reduced footprint. The extent of mitigation has been fully reviewed.<br>This location is Best and Most Versatile (BMV) agricultural land, with high quality soils capable of consistently producing moderate to high yields of a narrow range of arable crops. Natural England requested that the loss of BMV land be reduced wherever possible.<br>Transforming this parcel into species rich grassland by inverting/scarifying the topsoil to bring the less nutrient rich subsoil to the surface would be in opposition to the need to retain BMV land.<br>Consequently, it is proposed to remove the proposed habitat creation from the land parcel. | Reduced loss of BMV land.<br>This land would no longer be permanently acquired.<br>The northern part of this land parcel will still be acquired temporarily during construction for topsoil and earthworks storage, before being reinstated to its previous condition and returned to the landowner.<br>The southern part of the land parcel would no longer be required for the scheme. The DCO limits would be amended to remove the southern portion of the land parcel from the application. |
| EM4        | Additional hedgerows in the north of the scheme.                                       | Opportunities have been identified for additional hedgerow creation to provide additional biodiversity enhancements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Ecological enhancements incorporated into the scheme.<br>New hedgerows have been placed in areas that would be required permanently for environmental                                                                                                                                                                                                                                                                                                                                            |

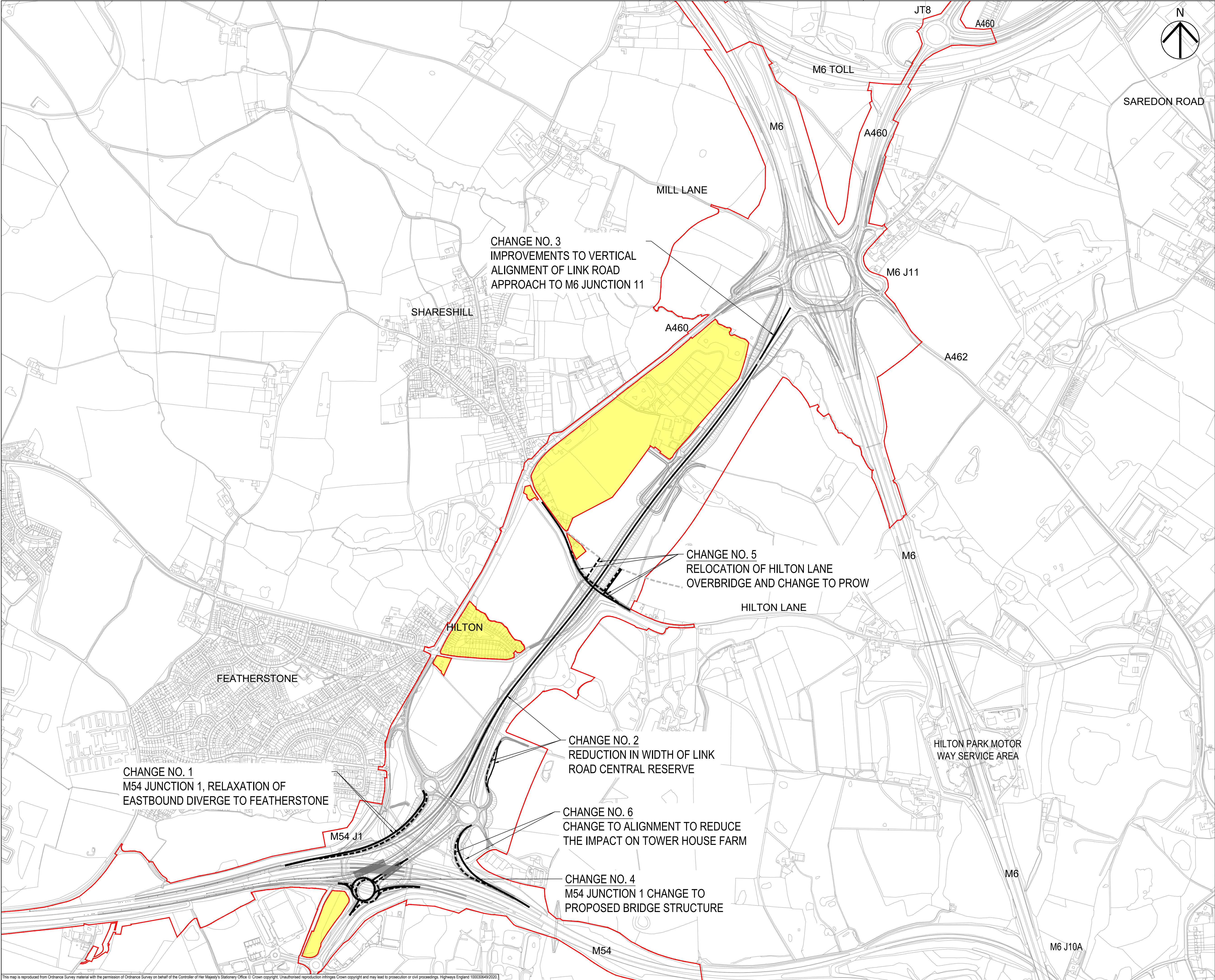


| Figure Ref | Change to Masterplan                                                                     | Why we are proposing the change                                                                                                                                                                                                                                                               | Implications of the Change                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|------------|------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|            |                                                                                          |                                                                                                                                                                                                                                                                                               | mitigation, so no additional land acquisition is required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| EM5        | Reduction in woodland planting in the area between Park Road and Hilton Lane.            | The changes to the scheme have reduced the loss of woodland as part of the scheme, including reduction of loss of ancient woodland, where compensatory planting had been agreed at a ratio of 7:1. As a consequence, less woodland planting is required to mitigate the impact of the scheme. | <p>Reduced new woodland planting as there is less woodland loss.</p> <p>The area of the field permanently acquired would be significantly reduced.</p> <p>A border around the site is still required for permanent acquisition for essential mitigation to mitigate the landscape and visual impact of the scheme. Mitigation to the south east and south west is also still required to mitigate for habitat loss and the impact on Protected Species at Lower Pool and surrounding area. However, the area shown in white would only be required temporarily.</p> <p>The whole area is required temporarily during construction of the scheme for use as a borrow pit.</p> |
| EM6        | Removal of three ecology ponds and wet grassland that were proposed as GCN mitigation.   | This habitat was proposed to provide a receptor area for GCN assumed to be present in ponds to be lost during the construction of the scheme. These ponds were found not to support GCN during surveys in 2020, therefore the receptor area is no longer required.                            | <p>Reduction in habitat creation due to more accurate knowledge of species on the site.</p> <p>Reduced permanent and temporary land acquisition.</p> <p>Part of this land parcel will still be required permanently to provide woodland planting to screen views of the scheme. A sliver of land to the south of Dark Lane would also be required to upgrade the fence on the highway boundary. The remainder of this land parcel will no longer be required and would be removed from the DCO limits.</p>                                                                                                                                                                   |
| EM7        | Reduction in the size of the southern construction compound to the east of Featherstone. | The size of the compound area has been reviewed with the contractor to aim to reduce the impact on existing habitats. This has involved detailed consideration of the plant and material storage requirements to ensure that the revised compound area is sufficient.                         | <p>Reduction in impact on existing habitats.</p> <p>This land parcel is required permanently for environmental mitigation and will be used temporarily during the construction phase as a construction compound and for topsoil and earthworks storage. There would be no change to land acquisition.</p>                                                                                                                                                                                                                                                                                                                                                                    |
| EM8        | Repositioning of individual trees.                                                       | Individual trees proposed to the south of the scheme within the boundary of Hilton Park have been repositioned in line with Ordnance Survey 1 <sup>st</sup> edition map (1900 – 1902).                                                                                                        | The land will still be permanently required for environmental mitigation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

| Figure Ref | Change to Masterplan                                                    | Why we are proposing the change                                                                                                                           | Implications of the Change                                                                                                                           |
|------------|-------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|
| EM9        | Removal of a strip of woodland along the length of utilities diversion. | Removal of woodland and tree planting within 6 metres of the proposed utilities diversion. This has been replaced with a strip of species-rich grassland. | This land will still be permanently required for the utilities diversion and environmental mitigation but small areas of planting have been removed. |

## C4 Scheme Changes Technical Drawing 1





- NOTES
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- KEY
- LIMITS OF LAND TO BE ACQUIRED OR USED PERMANENTLY OR TEMPORARILY (THE ORDER LIMITS)
  - LAND NOT INCLUDED WITHIN THE ORDER LIMITS
  - CURRENT DESIGN
  - PROPOSED DESIGN CHANGES
  - EXISTING PUBLIC RIGHT OF WAY

|                  |       |          |        |
|------------------|-------|----------|--------|
| FIRST ISSUE      | AM    | 24/07/20 | P01    |
| Revision Details | By    | RR       | Date   |
|                  | Check |          | Suffix |

Purpose of issue  
**SUITABLE FOR INFORMATION**

Client  
Highways England  
Floor 5  
Two Colmore Square  
88 Colmore Circus  
Birmingham  
B4 6BN



Development Consent Order Number  
**TR010054**

Project Title  
**M54 to M6 Link Road**

Development Consent Order Drawing Number  
**TR010054**

Drawing Title  
**SCHEME CHANGES  
DRAWING FOR  
THE INSPECTORATE  
SHEET 1**

|                                  |                          |         |          |          |
|----------------------------------|--------------------------|---------|----------|----------|
| Designed                         | Drawn                    | Checked | Approved | Date     |
| ---                              | AM                       | JH      | RR       | 24/07/20 |
| Internal Project No.<br>60536736 | Suitability<br>S2        |         |          |          |
| Scale @ A1<br>NTSH/NTSV          | Zone<br>Highways General |         |          |          |

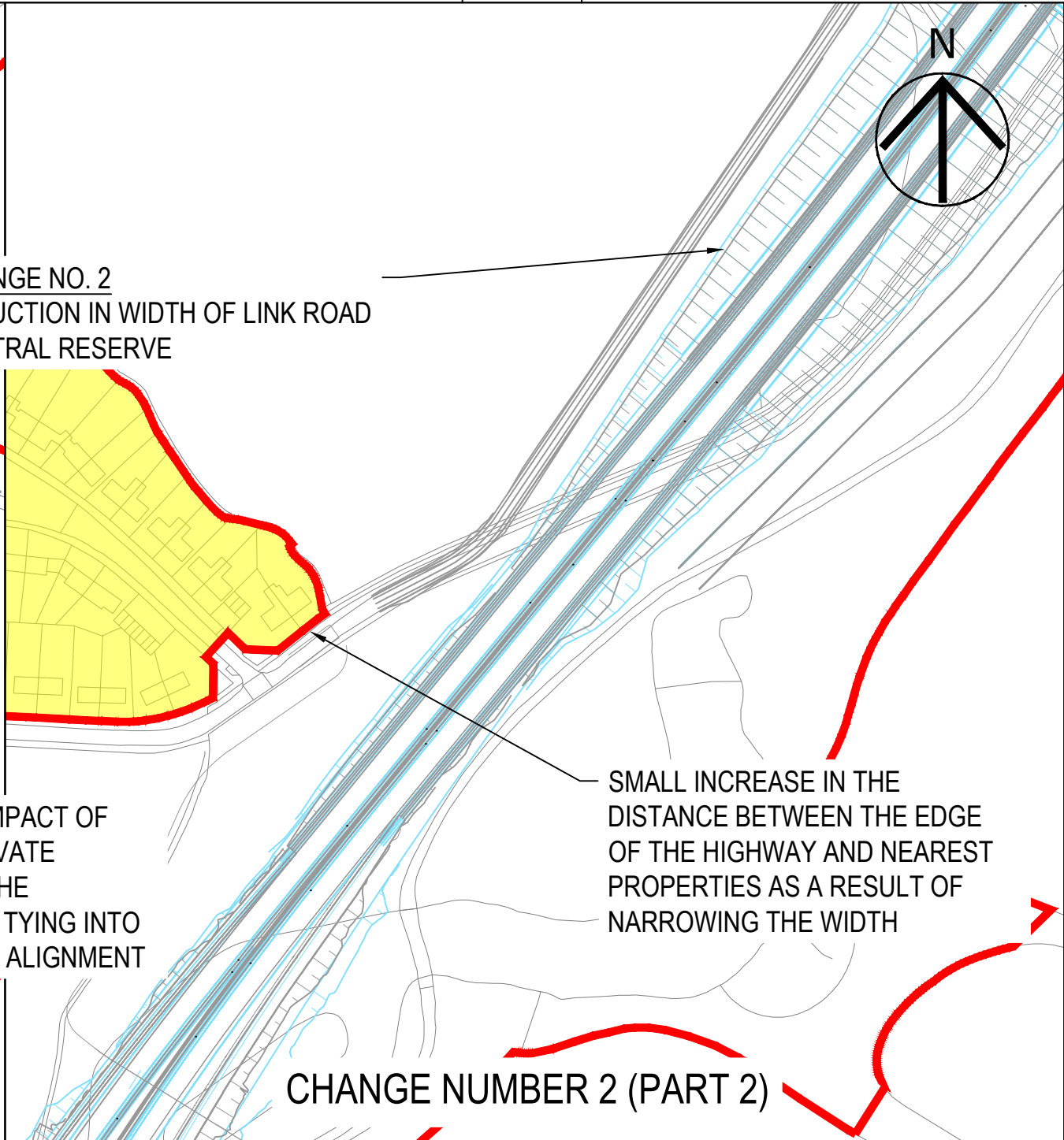
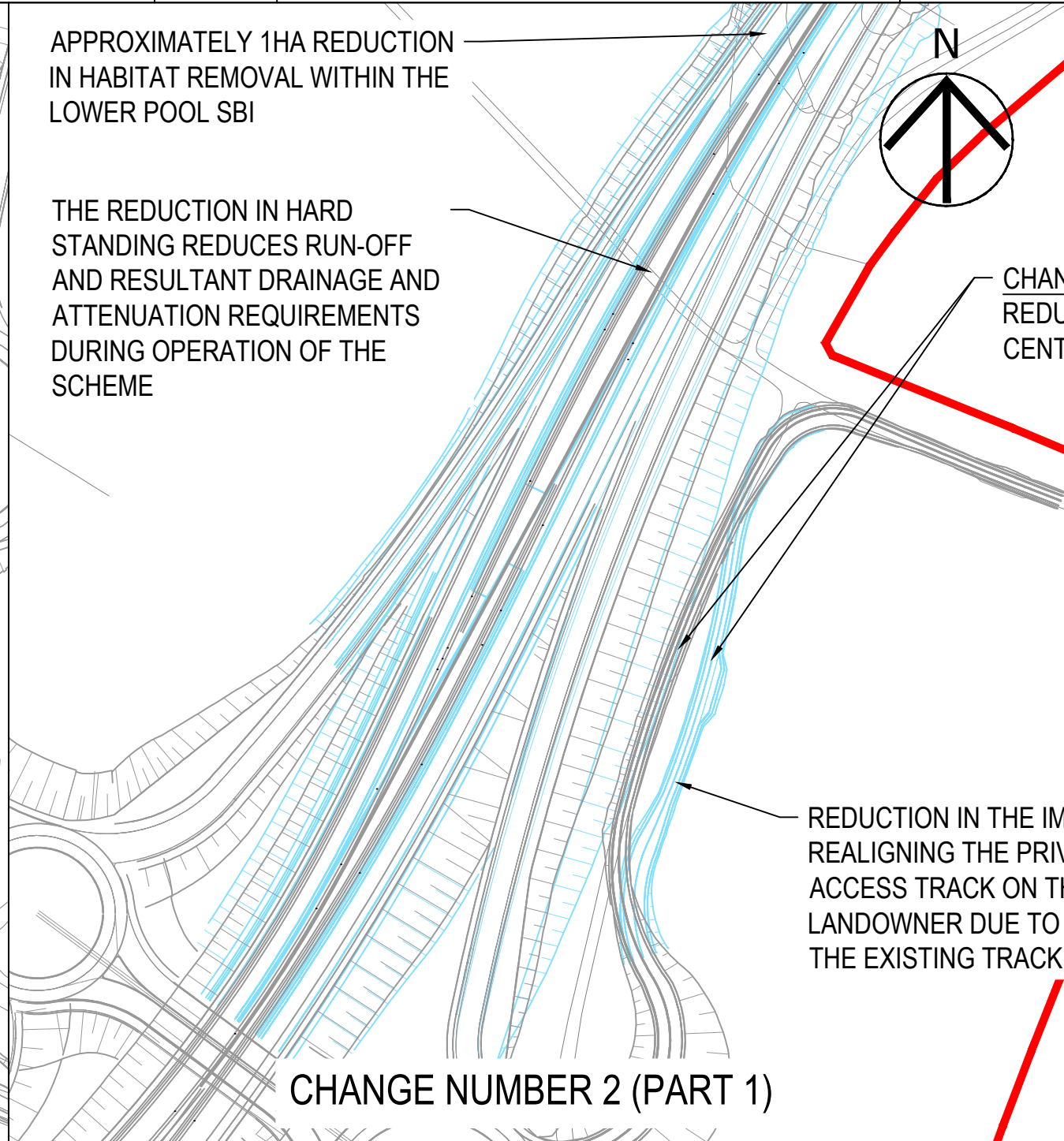
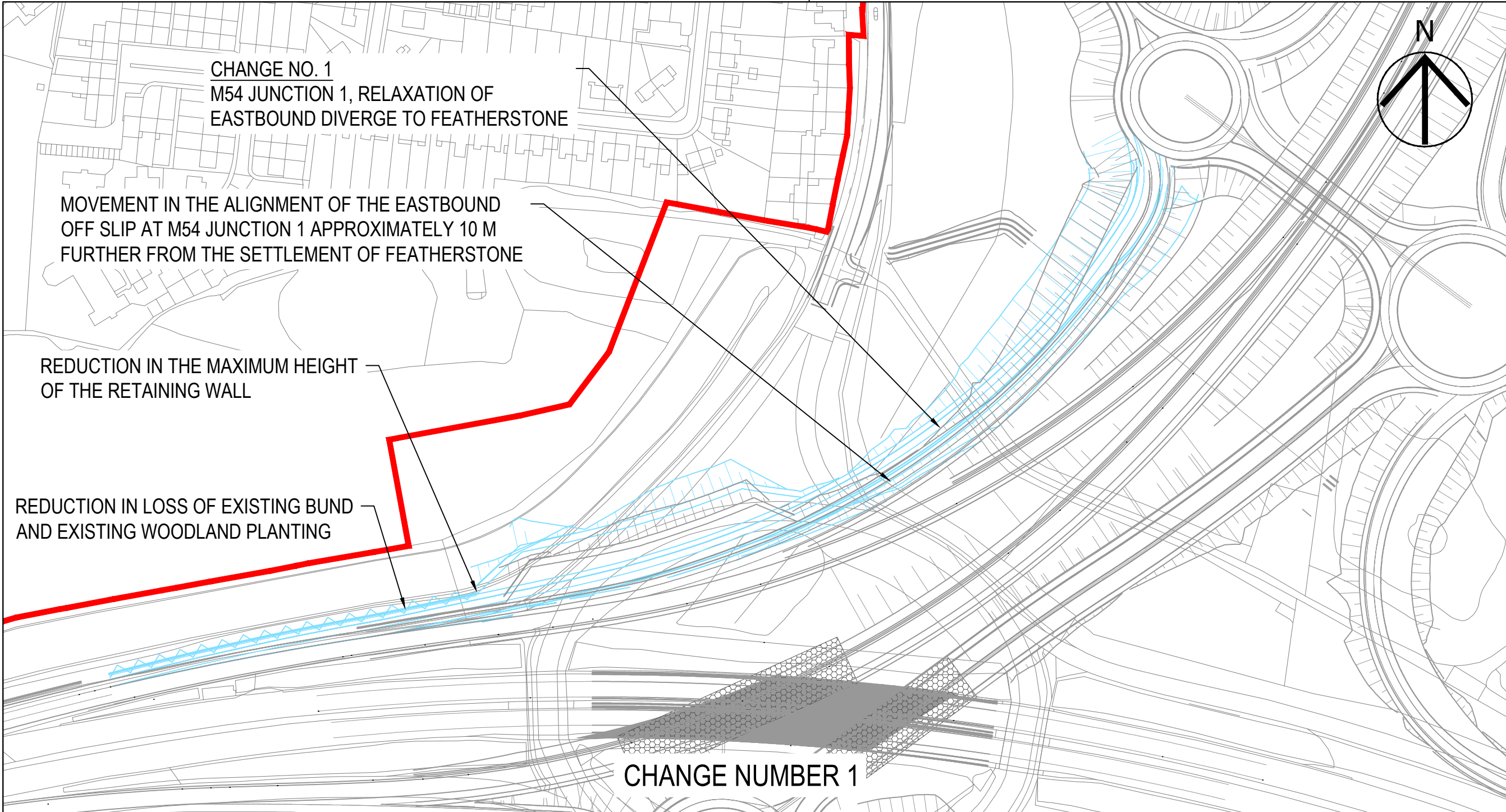
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| <b>M54_ZZ_ZZ_Z</b>                                        | <b>-DR-CH-1001</b>          | <b>1</b>                 | <b>1</b>          |
| Location                                                  | I Type                      | I Role                   | I Number          |



## C5 Scheme Changes Technical Drawing 2



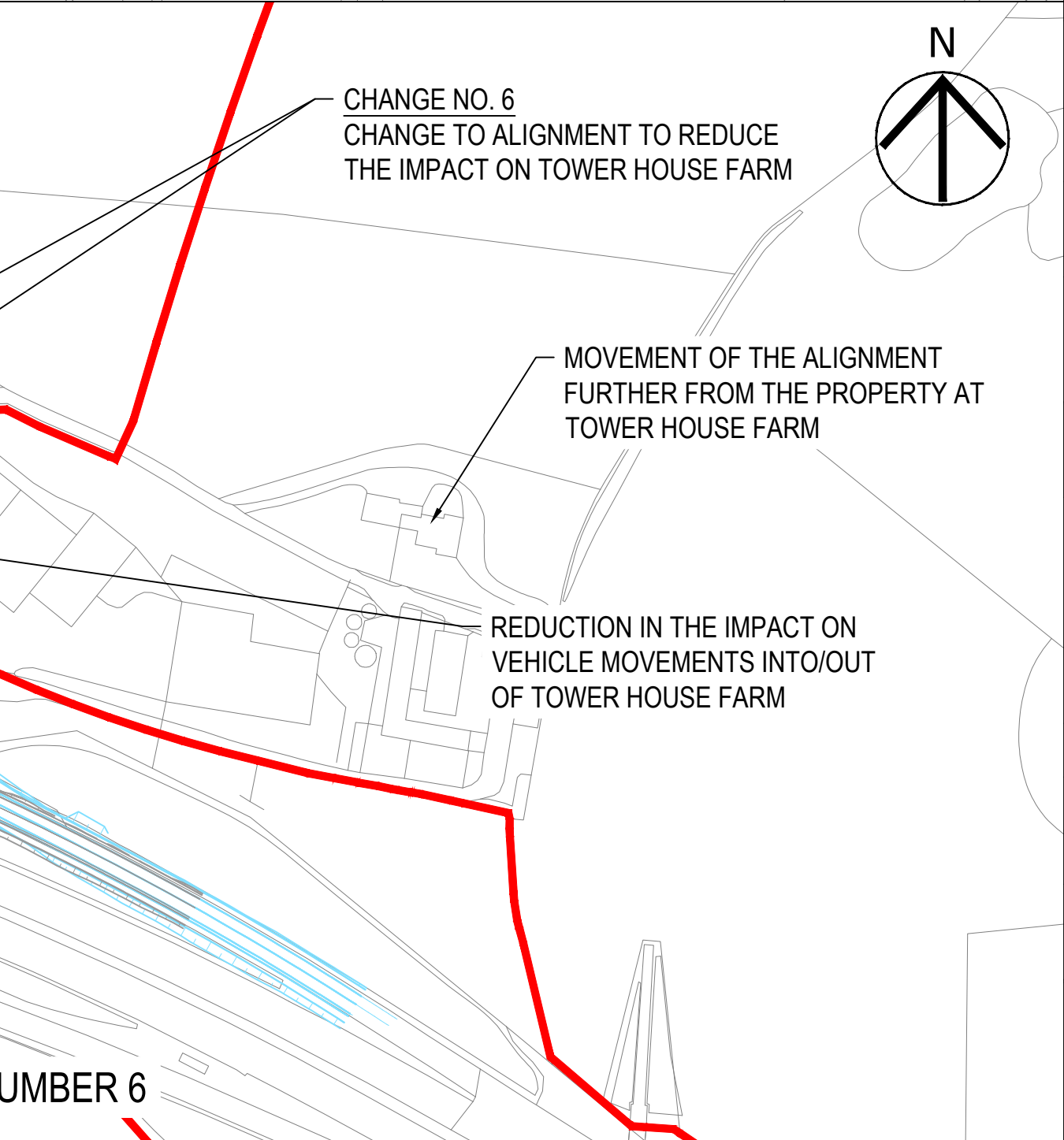
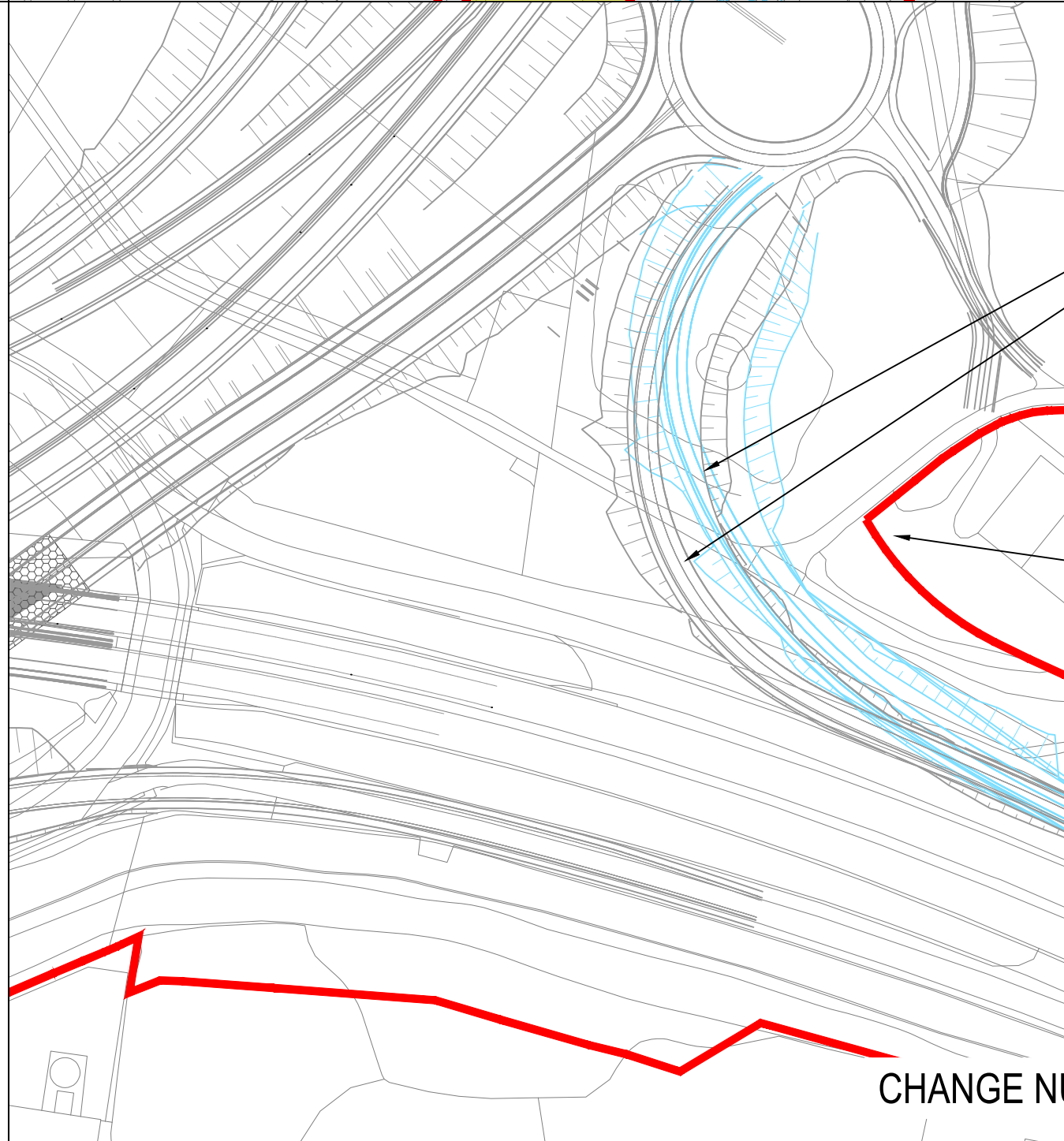
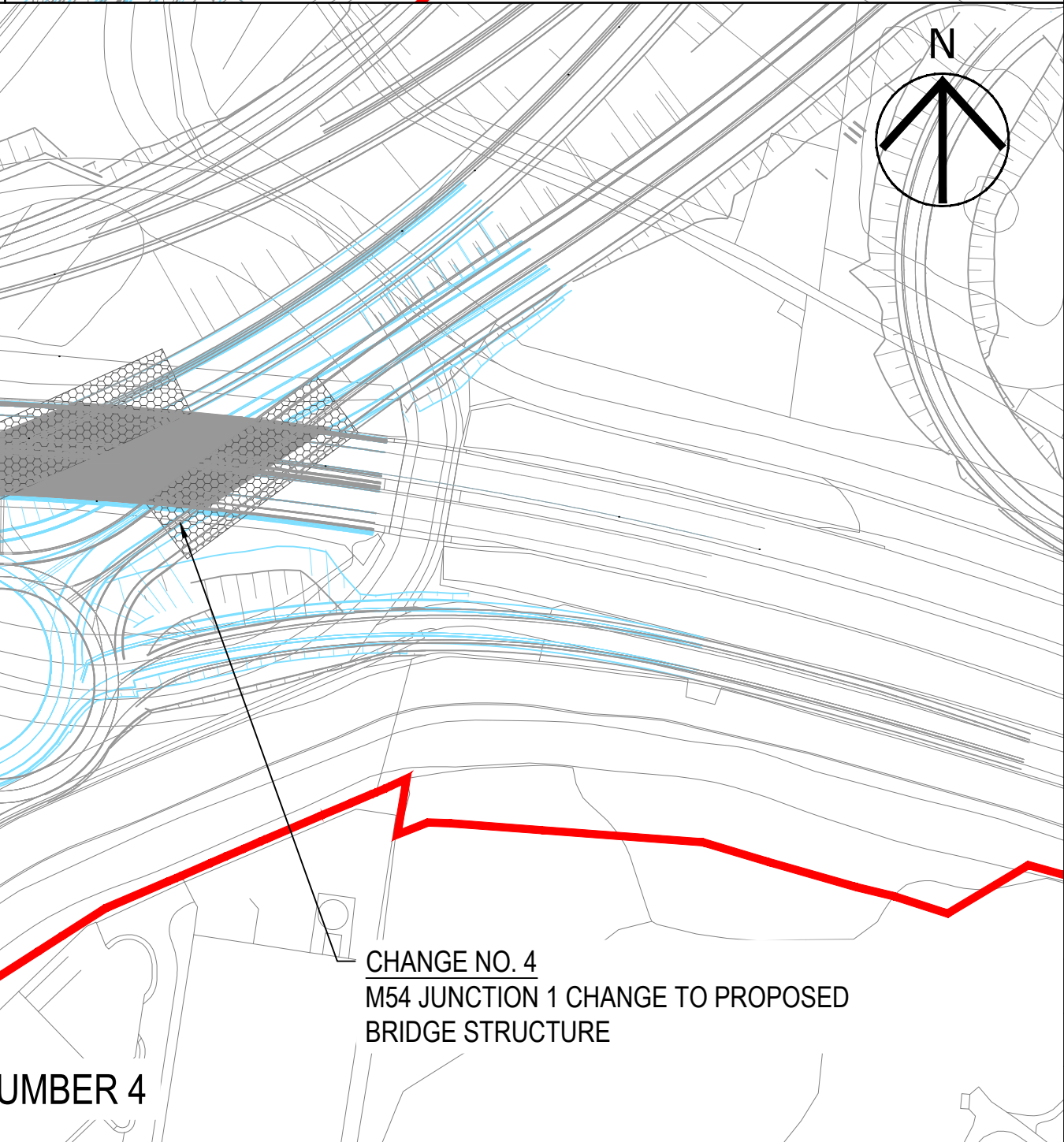
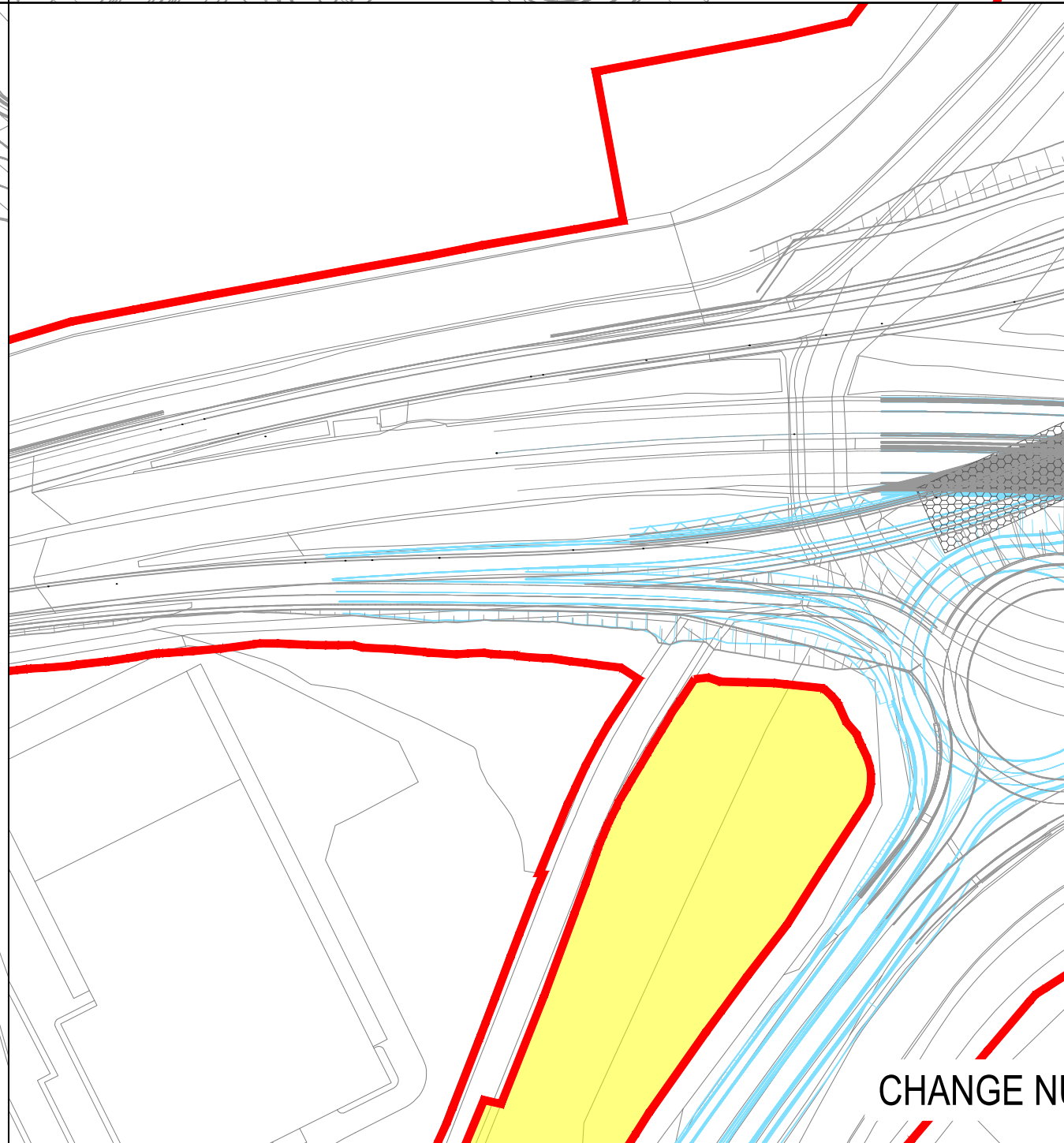
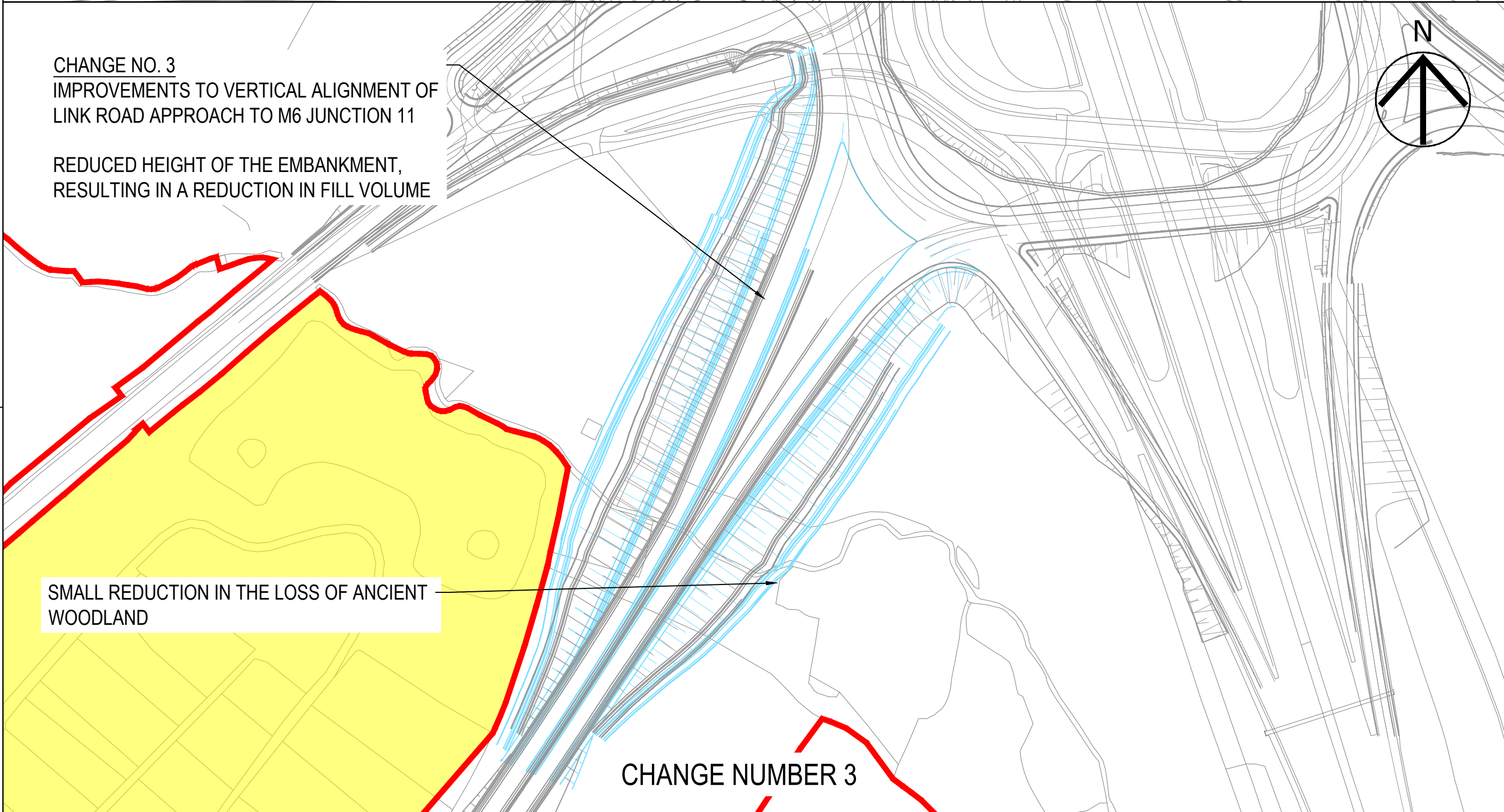


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KEY

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- LAND NOT INCLUDED WITHIN THE ORDER LIMITS
- CURRENT DESIGN
- PROPOSED DESIGN CHANGES
- EXISTING PUBLIC RIGHT OF WAY (PROW)
- CURRENT DESIGN PROW DIVERSION
- PROPOSED DESIGN CHANGES PROW DIVERSION



FIRST ISSUE

|       |          |        |
|-------|----------|--------|
| AM    | 24/07/20 | P01    |
| By    | RR       | Date   |
| Check |          | Suffix |

Purpose of issue

**SUITABLE FOR INFORMATION**

Client  
Highways England  
Floor 5  
Two Colmore Square  
38 Colmore Circus  
Birmingham  
B4 6BN

Development Consent Order Number  
**TR010054**

Project Title  
**M54 to M6 Link Road**

Development Consent Order Drawing Number  
**TR010054**

Drawing Title  
**SCHEME CHANGES  
DRAWING FOR  
THE INSPECTORATE  
SHEET 2**

|          |       |         |          |          |
|----------|-------|---------|----------|----------|
| Designed | Drawn | Checked | Approved | Date     |
| ---      | AM    | JH      | RR       | 24/07/20 |

|                                  |                          |
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| Internal Project No.<br>60536736 | Suitability<br>S2        |
| Scale @ A1<br>1:2000H/1:2000V    | Zone<br>Highways General |

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| Drawing Number<br>HE514465 | I Originator<br>-ACM- | I Volume<br>-HGN- | Rev<br>P01 |
| M54_ZZ_ZZ_Z                | -DR-CH-1002           | I Type<br>1 Role  | I Number   |



## C6 Proposed Changes Consultation Response Form

# M54 to M6 Link Road

## Proposed changes consultation

### Response form

From 24 August to 21 September 2020

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

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

Share your views with us by:

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

**Freepost M54 TO M6 LINK ROAD**

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

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

- Emailing a copy of your response form to:

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

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





# About you

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

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

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

\_\_\_\_\_

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

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

Are you responding on behalf of an organisation?

Yes ☐ No ☐

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

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

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

## Which of the following best describes you?

(please tick all that apply)

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

# The proposed changes

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

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

1a. Do you agree with this change?

Yes ☐

No ☐

Don't know ☐

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

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

2a. Do you agree with this change?

Yes ☐

No ☐

Don't know ☐

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

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

3a. Do you agree with this change?

Yes ☐      No ☐      Don't know ☐

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

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

4a. Do you agree with this change?

Yes ☐      No ☐      Don't know ☐

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

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

5a. Do you agree with this change?

Yes ☐ No ☐ Don't know ☐

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

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

6a. Do you agree with this change?

Yes ☐ No ☐ Don't know ☐

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

**Change 7:** to reduce the land required for environmental mitigation

7a. Do you agree with this change?

Yes ☐

No ☐

Don't know ☐

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



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

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

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

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

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

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

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

Thank you for taking the time to share your views with us.

Please submit your completed response form by **11.59 pm on 21 September 2020**

If you have any queries relating to the M54 to M6 link road, please contact us at:  
**M54toM6linkroad@highwaysengland.co.uk**

For the latest information and updates, please visit our webpage:  
**www.highwaysengland.co.uk/M54-M6linkroad**

If you have any queries relating to Highways England, you should contact our customer contact centre on **0300 123 5000** or email **info@highwaysengland.co.uk**

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This document is also available on our website at [www.highwaysengland.co.uk/M54-M6linkroad](http://www.highwaysengland.co.uk/M54-M6linkroad)

For an accessible version of this publication please call **0300 123 5000** and we will help you.

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