A46 Coventry Junctions (Walsgrave)
Scheme number: TR010066

5.2 Consultation Report Annexes

Annex M: Tables evidencing regard had to statutory consultation responses (in accordance with Section 49 of the 2008 Act)

APFP Regulations 5(2)(q)

Planning Act 2008

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

Volume 5

November 2024

Infrastructure Planning

Planning Act 2008

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

A46 Coventry Junctions (Walsgrave)
Development Consent Order 202[x]

CONSULTATION REPORT ANNEXES
Annex M: Tables evidencing regard had to statutory consultation responses (in accordance with Section 49 of the 2008 Act)

Regulation Number	Regulation 5(2)(q)
Planning Inspectorate Scheme Reference	TR010066
Application Document Reference	TR010066/APP/5.2
Author	A46 Coventry Junctions (Walsgrave) Project Team, National Highways

Version	Date	Status of Version
Rev 0	November 2024	Application Issue

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M1. Introduction to Annex M

1.1.1. This Annex sets out how the Applicant has had regard to the responses received to the statutory consultation, in line with section 49 of the 2008 Act. There are eight sets of tables, corresponding to the eight overarching themes (for example, Design or Environment) that were identified in responses to the consultation.

1.1.2 For each theme, there are a maximum of four tables: one for responses from Prescribed Consultees, one for responses from Local Authorities, one for Land Interests, and one for section 47 consultees. If no comments were provided on a given theme by one of the four categories, then a table has not been provided for them.

1.1.3 The comments from consultees are provided ad verbatim. Chapter 5 of the Consultation Report (**TR010066/APP/5.1**) provides a summary of the issues identified in responses and more information on the Applicant's process of identifying and categorising issues in responses.

M2. Construction

Table 1 - Construction theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Construction	Support with the construction stage TfWM's Behaviour Change Hub can further support local people with their travel requirements during times of disruption (when construction of the junction commences) together with their aspirations, needs and capabilities to deliver more travel options which support sustainable lifestyles. This scheme should be considered by TfWM's Network Mitigation Forum which considers other planned activity on the network and identifies a suitable package of mitigation measures on the local network to support the construction phase and the re-routing of traffic. It should be noted that Coventry City Council are currently developing a number of schemes for the A444 route and works will need to be coordinated, to maintain a resilient network. Through our new Behaviour Change Hub, TfWM can provide:	Transport for West Midlands (TfWM)	N	The construction methodology and phasing for the Scheme will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The Applicant would work with Coventry City Council and Warwickshire County Council as highway authorities to identify any other schemes that would require coordination or specific diversions during construction of the Applicant's Scheme. This would be considered in the Traffic Management Plan which is developed from the Outline Traffic Management Plan, secured by Schedule 2 Requirement 11 of the draft Development Consent Order (**TR010066/APP/3.1**). Following TfWM's response to the statutory consultation the Applicant held a meeting to discuss their feedback. During the meeting TfWM provided information about services that could be offered during the construction stage. TfWM provided the Applicant with contact details for specific departments so that further discussions

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	1. Expertise in supporting behaviour change and embed new travel habits and lifestyles for users, where we can provide information on our services on request. This can include bespoke journey planning, public transport ticketing advice, and support on sustainable travel options. 2. Travel clinics, covering interactive journey planning sessions for workplaces and businesses impacted by the construction works, the best ticket options, the quickest public transport routes to take and cycling and walking routes. 3. Travel disruption updates, where we can help if planned travel disruptions will affect businesses and communities through our social media channels, our website, through personalized text message and email alerts and through our real-time information screens across our public transport network. These support resources should further be acknowledged in the material as part of wider mitigation measures and be			could take place about working together in the future. Chapter 3 of this Report (**TR010066/APP/5.1**) provides a summary of engagement with stakeholder organisations and groups, including TfWM. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase. This person would engage with key stakeholder groups to ensure information is shared about diversions and closures. The Applicant would also communicate updates during construction using the Scheme webpage and other methods as appropriate.

Table 1 - Construction theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	factored into the DCO, to ensure reduced implications are witnessed on our KRN and local networks.			
Utilities	Turner & Townsend Project Management are appointed on behalf of MBNL to conduct Plant (apparatus) Searches in accordance with the relevant NRSWA Act 1991- Diversionary Works legislation. These searches considered plant belonging to EE (T-Mobile and Orange sites) and the HG3 mobile telecommunication networks. MBNL do have plant in or near to the area of development please see below. However, further details of the proposed development are needed to ascertain if works will affect either the plant or its coverage. Please keep us up to date with any future developments using the contact details below.	SHQ Telecoms	N	The Applicant has used a range of methods to identify and locate utility assets within the Order Limits. The Applicant issued Section 85 notices, under the New Roads and Street Works Act 1991, to Statutory Undertakers on 9 August 2023. A ground penetrating radar survey of the area was completed in Autumn 2023 to locate known and unknown assets. Where required, trial holes have been used to physically locate and identify assets. Through these investigations the Applicant has found no requirement to divert or protect any SHQ Telecoms assets. An Outline Construction Communication Strategy is provided as Appendix B.5 to the First Iteration Environmental Management Plan (**TR010066/APP/6.5**). It sets out the proposed methods for ensuring interested parties are informed or consulted on any forthcoming construction works that are relevant to them. This would include engaging with utility companies and

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				other statutory undertakers. In addition to direct correspondence with such bodies, the Applicant would provide regular updates on the construction of the Scheme on its webpage.
Utilities	Please accept this email as confirmation that Vodafone: Fixed does have apparatus within the vicinity of your proposed works. Please see attached network information. For all future requests please include a 12-digit grid reference and location details within the body of the actual email. Note: Only affected part is printed and our network is not present in the remaining areas of your proposed works.	Vodafone	N	The Applicant has used a range of methods to identify and locate utility assets within the Order Limits. The Applicant issued Section 85 notices, under the New Roads and Street Works Act 1991, to Statutory Undertakers on 9 August 2023. A response from Vodafone was received on 3 May 2024 confirming that the Vodafone apparatus should not be affected and, if required, supervision could be provided at cost to the Scheme. In addition, a ground penetrating radar survey of the area has been completed in Autumn 2023 to locate known and unknown assets. Where required, trial holes have been used to physically locate and identify assets. Through these investigations, Vodafone assets have been found to be located outside the scope of works and therefore unaffected.

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Utilities	With regard to your request for details of existing services in the area of; A nearby postcode you can use is CV2 3AD The What3Words location of the current junction is ///clubs.twist.spend. we can confirm that, based on the details provided to us, EQUANS does have buried plant in the following identified areas. Coventry – CV1, CV2, CV3 Please find attached a drawing detailing the location of apparatus in the area. The attached gives an indication of EQUANS flow and return pipework in the area and an indication of a typical buried pipe cross-section. Please note that the drawings give only an indication of the apparatus present and should not be relied upon as definitive notification of EQUANS equipment locations. Any digging in the vicinity of our pipes should be preceded by the use of pipe	EQUANS	N	The Applicant has reviewed the information provided by EQUANS, which shows that the assets are not in close proximity to the Scheme. The buried plant owned by EQUANS will therefore not require any diversion or protection as the asset is not near any works associated with the Scheme.

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	detection equipment and should be hand-digging only. These pipes contain hot water under pressure and therefore pose a risk to both contractor personnel and passing members of the public. Some sections of our network will lose integrity if exposed by adjacent works and we therefore request that you inform us if digging within the vicinity of our pipe routes. We ask that you please inform us when you plan to go ahead with the works if you believe they could affect EQUANS apparatus.			
Utilities	We have received via post information regarding the above works. We can confirm that COLT Utility Services are within the area of your enquiry. Please find the attached documents regarding your enquiry.	CA Telecom	N	The Applicant has reviewed the information provided by CA Telecom, on behalf of COLT Utility Services, which shows assets along the B4027 underpass. The Scheme design of the A46 alignment does not interface with the B4027 underpass and therefore the Applicant has found no requirement to divert or protect these assets.
Utilities	National Grid Telecoms have assets within the proposed works locations (using the below extract from your consultation pack).	National Grid Telecoms	N	Since this consultation response was provided, National Grid Telecoms have confirmed that the current proposed design does not impact the National Grid asset.

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	National Grid Telecoms assets are shown in orange on the attached PDF. Within the highlighted approximate work area, we have an overhead fibre (on the 132kV pylon line), and an underground duct route. The fibre route starts in the centre of the work area as overhead, then goes underground at the tower labelled 48HK27 (438317,279231¬). It is then an underground ducted route (with inspection chambers) heading south. Please note this plan is only indicative, may not be accurate, and is subject to change. Official enquiries and plant map requests will be required once works are confirmed. This plan only shows National Grid Telecoms assets, and not any electricity assets. Separate enquiries should be made with National Grid Electricity Distribution for electrical assets. I trust that you will be in touch in due course if any diversions or modification of our assets are required to facilitate your works.			

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Utilities	FYI – we have forwarded this consultation to the National Gas Transmission Team who are no longer part of National Grid Group. There new email address is box.assetprotection@nationalgas.com. I can see that there also overhead lines in the vicinity of the proposed work. I believe these lines belong to National Grid Electricity Distribution (formerly Western Power Distribution) who should be consulted on the proposal separately if they not been already.	National Grid Electricity Transmission	N	The Applicant engaged early with National Grid to obtain draft drawings, which have been considered when developing the design for the Scheme. The Applicant consulted with National Grid Electricity Distribution as part of the statutory consultation as set out in **Annex G** of the Consultation Report Annexes (**TR010066/APP/5.2**). Since this consultation response was received, the Applicant has been in touch with National Grid Electricity Distribution, who have confirmed that the Scheme proposals do not directly affect the electricity assets. All works close to the overhead lines will be undertaken in accordance with Health and Safety Executive's Guidance GS6, which stipulates that plant protection measures will need to be installed.
Utilities	Northern Gas Networks do not cover this area.	Northern Gas Networks	N	The correct gas providers (Cadent, ESP, GTC) for the area covered by the Scheme have been contacted and responses received. See Chapter 3 of this Report for more information.
Utilities	Regarding A46 Coventry Junctions (Walsgrave), there are no National Gas Transmission assets affected in this area.	National Gas Transmission- Asset Protection Team	N	Line search before you dig (LSBUD) has been used as part of the utility search process, which also confirmed National Gas Transmission does not have assets within the search area.

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Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	If you would like to view if there are any other affected assets in this area, please raise an enquiry with www.lsbud.co.uk. Additionally, if the location or works type changes, please raise an enquiry.			
Utilities	SSE Utility Solutions Ltd operate and maintain the Gas assets on behalf of Indigo Pipelines Ltd. We have reviewed the provided coordinates, and we can confirm that Indigo Pipelines DO NOT own GAS assets in the area. However, we strongly recommend that you use the Line Search Before You Dig services to identify if there are any other assets buried in the area.	SSE Utility Solutions	N	Line search before you dig (LSBUD) has been used as part of the utility search process, which also confirmed SSE Utility Solutions did not have assets within the search area.
Utilities	Thank you for your email concerning the A46 Coventry Junction road improvements. I can confirm GTC has no assets within the order limits of the project's scheme. Please do not hesitate to contact us for any further queries.	GTC Pipelines	N	The comment is noted.

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Utilities	Thank you for your email. I have checked my system with the postcode provided and can confirm this is not within SGN's network, it is Cadent Gas. You will need to contact Cadent to assist further.	Southern Gas Network	N	It is noted that there are no assets belonging to Southern Gas Network in the Order Limits. The Applicant has requested details of known assets from utility providers through various investigations, including ground penetrating radar surveys and trial holes. The correct gas providers (Cadent, ESP, GTC) for the area covered by the Scheme have been contacted and responses received, as set out in Chapter 3 of this report.
Utilities	Thank you for your notification of 25 October 2023 seeking the views of the Coal Authority on the above. I have checked the site location plan against our coal mining information and I can confirm that whilst the site falls within the coalfield, it is located outside the Development High Risk Area as defined by the Coal Authority. On this basis the Planning team at the Coal Authority have no comments to make. I hope that this is helpful, however please do not hesitate to contact me if you	The Coal Authority	N	It is noted that the Scheme falls within the coalfield and that it is outside the high-risk area. The Applicant has produced a Ground Investigation Report in ES Appendix 9.3 (Ground Investigation Report) (**TR010066/APP6.3**). Based on the results of this, the Applicant is satisfied that there is no risk of impact to human health as a result of former coal mine workings.

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Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	would like to discuss this matter further.			

Table 2 - Construction theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Construction	The proposal to reuse the compound currently being used for the Binley works is welcomed and will help minimise further disruption in terms of catering for site staff and the storage of materials. Please do not hesitate to let me know should you have any queries regarding these comments.	Coventry City Council	N	Comment noted. For more information on the construction compound locations, refer to ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**).

Table 3 - Construction theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Construction	Temporary lights at Clifford Bridge Road are causing traffic jams at the moment. This is nothing compared with your scheme.	BHLF-2AJC-3WX8-T	N	The use of temporary traffic signals is limited to the construction of the proposed signalised crossing on the B4082, as set out in Chapter 4 of the Outline Traffic Management Plan (**TR010066/APP/7.5**). These signals would only be in place during off peak periods during which traffic management operatives will be on site to rectify any issues immediately. The Scheme does not require any works on Clifford Bridge Road but when a closure of the A46 in the vicinity of the Walsgrave Junction is required, the diversion route would use Clifford Bridge Road. It has been selected as the shortest diversion route and is already the agreed route between the Applicant and Coventry City Council during existing roadworks on the A46. Where possible it is anticipated that this type of closure would be completed outside of peak travel times. The Outline Traffic Management Plan (**TR010066/APP/7.5**) details the diversion routes that will be used by the Scheme during any closure of the A46. The Outline Traffic Management Plan (**TR010066/APP/7.5**) will be developed into the Traffic Management Plan, secured by Schedule 2

Table 3 - Construction theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				Requirement 11 of the draft Development Consent Order (**TR010066/APP/3.1**) which will further detail the specific traffic management measures to be implemented during construction. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase. This person would engage with key stakeholder groups to ensure information is shared about diversions and closures. The Applicant would also communicate updates during construction using the Scheme webpage and other methods as appropriate. As described in Appendix B.5 (Construction Communication Strategy) of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**), the Applicant would implement a coordinated engagement plan to ensure that residents potentially affected by construction of the Scheme are aware of upcoming works that may affect their day-to-day activities. The exact methods would be determined closer to the construction period but are likely to include email communications, leaflets, and regular website updates.
Construction	Road closure, meaning traffic	BHLF-2AJC-3WX8-T	N	The diversion route proposed by the Applicant

Table 3 - Construction theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	including lorries using local side roads causing traffic jams and blocking routes ambulances use to get to the hospital.			uses A46 Binley Junction, A428 Brandon Road, Clifford Bridge Road, Ansty Road, Hinckley Road and M6/M69 Junction when a closure of the A46 northbound, A46 southbound and, the B4082 between Clifford Bridge Road and the A46 Walsgrave Junction is required. It has been selected as the shortest diversion route and is already the agreed route between the Applicant and Coventry City Council during existing roadworks on the A46. Further information, including the diversion routes is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Where possible it is anticipated that a closure of the A46 would be outside of peak travel times to minimise disruption. The Applicant would hold monthly traffic management forums, inviting key stakeholders such as University Hospital Coventry to seek input into traffic management proposals as well as receive feedback on the implementation of any measures. If issues are identified, the forum would discuss and agree any changes required. Further information on the Traffic management forum is set out in the

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				Outline Traffic Management Plan (**TR010066/APP/7.5**). The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 11 of the draft Development Consent Order (**TR010066/APP/3.1**) which will further detail the specific traffic management measures to be implemented during construction. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase. This person would engage with key stakeholder groups to ensure information is shared about diversions and closures. The Applicant would also communicate updates

Table 3 - Construction theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				during construction using the Scheme webpage and other methods as appropriate. Mitigation measures are set out in the First Iteration Environmental Management Plan (**TR010066/APP/6.5**), which would be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (**TR010066/APP/3.1**).
Construction	Insufficient detail provided to date [in response to Question 4b of the response form: "Please use the box below to provide any comments you have on the construction of the scheme, including traffic management measures during construction."]	BHLF-2AJC-3WGY-A	N	The statutory consultation materials included the Applicant's high-level plans for how and when construction would take place. The Preliminary Environmental Information Report (PEIR) and PEIR Non-Technical Summary (NTS) described the typical types of mitigation that the Applicant would be considering. The Applicant has developed the proposed construction methodology, phasing and programme, which has been assessed and presented in the ES (**TR010066/APP/6.1**). A description of the indicative construction programme and phasing is provided in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). The Applicant has produced an Outline Traffic

Table 3 - Construction theme: Persons with an interest in the land				
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Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 11 of the draft Development Consent Order (**TR010066/APP/3.1**) which will further detail the specific traffic management measures to be implemented during construction. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase. This person would engage

Table 3 - Construction theme: Persons with an interest in the land				
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				with key stakeholder groups to ensure information is shared about diversions and closures. The Applicant would also communicate updates during construction using the Scheme webpage and other methods as appropriate.
Construction	Our clients require further detail at an early stage regarding retained land boundary treatments and the demarcation of land to be used temporarily.	BHLF-2AJC-3WGU-6	N	Where the boundary is affected by the works, the Applicant would install secure temporary boundaries, but the detail would be finalised after the Development Consent Order has been granted. Plans of the Order Limits and demarcation of land will be shared through ongoing discussions with the local landowners. The Applicant would aim to install the fencing at the earliest opportunity. Fencing locations are shown in the General Arrangement (**TR010066/APP/2.6**).
Construction	In relation to the element of plot 2/13c which follows the existing access around the rear of our client's farm buildings, we would be keen to establish why this is required given the remainer of this plot shows a means of access to the same point along the front of the farmhouse immediately contiguous to the new road boundary.	BHLF-2AJC-3WGU-6	Y	Following feedback from the landowner and further design development, this section of temporary land take has been removed from the Order Limits and therefore is no longer shown within the DCO application. The Applicant consulted on this change in its supplementary consultation. Chapter 4 of this Report (**TR010066/APP/5.1**) sets out more information about the supplementary consultation

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				and **Annex N** (**TR010066/APP/5.2)** provides evidence of the Applicant's regard to the feedback received.
Construction	With regard to plot 2/13a and the surrounding plots our clients require detail on the temporary works proposed to the existing culverts, specifically whether access will be via the existing highway or by agreement across our client's retained land. Our client requires assurance that their retained land boundary will be contiguous with adopted highway and that any new / existing entrance points retain unfettered highway access.	BHLF-2AJC-3WGU-6	N	For clarity, plot 2/13a has been renamed 2/3a and is shown on Sheet 2 of the Land Plans (**TR010066/APP/2.2**). The Book of Reference (**TR010066/APP/4.3**) describes the use of this area of land. The Applicant has reviewed the proposed works to the culvert within plot 2/3a and would use the A46 northbound carriageway for access to undertake any potential works. There would be no requirement to access through the field to the west of this plot, this is outside of the Order Limits, as shown on Sheet 2 of the Land Plans (**TR010066/APP/2.2**). The Applicant is not proposing to change the highway access from existing use in this area.
Construction	Access to Farmland In respect of our clients farming enterprise, our client has concerns over the level of traffic around the Farmhouse and buildings that may hinder their ability to farm the land.	BHLF-2AJC-3WGU-6	Y	Following statutory consultation, the Applicant has continued to engage with the landowners and has developed traffic management, set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**) and construction working areas, described in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**), to avoid use of the

Table 3 - Construction theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	Our client is keen to understand the traffic movements including the type of vehicles and frequency of those vehicles utilising the existing farm access during construction. Our client is also keen to understand the works proposed to the existing farm access and the temporary access areas detailed on the land plans to ensure their suitability for construction traffic.			Hungerley Hall farm accommodation overbridge. The haul road using part of the access to Hungerley Hall Farm and routed around the buildings has been removed from the Scheme as the Applicant has changed the construction methodology and now proposes access off the B4082 as detailed in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Therefore, there would not be any traffic around the farmhouse buildings associated with construction of the Scheme. The Applicant consulted on the removal of the haul road in a supplementary consultation, which is described in Chapter 4 of the Consultation Report (**TR010066/APP/5.1**). Because the existing access track is no longer proposed to be used there is no construction traffic assessment to show traffic movements for this element. The Applicant does not envisage the proposed works would disrupt the farm operations. Access to Hungerley Hall farm buildings would be maintained throughout the construction period as set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Access to the farmland

Table 3 - Construction theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				outside of the temporary land boundary would be maintained during the construction period. Access between the existing Hungerley Hall farm buildings (Point 2/3 on Sheet 2 of the Rights of Way and Access Plans (**TR010066/APP/2.4**)) and the existing Hungerley Hall Farm accommodation overbridge (Point 2/5 on Sheet 2 of the Rights of Way and Access Plans (**TR010066/APP/2.4**)) would be maintained during construction. There would be a requirement for plant crossings over this access to facilitate construction works. The Applicant would ensure that an operative would be present to ensure any farm traffic could safely cross if construction vehicles were using the crossing. Access rights are secured through Schedule 3 in the draft DCO (**TR010066/APP/3.1**). The Applicant has held some discussions with the landowners about access, but these would continue after the Development Consent Order has been granted.
Construction	Our client would like it confirmed that they will have continued use of the existing accommodation overbridge crossing the A46 for all intents and	BHLF-2AJC-3WGU-6	N	The Applicant confirmed in a meeting with the landowner that there is currently no intention to propose any alteration of the rights of access over Hungerley Hall farm accommodation overbridge

Table 3 - Construction theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	purposes post scheme.			in the draft Development Consent Order (**TR010066/APP/3.1).** The proposed new access from the Hungerly Hall farmhouse buildings is shown on Sheet 2 of the Works Plans (**TR010066/APP/2.3),** which shows the proposed new access from Hungerley Hall Farm to the B4082 (Works No. 2C) then from the B4082 to the accommodation overbridge (Works No. 2B). This is also set out in the Scheme Design Report (**TR010066/APP/7.4**).
Construction	I am concerned about how my property at Hungerley hall farm and farmhouse will be affected during construction particularly access and services.	BHLF-2AJC-3WGJ-U	N	Access to the Hungerley Hall farm buildings would be maintained from the B4082 along the existing access track throughout the construction period. Further information about access during construction is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The temporary access routes during construction are shown on (**TR010066/APP/5.1)** Figure 2.5 (Temporary Works) (**TR010066/APP/6.2**) The Outline Traffic Management Plan (**TR010066/APP/7.5**) details site access for works adjacent to Hungerley Hall farm. All proposed access routes for construction would use either the A46 northbound carriageway and the existing roundabout. Therefore, access to the farmhouse would not be affected.

Table 3 - Construction theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				The utilities which connect to Hungerley Hall farm have been located as part of the site investigation works and would not be affected by the construction of the Scheme. Where required, temporary protection measures would be installed for these utilities.
Construction	Regarding the access to the farm land and building required at all times we have concerns.	BHLF-2AJC-3WGT-5	Y	The Applicant has held meetings with the landowner to specifically discuss their consultation responses including the points about access requirements. As explained during this meeting, the Applicant would always maintain access to the Hungerley Hall farm buildings from the existing B4082 access point during the construction phase. Following the statutory consultation, the haul road using part of the access to Hungerley Hall Farm and around the buildings has been removed as the Applicant has changed the construction methodology and now proposes access off the B4082. The Applicant consulted on this change in a supplementary consultation, which is described in Chapter 4 of the Consultation Report (**TR010066/APP/5.1**). Access to the Hungerley Hall farm and Walsgrave Hill Farm's land (which is not part of the Order
Construction	Regarding regular access, often daily, to the farmland and property at Hungerley Hall farm and the size of farm vehicles accessing arable fields at the same time as use by construction vehicles particularly up drive access.	BHLF-2AJC-3WGT-5	Y	
Construction	Access to Hungerley Hall Farm and Walsgrave Hill farm needs maintaining at all times.	BHLF-2AJC-3WG9-A	N	

Table 3 - Construction theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				Limits) would be maintained throughout the construction period from the existing access points on the B4082 and Farber Road as shown in the Rights of Way and Access Plans (**TR010066/APP/2.4**). Access between the existing Hungerley Hall farm buildings (Point 2/3 on Sheet 2 of the Rights of Way and Access Plans (**TR010066/APP/2.4**) and the existing Hungerley Hall Farm accommodation overbridge (Point 2/5 on Sheet 2 of the Rights of Way and Access Plans (**TR010066/APP/2.4**) would also be maintained during construction. There would be a requirement for plant crossings over this access to facilitate construction works. The Applicant would ensure that an operative would be present to ensure any farm traffic could safely cross if construction vehicles were using the crossing. Access rights are secured through Schedule 3 in the draft DCO (**TR010066/APP/3.1**). The Applicant has committed to developing the construction programme in consultation with farm owners which is set out in commitment PH2 of the Register of Environmental Actions and Commitments (REAC) (Appendix A of the First

Table 3 - Construction theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				Iteration Environmental Management Plan (**TR010066/APP/6.5**) which is secured through Schedule 2 Requirement 1 of the draft DCO (**TR010066/APP/3.1**). The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. The Outline Traffic Management Plan (**TR010066/APP/7.5**) also sets out that the Applicant would engage with key local stakeholders such as the highways authority and local community groups in advance of any closures. The Applicant would hold monthly traffic management forums to seek input into traffic management proposals as well as receive feedback on the implementation of any measures. The Outline Traffic Management Plan (**TR010066/APP/7.5**) is secured through Schedule 2 Requirement 11 of the draft DCO (**TR010066/APP/3.1**) which states that no part of construction of the Scheme can commence until a

Table 3 - Construction theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				TMP has been submitted to and approved by the Secretary of State, following consultation with the relevant highway authority.
Construction	Daily access issues to Hungerley hall farm with tractors and machinery. Also livestock during certain times of the year.	BHLF-2AJC-3WG9-A	N	Following statutory consultation, the Applicant continued discussions with the landowner about access routes and specific requirements for Hungerly Hall farm. These discussions are summarised in Chapter 3 of the Consultation Report (**TR010066/APP/5.1**). Discussions about access would continue, post DCO submission and during detailed design. For any temporary access routes, a member of the Applicant's team would liaise with the landowner to ensure that the access is suitable for the farm traffic & Livestock. Access rights are secured through Schedule 3 in the draft DCO (**TR010066/APP/3.1**). The Applicant has committed to developing the construction programme in consultation with farm owners which is set out in Register of Environmental Actions and Commitments (Appendix A of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**) commitment PH2, which is secured through Schedule 2 Requirement 1 of the draft DCO

Table 3 - Construction theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				(**TR010066/APP/3.1**). The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. The Outline Traffic Management Plan (**TR010066/APP/7.5**) is secured through Schedule 2 Requirement 11 of the draft DCO, which states that no part of construction of the Scheme can commence until a TMP has been submitted to and approved by the SoS, following consultation with the relevant highway authority.
Construction	Access to Farmland In respect of our clients farming enterprise, we do require confirmation that we will be able to access our retained fields throughout the construction period.	BHLF-2AJC-3WGY-A	N	Access to Hungerley Hall farm buildings would be maintained throughout the construction period. Access to the farmland outside of the temporary land boundary would be maintained during the construction period. Plant crossings would be required where farm traffic crosses the temporary land take to access Hungerley Hall Farm accommodation overbridge. Access rights are secured through Schedule 3 in the draft DCO (**TR010066/APP/3.1**). The Applicant has committed to developing the

Table 3 - Construction theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				construction programme in consultation with farm owners which is set out in Register of Environmental Actions and Commitments (Appendix A of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**)) commitment PH2, which is secured through Schedule 2 Requirement 1 of the draft DCO (**TR010066/APP/3.1**). The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. The Outline Traffic Management Plan (**TR010066/APP/7.5**) is secured through Schedule 2 Requirement 11 of the draft DCO, which states that no part of construction of the Scheme can commence until a TMP has been submitted to and approved by the SoS, following consultation with the relevant highway authority.
Construction	Carry out a large proportion of the work at night.	BHLF-2AJC-3WVA-1	N	The proposed standard working hours during the construction period are 07:00 to 19:00 on Monday to Friday and 07:00 to 13:00 on Saturdays as set out in ES Chapter 2 (The Scheme)

Table 3 - Construction theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				(**TR010066/APP/6.1**). Sundays and bank holidays are not included in these standard periods. Working hours are included in item G2 of the Register of Environmental Actions and Commitments (REAC) (Appendix A of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**), which is secured through Schedule 2 Requirement 1 of the draft DCO (**TR010066/APP/3.1**). Carrying out works at night could have a negative impact on the local area due to potential light and noise impacts. As such, the majority of the works would be conducted during daylight hours. The Applicant would need to carry out some nighttime work for certain activities that would not be safe to undertake during standard working hours. The type of activities that would need to be undertaken overnight include the installation and removal of traffic management and tying in new and existing carriageways. This is explained further in the Outline Traffic Management Plan (**TR010066/APP/7.5**).
Construction	Try not to keep me awake for two years!	BHLF-2AJC-3WG6-7	N	The standard working hours during the construction period are 07:00 to 19:00 on Monday to Friday and 07:00 to 13:00 on Saturdays as set out in ES Chapter 2 (The Scheme)

Table 3 - Construction theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				(**TR010066/APP/6.1**). Sundays and bank holidays are not included in these standard periods. Working hours are included in item G2 of the Register of Environmental Actions and Commitments (REAC) (Appendix A of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**), which is secured through Schedule 2 Requirement 1 of the draft DCO (**TR010066/APP/3.1**). The Applicant has assessed the impact of construction (and phases where relevant), which includes the consideration of noise and people and local communities in the ES (**TR010066/APP/6.1**), which present the assessments used to determine any potential likely significant effects of the Scheme on each environmental aspect. As set out in ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**), the Applicant's construction traffic assessment, concluded that provided that the anticipated vehicle movements and diversions are in line with the approach as described in the Outline Traffic Management Plan (**TR010066/APP/7.5**) potential significant effects are unlikely.

Table 3 - Construction theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				The Applicant has produced an Outline Noise and Vibration Management Plan, which forms Appendix B.2 of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**), which sets out a range of measures to ensure the effects of noise are controlled, including that deliveries would be managed to prevent queuing of site traffic. Item NV1 of the Register of Environmental Actions and Commitments (Appendix A of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**), sets out a commitment to ensure the effects of noise are controlled, and that the measures for controlling noise are implemented accordingly. ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) has determined that there would be no likely significant effect during construction on human health.
Construction	Get it done in the time scale	BHLF-2AJC-3WXP-J	N	The Applicant has set out its construction methodology and indicative programme in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). It is based on the proposed design, local knowledge from completing the Binley junction upgrade and proposed construction phasing. The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which

Table 3 - Construction theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible. A Construction Traffic Management Plan would be developed and implemented based on the measures and approaches detailed within the Outline Construction Traffic Management Plan (**TR010066/APP/7.5**). Item G4 of the Register of Environmental Actions and Commitments (Appendix A of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**), sets out a commitment to ensure disruption is minimised on those travelling between communities and those travelling to facilities and businesses. A full Traffic Management Plan will be developed in the detailed design stage of the Scheme in accordance with Requirement 11 of the Draft

Table 3 - Construction theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				DCO (**TR010066/APP/7.5**).
Construction	Please try to minimise traffic problems for us local residents.	BHLF-2AJC-3WVA-1	N	People and communities have been considered and assessed through the Environmental Impact Assessment and documented in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible, the most disruptive works, including closures of the A46, would be planned outside of peak travel times to minimise disruption to road users and the local community. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each

Table 3 - Construction theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible. A Construction Traffic Management Plan would be developed and implemented based on the measures and approaches detailed within the Outline Construction Traffic Management Plan (**TR010066/APP/7.5**). Item G4 of the Register of Environmental Actions and Commitments (Appendix A of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**), sets out a commitment to ensure disruption is minimised on those travelling between communities and those travelling to facilities and businesses. A full Traffic Management Plan will be developed in the detailed design stage of the Scheme in accordance with Requirement 11 of the Draft DCO (**TR010066/APP/7.5**). The Outline Traffic Management Plan (**TR010066/APP/7.5**) also sets out that the Applicant would engage with key local stakeholders such as the highways authority and local community groups in advance of any closures. The Applicant would hold monthly traffic management forums to seek input into traffic

Table 3 - Construction theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				management proposals as well as receive feedback on the implementation of any measures. The Applicant would communicate updates during construction using the Scheme webpage and other methods as appropriate. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**).

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Construction	Hoping it won't be as disruptive as the Binley flyover.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible, the most disruptive works, including closures of the A46, would be planned outside of peak travel times to minimise disruption to road users and the local community. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06: 00. Appendix B, Customer Requirements Log, in the Outline Traffic Management Plan (**TR010066/APP/7.5**) summarises how customer requirements have been considered in developing traffic management plans to date and during detailed design when further construction planning would take place. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible. The Outline Traffic Management Plan (**TR010066/APP/7.5**) also sets out that the Applicant would engage with key local stakeholders such as the

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			highways authority and local community groups in advance of any closures. The Applicant would hold monthly traffic management forums to seek input into traffic management proposals as well as receive feedback on the implementation of any measures. In accordance with Schedule 2 Requirement 11 of the Draft Development Consent Order (**TR010066/APP/3.1**) a Traffic Management Plan would be put in place to minimise disruption to the local community. The Applicant would communicate updates during construction using the Scheme webpage and other methods as appropriate. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**).
Construction	When you built the Binley junction it was a nightmare, so I'm not expecting this to be any different.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works, including closures of the A46, would be planned outside of peak travel times to minimise disruption to road users and the local community. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. Appendix B, Customer Requirements Log, in the Outline Traffic

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Management Plan (**TR010066/APP/7.5**) summarises how customer requirements have been considered in developing traffic management plans to date and during detailed design when further construction planning would take place. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible. The Outline Traffic Management Plan (**TR010066/APP/7.5**) also sets out that the Applicant would engage with key local stakeholders such as the highways authority and local community groups in advance of any closures. The Applicant would hold monthly traffic management forums to seek input into traffic management proposals as well as receive feedback on the implementation of any measures. In accordance with Schedule 2 Requirement 11 of the Draft Development Consent Order (**TR010066/APP/3.1**) a Traffic Management Plan would be put in place to minimise disruption to the local community. The Applicant would communicate updates during construction using the Scheme webpage and other methods as appropriate. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**).
Construction	If the proposals are similar to the	N	Since completion of the A46 Binley Junction scheme, the Applicant's

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	Binley Flyover proposals then the impacts of construction won't be minimised. Currently work is still going on the Binley flyover (although your brochure says in was completed in February 2023). Although there is signage on the A46 saying when the road is shut, the sign is placed at the junction of the slip road so you can't tell if the slip road or the flyover is shut. None of the roadworks (current ones end of November into December 2023) are mentioned on the Coventry Councils list of roadworks and the interactive map of roadwork just lists all the possible dates the roadworks could be (which differ to the actual dates) and say lane closure not that the road will be shut. The Highways England website does not detail any of the current roadworks and at the time the road is shut at night, Google Maps and Apple Maps rarely show the road closures. Plus there was only one diversion sign a which was on the flyover but none at the Walsgrave roundabout or on the local roads. In summary, very little of the planned		contractor undertook inspections and works to correct any minor defects. These activities were completed during off-peak periods, usually overnight, to minimise disruption for road users and the local community. The Applicant's contractor would carry out periodic maintenance visits, which includes landscape maintenance and other activities that would continue indefinitely. Again, these would be carried out during off-peak periods. The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible, the most disruptive works, including closures of the A46, would be planned outside of peak travel times to minimise disruption to road users and the local community. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06: 00. Appendix B, Customer Requirements Log, in the Outline Traffic Management Plan (**TR010066/APP/7.5**) summarises how customer requirements have been considered in developing traffic management plans to date and during detailed design when further construction planning would take place. The construction traffic management phases of the Scheme are

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	temporary traffic management in regards to the Binley flyover has been communicated to local residents.		presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible. The Outline Traffic Management Plan (**TR010066/APP/7.5**) also sets out that the Applicant would engage with key local stakeholders such as the highways authority and local community groups in advance of any closures. The Applicant would hold monthly traffic management forums to seek input into traffic management proposals as well as receive feedback on the implementation of any measures. In accordance with Schedule 2 Requirement 11 of the Draft Development Consent Order (**TR010066/APP/3.1**) a Traffic Management Plan would be put in place to minimise disruption to the local community. The Applicant would communicate updates during construction using the Scheme webpage and other methods as appropriate. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**).
Construction	This [the Toll Bar and Binley improvement works] at the cost of huge disruption in the local area during the construction phase which always seems to over-run. Additionally, with seemingly regular	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	night time closure ongoing it seems that Binley at least is not complete and adds to traffic taking the local diversion.		It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible, the most disruptive works, including closures of the A46, would be planned outside of peak travel times to minimise disruption to road users and the local community. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant would need to carry out some nighttime work for certain activities that would not be safe to undertake during standard working hours. The type of activities that would need to be undertaken overnight include the installation/removal of traffic management and tying in new and existing carriageways. This is explained further in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Working hours are included in item G2 of the Register of Environmental Actions and Commitments (Appendix A of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**), which is secured through Schedule 2 Requirement 1 of the draft DCO (**TR010066/APP/3.1**). The Applicant has set out its construction methodology and indicative programme in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). Appendix B, Customer Requirements Log, in the Outline Traffic Management Plan (**TR010066/APP/7.5**) summarises how customer requirements have been considered in developing traffic management plans to date and during detailed design when further construction planning would take place.

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible. The Outline Traffic Management Plan (**TR010066/APP/7.5**) also sets out that the Applicant would engage with key local stakeholders such as the highways authority and local community groups in advance of any closures. The Applicant would hold monthly traffic management forums to seek input into traffic management proposals as well as receive feedback on the implementation of any measures. In accordance with Schedule 2 Requirement 11 of the Draft Development Consent Order (**TR010066/APP/3.1**) a Traffic Management Plan would be put in place to minimise disruption to the local community. The Applicant would communicate updates during construction using the Scheme webpage and other methods as appropriate. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**).
Construction	Having got through all the road changes in the area of late, I can only think it will be as bad if not worse. Travelling to and from the hospital will be even worse than it currently is.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible, the most disruptive works, including closures of the A46, would be planned outside of peak travel times to minimise disruption to road users and the local community. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. Appendix B, Customer Requirements Log, in the Outline Traffic Management Plan (**TR010066/APP/7.5**) summarises how customer requirements have been considered in developing traffic management plans to date and during detailed design when further construction planning would take place. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible. The Applicant would hold monthly traffic management forums, inviting key stakeholders such as University Hospital Coventry to seek input into traffic management proposals as well as receive feedback on the implementation of any measures. If issues are identified, the forum would discuss and agree any changes required. Further information on the Traffic management forum is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**).

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Applicant would communicate updates during construction using the Scheme webpage and other methods as appropriate. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**).
Construction	The Binley junction has resulted in chaos and delays for four years due to overrunning work – rescheduling and traffic being diverted onto roads affected by other works.	N	The Applicant has set out its construction methodology and indicative programme in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible, the most disruptive works, including closures of the A46, would be planned outside of peak travel times to minimise disruption to road users and the local community. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible. The Outline Traffic Management Plan (**TR010066/APP/7.5**) also sets out

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			that the Applicant would engage with key local stakeholders such as the highways authority and local community groups in advance of any closures. The Applicant would hold monthly traffic management forums to seek input into traffic management proposals as well as receive feedback on the implementation of any measures. In accordance with Schedule 2 Requirement 11 of the Draft Development Consent Order (**TR010066/APP/3.1**) a Traffic Management Plan would be put in place to minimise disruption to the local community. The Applicant would communicate updates during construction using the Scheme webpage and other methods as appropriate. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**).
Construction	The congestion delays, frustration that resulted from the Binley junction works must not be repeated.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible, the most disruptive works, including closures of the A46, would be planned outside of peak travel times to minimise disruption to road users and the local community. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00.

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Appendix B, Customer Requirements Log, in the Outline Traffic Management Plan (**TR010066/APP/7.5**) summarises how customer requirements have been considered in developing traffic management plans to date and during detailed design when further construction planning would take place. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible. The Outline Traffic Management Plan (**TR010066/APP/7.5**) also sets out that the Applicant would engage with key local stakeholders such as the highways authority and local community groups in advance of any closures. The Applicant would hold monthly traffic management forums to seek input into traffic management proposals as well as receive feedback on the implementation of any measures. In accordance with Schedule 2 Requirement 11 of the Draft Development Consent Order (**TR010066/APP/3.1**) a Traffic Management Plan would be put in place to minimise disruption to the local community. The Applicant would communicate updates during construction using the Scheme webpage and other methods as appropriate. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Environment Management Plan (**TR010066/APP/6.5**).
Construction	As with construction of flyover the mass of traffic and huge lorries using Clifford Bridge Rd was horrendous, 24 hours a day. Houses shook people not able to sleep or if possible were moving to back bedrooms. That road is still as bad. Ambulances on blues have been held up.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible, the most disruptive works, including closures of the A46, would be planned outside of peak travel times to minimise disruption to road users and the local community. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant has proposed using Clifford Bridge Road part of the diversion route when a closure of the A46 is required. It has been selected as the shortest diversion route and is already the agreed route between the Applicant and Coventry City Council during existing roadworks on the A46. This is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The proposed main site compound is located on land to the south of the Brinklow Road and the east of the A46 and is accessed via an existing haul road from Brinklow Road. It was permitted by planning permission reference: R20/0462, by Rugby Borough Council. The compound had originally had planning permission until 31 December 2026, but the permission was then altered via a non-material amendment application

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			(Rugby Borough Council planning reference: R24/0164) to extend the timescale of the planning permission, so it could be used for the Scheme. This application was approved on 13 May 2024 by Rugby Borough Council and provides planning permission for the compound until 31 December 2029. A satellite compound is also proposed to provide welfare facilities, a parking area and material storage. Access would be off the A46 northbound carriageway via the existing layby and would minimise the use of the local road network, to reduce construction related traffic, including HGVs. The access to the satellite compound is shown on the ES Figure 2.5 (Temporary Works) (**TR010066/APP/6.2**). Therefore, there would not be the requirement for HGVs associated with the construction of the Scheme to use Clifford Bridge Road, unless it was not possible due to other unforeseen reasons. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible. A Construction Traffic Management Plan would be developed and implemented based on the measures and approaches detailed within the Outline Traffic Management Plan (**TR010066/APP/7.5**). Item G5 of the Register of Environmental Actions and Commitments (Appendix A of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**), sets out a commitment to ensure disruption is minimised on those

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			travelling between communities and those travelling to facilities and businesses. A full Traffic Management Plan will be developed in the detailed design stage of the Scheme in accordance with Requirement 11 of the Draft DCO (**TR010066/APP/7.5**). The Applicant has assessed the impact of construction (and phases where relevant), which includes the consideration of noise and people and local communities in the ES (**TR010066/APP/6.1**), which present the assessments used to determine any potential likely significant effects of the Scheme on each environmental aspect. As set out in ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**), the Applicant's construction traffic assessment, concluded that provided that the anticipated vehicle movements and diversions are in line with the approach as described in the Outline Traffic Management Plan (**TR010066/APP/7.5**) potential significant effects are unlikely. The Applicant has produced an Outline Noise and Vibration Management Plan (**TR010066/APP/6.5**), which forms Appendix B.2 of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**), which sets out a range of measures to ensure the effects of noise are controlled, including that deliveries would be managed to prevent queuing of site traffic. ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) has determined that the impact of the air quality on health outcomes, both

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			during construction and operation, are anticipated to result in a neutral health outcome. Further information can be found in Chapter 12.
Construction	In the existing scheme you could go to use a junction only to find it closed. With no advance information.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible, the most disruptive works, including closures of the A46, would be planned outside of peak travel times to minimise disruption to road users and the local community. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Outline Traffic Management Plan (**TR010066/APP/7.5**) also sets out that the Applicant would engage with key local stakeholders such as the highways authority and local community groups in advance of any closures. The Applicant would hold monthly traffic management forums to seek input into traffic management proposals as well as receive feedback on the implementation of any measures. In accordance with Schedule 2 Requirement 11 of the Draft Development Consent Order (**TR010066/APP/3.1**) a Traffic Management Plan would be put in place to minimise disruption to the local community. The Applicant would communicate updates during construction using the

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Scheme webpage and other methods as appropriate. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**).
Construction	We have seen the construction & impact already for the 6 years prior to this work. There is constant road works & so far all we have is traffic created by them making not a lot of difference when completed.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to the travelling public. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant has assessed the impact of construction (and phases where relevant) on the relevant environmental aspect and is reported in the relevant chapters of the Environmental Assessment (**TR010066/APP/6.1**). While it is recognised that construction of the Scheme may cause temporary disruption, the benefits of the Scheme are considered much longer term as described in the Case for the Scheme (**TR010066/APP/7.1**). The Scheme would decrease the number of accidents, improve resilience and journey time reliability and is consistent

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			with national and local planning objectives for transport, economy and the environment. Through the increased capacity and improved journey time reliability, the Scheme would also assist in making the region more attractive for businesses and would provide the required infrastructure for future development including housing and employment.
Construction	Hopefully not like the T.G.I island and the airport island which went way over their allocated time.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to the travelling public. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. A description of the indicative construction programme and phasing is provided in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups. The Outline Traffic Management Plan (**TR010066/APP/7.5**) also sets out

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			that the Applicant would engage with key local stakeholders such as the highways authority and local community groups in advance of any closures. The Applicant would hold monthly traffic management forums to seek input into traffic management proposals as well as receive feedback on the implementation of any measures. The Applicant would communicate updates during construction using the Scheme webpage and other methods as appropriate. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase. This person would engage with key stakeholder groups to ensure information is shared about diversions and closures.
Construction	Period taken to put flyover on Rugby Road junction was excessive and caused massive hold ups.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to the travelling public. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			(**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. A description of the indicative construction programme and phasing is provided in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase. This would include updates related to the construction programme.
Construction	As I understand it, the A46 Binley island construction overran deadlines by several months, for instance, causing frequent detours and disruption to local traffic for extended periods of time.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to the travelling public. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00.

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			A description of the indicative construction programme and phasing is provided in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase. This would include updates related to the construction programme.
Construction	The compound on Brinklow Road seems to have one exit. Brinklow Road. It has still not been re-surfaced since the heavy vehicles were used for the Binley junction. Those vehicles went up and down throughout the night and day causing noise and traffic hazards plus road damage.	N	The proposed main site compound has been constructed in accordance with the planning permission granted by Rugby Borough Council. It was permitted by planning permission reference: R20/0462, by Rugby Borough Council. The compound had originally had planning permission until 31 December 2026, but the permission was then altered via a non-material amendment application (Rugby Borough Council planning reference: R24/0164) to extend the timescale of the planning permission, so it could be used for the A46 Coventry Junctions (Walsgrave) Scheme. This application was approved on 13 May 2024 by Rugby Borough Council and provides planning permission for the compound until 31 December 2029. As set out in ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**), the Applicant's construction traffic assessment, concluded that provided

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			that the anticipated vehicle movements and diversions are in line with the approach as described in the Outline Traffic Management Plan (**TR010066/APP/7.5**) potential significant effects are unlikely. The Applicant has produced an Outline Noise and Vibration Management Plan (**TR010066/APP/6.5**), which forms Appendix B.2 of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**), which sets out a range of measures to ensure the effects of noise are controlled, including that deliveries would be managed to prevent queuing of site traffic. Road Safety is discussed in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**), which has been informed by a Road Safety Audit. The Applicant would undertake the next stage of the Road Safety Audit after the final design stage and before construction. A Construction Traffic Management Plan would be developed and implemented based on the measures and approaches detailed within the Outline Construction Traffic Management Plan (**TR010066/APP/7.5**). Item G4 of the Register of Environmental Actions and Commitments (Appendix A of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**), sets out a commitment to ensure disruption is minimised on those travelling between communities and those travelling to facilities and businesses. A full Traffic Management Plan will be developed in the detailed design stage of the Scheme in accordance with Requirement 11 of the Draft DCO (**TR010066/APP/7.5**).

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Construction	Just look at Clifford Bridge Road and the enormous impact that just putting a cycle lane in caused.	N	The ongoing Clifford Bridge Road Cycleway scheme is being constructed by Coventry City Council and is planned to be completed before construction of the Scheme would start, if consent is granted. All traffic management for the Scheme would be planned and managed to ensure any other construction work in the area can be coordinated, where possible. The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.
Construction	We have still to finish the cycle lane to the hospital because of bad planning. This has caused major hold ups already.	N	The ongoing Clifford Bridge Road Cycleway scheme is being constructed by Coventry City Council and is planned to be completed before construction of the Scheme would start, if consent is granted. All traffic management for the Scheme would be planned and managed to ensure any other construction work in the area can be coordinated, where possible. The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.
Construction	Clifford bridge road a diversion route when still going through the misery noise pollution lorries etc from temp	N	The Applicant has proposed using Clifford Bridge Road part of the diversion route when a closure of the A46 is required. It has been selected as the shortest diversion route and is already the agreed route

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	lights.		between the Applicant and Coventry City Council during existing roadworks on the A46. This is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The use of temporary traffic signals is limited to the construction of the proposed signalised crossing on the B4082, as set out in Chapter 4 of the Outline Traffic Management Plan (**TR010066/APP/7.5**). These signals would only be in place during off peak periods during which traffic management operatives would be on site to rectify any issues immediately. As set out in ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**), the Applicant's construction traffic assessment, concluded that provided that the anticipated vehicle movements and diversions are in line with the approach as described in the Outline Traffic Management Plan (**TR010066/APP/7.5**) potential significant effects are unlikely.
Construction	Clifford Bridge Road is now congested badly due to construction of the cycle paths and reduction of roads from 2 lanes down to one.	N	The ongoing Clifford Bridge Road Cycleway scheme is being constructed by Coventry City Council and is planned to be completed before construction of the Scheme would start, if consent is granted. All traffic management for the Scheme would be planned and managed to ensure any other construction work in the area can be coordinated, where possible. The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Construction	Other countries complete these projects far more quickly, cheaply and efficiently.	N	Following the statutory consultation, the Applicant's work in preparing its DCO application involved reviewing and considering consultation feedback, further environmental assessments, and traffic forecasting. The DCO process is governed by UK statute, the Planning Act 2008, and associated regulations which sets a number of requirements to allow for appropriate consultation; this, amongst other requirements, adds to the length of time it takes to see a Scheme through to operation. The DCO process, once an application for development consent is accepted, should take around 15 months however some other schemes have taken longer to be granted with a decision. The Applicant has developed a construction programme based on expertise and knowledge of construction methodology and would not compromise safety to finish works early. A description of the indicative construction programme and phasing is provided in ES Chapter 2 of the (The Scheme) (**TR010066/APP/6.1**).
Construction	It seems impossible these days for a project to be done quickly, efficiently and in budget.	N	The DCO process is governed by UK statute, the Planning Act 2008, and associated regulations which sets a number of requirements to allow for appropriate consultation; this, amongst other requirements, adds to the length of time it takes to see a Scheme through to operation. The Applicant has developed a construction programme based on expertise and knowledge of construction methodology and would not compromise safety to finish works early. A description of the indicative construction programme and phasing is provided in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**).

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Construction	NONE of the other recent similar "improvements" have been well managed and they have all been hugely disruptive and overrun the proposed time frame: - A46 Binley - A46 near Baginton - A46 Stoneleigh These have all devastated the environment and caused enormous traffic issues. Stoneleigh impacts a huge area including Leamington, Kenilworth & Canley.	N	The Scheme has been developed, and if accepted for examination, would be considered on its own merits, excluding the assessment of Combined and Cumulative Effects (ES Chapter 14 (Combined and Cumulative Effects) (**TR010066/APP/6.1**)). The Case for the Scheme (**TR010066/APP/7.1**) demonstrates the robustness of the application made, following careful consideration of alternatives and provides a description of the Scheme and surrounding environment. It also provides an overview of the traffic assessment and related economic analysis upon which the need and case for the Scheme is based. The Applicant has actively engaged with relevant local authorities and other statutory bodies in the development of the Scheme to consider the environmental impacts. This has included consultation on the EIA Scoping Report, consultation under section 42 of the Planning Act 2008 and ongoing engagement in developing the application for development consent. A summary of this engagement is provided in Chapter 3 of the Consultation Report (**TR010066/APP/5.1**). The Applicant has assessed the impact of construction (and phases where relevant) on the relevant environmental aspect and is reported in the relevant chapters of the Environmental Assessment (**TR010066/APP/6.1**). The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			It is acknowledged that the construction of the Scheme could cause disruption to the road users. Where possible, the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible. The Applicant would communicate updates during construction using the Scheme webpage and other methods as appropriate. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is an appendix to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). While it is recognised that construction of the Scheme may cause temporary disruption, the benefits of the Scheme are considered much longer term as described in the Case for the Scheme (**TR010066/APP/7.1**). The Scheme would decrease the number of accidents, improve resilience and journey time reliability and is consistent with national and local planning objectives for transport, economy and the environment. Through the increased capacity and improved journey time reliability, the Scheme would also assist in making the region more attractive for businesses and would provide the required infrastructure for future development including housing and employment.

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Construction	Failures at the A46 Stoneleigh junction to manage the construction schedule have created large and unnecessary delays.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to the road users. Where possible, the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00.
Construction	[The proposals] seem similar to previous which only seemed to make things worse.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to the travelling public. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. While it is recognised that construction of the Scheme may cause temporary disruption, the benefits of the Scheme are considered much longer term as described in the Case for the Scheme

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			(**TR010066/APP/7.1**). The Scheme would decrease the number of accidents, improve resilience and journey time reliability and is consistent with national and local planning objectives for transport, economy and the environment. Through the increased capacity and improved journey time reliability, the Scheme would also assist in making the region more attractive for businesses and would provide the required infrastructure for future development including housing and employment. The Applicant would communicate updates during construction using the Scheme webpage and other methods as appropriate. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**).
Construction	Within the last 4 yrs the roads and dual carriage way in this area of Coventry have been under development & change. The residents are jaded with this.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. While it is recognised that construction of the Scheme may cause temporary disruption, the benefits of the Scheme are considered much longer term as described in the Case for the Scheme (**TR010066/APP/7.1**). The Scheme would decrease the number of accidents, improve resilience and journey time reliability and is consistent with national and local planning objectives for transport, economy and the environment. Through the increased capacity and improved journey time reliability, the Scheme would also assist in making the region more attractive for businesses and would provide the required infrastructure for

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			future development including housing and employment. The Applicant would communicate updates during construction using the Scheme webpage and other methods as appropriate. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**).
Construction	The road works that have been in the area has been a lot of trouble and caused lots of issues with queuing and parking.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to the travelling public. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant proposes to use two construction compounds. The proposed main site compound is located on land to the south of the Brinklow Road and the east of the A46 and is accessed via an existing haul road from Brinklow Road. It was permitted by planning permission reference: R20/0462, by Rugby Borough Council. The compound had originally had planning permission until 31 December 2026, but the permission was then altered via a non-material amendment application

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			(Rugby Borough Council planning reference: R24/0164) to extend the timescale of the planning permission, so it could be used for the Scheme. This application was approved on 13 May 2024 by Rugby Borough Council and provides planning permission for the compound until 31 December 2029. A satellite compound is also proposed to provide welfare facilities, a parking area and material storage. Access would be off the A46 northbound carriageway via the existing layby and would minimise the use of the local road network, to reduce construction related traffic, including HGVs. The access to the satellite compound is shown on the ES Figure 2.5 (Temporary Works) (**TR010066/APP/6.2**). The Applicant would communicate updates during construction using the Scheme webpage and other methods as appropriate. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**).
Construction	like all schemes, disruption will happen, like it did with the Binley fly-over, but the short-term works will be shadowed by the benefit of the final outcome.	N	The comment is noted.
Construction	I think this will cause extensive disruption	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible, the most disruptive works, including closures of the A46, would be planned outside of peak travel times to minimise disruption to road users and the local community. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. Appendix B, Customer Requirements Log, in the Outline Traffic Management Plan (**TR010066/APP/7.5**) summarises how customer requirements have been considered in developing traffic management plans to date and during detailed design when further construction planning would take place. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible. The Outline Traffic Management Plan (**TR010066/APP/7.5**) also sets out that the Applicant would engage with key local stakeholders such as the highways authority and local community groups in advance of any closures. The Applicant would hold monthly traffic management forums to seek input into traffic management proposals as well as receive feedback

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			on the implementation of any measures. In accordance with Schedule 2 Requirement 11 of the Draft Development Consent Order (**TR010066/APP/3.1**) a Traffic Management Plan would be put in place to minimise disruption to the local community. The Applicant would communicate updates during construction using the Scheme webpage and other methods as appropriate. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**).
Construction	It will cause major inconvenience	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible, the most disruptive works, including closures of the A46, would be planned outside of peak travel times to minimise disruption to road users and the local community. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase. This person would engage with key stakeholder groups to ensure information is shared about diversions and closures. The Applicant would also communicate updates during construction using the Scheme webpage and other methods as appropriate.
Construction	The huge traffic disruption this scheme will cause for years is not justifiable, particularly as the evidence from other similar recent A46 "improvements" tells us this is likely to go on considerably longer than proposed.	N	The Applicant has set out its construction methodology and indicative programme in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups.

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase. This person would engage with key stakeholder groups to ensure information is shared about diversions and closures. The Applicant would also communicate updates during construction using the Scheme webpage and other methods as appropriate.
Construction	Why should Clifford Bridge Road suffer yet again from works taking place elsewhere?	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. The Applicant has proposed using Clifford Bridge Road part of the diversion route when a closure of the A46 is required. It has been selected as the shortest diversion route and is already the agreed route between the Applicant and Coventry City Council during existing roadworks on the A46. This is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**. The Applicant proposes to use two compound sites. The proposed main site compound is located on land to the south of the Brinklow Road and the east of the A46 and is accessed via an existing haul road from Brinklow Road. It was permitted by planning permission reference: R20/0462, by Rugby Borough Council. The compound had originally had planning permission until 31 December 2026, but the permission was then altered via a non-material amendment application (Rugby Borough Council planning reference: R24/0164) to extend the timescale of the

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			planning permission, so it could be used for the Scheme. This application was approved on 13 May 2024 by Rugby Borough Council and provides planning permission for the compound until 31 December 2029. A satellite compound is also proposed to provide welfare facilities, a parking area and material storage. Access would be off the A46 northbound carriageway via the existing layby and would minimise the use of the local road network, to reduce construction related traffic, including HGVs. The access to the satellite compound is shown on the ES Figure 2.5 (Temporary Works) (**TR010066/APP/6.2**). Therefore, there would not be the requirement for HGVs associated with the construction of the Scheme to use Clifford Bridge Road, unless it was not possible due to other unforeseen reasons. A Construction Traffic Management Plan would be developed and implemented based on the measures and approaches detailed within the Outline Construction Traffic Management Plan (**TR010066/APP/7.5**). Item G4 of the Register of Environmental Actions and Commitments (Appendix A of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**), sets out a commitment to ensure disruption is minimised on those travelling between communities and those travelling to facilities and businesses. A full Traffic Management Plan will be developed in the detailed design stage of the Scheme in accordance with Requirement 11 of the Draft DCO (**TR010066/APP/7.5**). The Applicant's communication plan is set out in the Outline Construction

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase. This would include updates related to the construction programme and information on diversions and closures. The Applicant would also communicate updates during construction using the Scheme webpage and other methods as appropriate.
Construction	It will have an extreme impact on residents in the area & all workers/visitors to the hospital.	N	ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon population and human health, both during construction and operation. The assessment concludes no likely significant effect during construction on human health. The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			As stated in the Outline Traffic Management Plan (**TR010066/APP/7.5**), University Hospital Coventry would be invited to attend regular traffic management forums, therefore the Applicant would liaise with the hospital throughout the construction phase. This is also captured in Appendix B, Customer Requirements Log of the Outline Traffic Management Plan (**TR010066/APP/7.5**). The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible. The Outline Traffic Management Plan (**TR010066/APP/7.5**) also sets out that the Applicant would engage with key local stakeholders such as the highways authority and local community groups in advance of any closures. The Applicant would hold monthly traffic management forums to seek input into traffic management proposals as well as receive feedback on the implementation of any measures.
Construction	There is always disruption.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible, the most disruptive works,

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			including closures of the A46, would be planned outside of peak travel times to minimise disruption to road users and the local community. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. Appendix B, Customer Requirements Log, in the Outline Traffic Management Plan (**TR010066/APP/7.5**) summarises how customer requirements have been considered in developing traffic management plans to date and during detailed design when further construction planning would take place. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible. The Outline Traffic Management Plan (**TR010066/APP/7.5**) also sets out that the Applicant would engage with key local stakeholders such as the highways authority and local community groups in advance of any closures. The Applicant would hold monthly traffic management forums to seek input into traffic management proposals as well as receive feedback on the implementation of any measures. In accordance with Schedule 2 Requirement 11 of the Draft Development Consent Order (**TR010066/APP/3.1**) a Traffic Management Plan would be put in place to minimise disruption to the local community.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Applicant would communicate updates during construction using the Scheme webpage and other methods as appropriate. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**).
Construction	I accept something needs to be done. But will be dreading all the disruption over two or so years.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. Appendix B, Customer Requirements Log, in the Outline Traffic Management Plan (**TR010066/APP/7.5**) summarises how customer requirements have been considered in developing traffic management plans to date and during detailed design when further construction planning would take place. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			amended, where possible. The Outline Traffic Management Plan (**TR010066/APP/7.5**) also sets out that the Applicant would engage with key local stakeholders such as the highways authority and local community groups in advance of any closures. The Applicant would hold monthly traffic management forums to seek input into traffic management proposals as well as receive feedback on the implementation of any measures. In accordance with Schedule 2 Requirement 11 of the Draft Development Consent Order (**TR010066/APP/3.1**) a Traffic Management Plan would be put in place to minimise disruption to the local community. The Applicant would communicate updates during construction using the Scheme webpage and other methods as appropriate. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**).
Construction	Concern for level and time of disruption during work of construction.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible, the most disruptive works, including closures of the A46, would be planned outside of peak travel

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			times to minimise disruption to road users and the local community. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. Appendix B, Customer Requirements Log, in the Outline Traffic Management Plan (**TR010066/APP/7.5**) summarises how customer requirements have been considered in developing traffic management plans to date and during detailed design when further construction planning would take place. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible. The Outline Traffic Management Plan (**TR010066/APP/7.5**) also sets out that the Applicant would engage with key local stakeholders such as the highways authority and local community groups in advance of any closures. The Applicant would hold monthly traffic management forums to seek input into traffic management proposals as well as receive feedback on the implementation of any measures. In accordance with Schedule 2 Requirement 11 of the Draft Development Consent Order (**TR010066/APP/3.1**) a Traffic Management Plan would be put in place to minimise disruption to the local community. The Applicant would communicate updates during construction using the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Scheme webpage and other methods as appropriate. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**).
Construction	I predict disruptions for next stage will cause major disruptions going into 2026 which is counter to what the goals are.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**), the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. The construction traffic management phases of the Scheme are

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible. Noting that works during construction may cause temporary disruption, the benefits of the Scheme are considered much longer term as described in the Case for the Scheme (**TR010066/APP/7.1**). The Scheme would decrease the number of accidents, improve resilience and journey time reliability and is consistent with national and local planning objectives for transport, economy and the environment. Through the increased capacity and improved journey time reliability, the Scheme would also assist in making the region more attractive for businesses and would provide the required infrastructure for future development including housing and employment.
Construction	In theory it looks ok, but it's not something I will look forward to as it's being constructed - I fear myself, other residents and commuters will have 2 years of noise, dust and horrendous traffic jams.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant has prioritised traffic flow on the A46. As set out in ES

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Chapter 2 (The Scheme) (**TR010066/APP/6.1**), the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase. This person would engage with key stakeholder groups to ensure information is shared about diversions and closures. The Applicant would also communicate updates during construction using the Scheme webpage and other methods as appropriate.

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Applicant has assessed the impact of construction (and phases where relevant), which includes the consideration of dust, noise and people and local communities. ES Chapter 5 (Air Quality) and ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) present the assessments used to determine any potential likely significant effects of the Scheme on each environmental aspect. As set out in ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**), the Applicant's construction traffic assessment, concluded that provided that the anticipated vehicle movements and diversions are in line with the approach as described in the Outline Traffic Management Plan (**TR010066/APP/7.5**) potential significant effects are unlikely.
Construction	I guess we can expect cones, more cones, diversions, road closures and delays.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant would communicate updates during construction using the Scheme webpage and other methods as appropriate. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Environment Management Plan (**TR010066/APP/6.5**).
Construction	There doesn't seem to be much detail about the severity and length of the disruptions.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. A description of the indicative construction programme and phasing is provided in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). The Outline Traffic Management Plan (**TR010066/APP/7.5**) includes figures showing the seven phases of traffic management. As set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**), the Applicant would use diversion routes that are currently used by the Applicant and details of the diversion routes would be agreed with the relevant local highway authorities. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			would use to inform different stakeholder groups. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase. This would include updates related to the construction programme and information on diversions and closures.
Construction	Traffic will be diverted onto Clifford Bridge Road which is always busy - and at peak times morning, early afternoon, late afternoon & 8.00pm is backed up - hospital traffic & emergency ambulances are impacted.	N	As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), peak traffic hours are between 06:00–21:00. Off-peak traffic hours are between the hours of 21:00–06:00. Where possible, the most disruptive works, including closures of the A46, would be planned outside of peak travel times to minimise road closures. The Applicant has proposed using Clifford Bridge Road part of the diversion route when a closure of the A46 is required. It has been selected as the shortest diversion route and is already the agreed route between the Applicant and Coventry City Council during existing roadworks on the A46. This is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**), the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods.

Table 4 - Construction theme: Local community and statutory publicity			
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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible. The Applicant would hold monthly traffic management forums to seek input into traffic management proposals as well as receive feedback on the implementation of any measures. If issues are identified, the forum would discuss and agree any changes required. Further information on the Traffic management forum is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**). As stated in the Outline Traffic Management Plan (**TR010066/APP/7.5**), University Hospital Coventry would be invited to attend regular traffic management forums, therefore the Applicant would liaise with the hospital throughout the construction phase. This is also captured in Appendix B, Customer Requirements Log of the Outline Traffic Management Plan (**TR010066/APP/7.5**).
Construction	Quote Clifford Bridge as a relief route at your peril. Frequent improvements mean it is no longer viable, not even for off-peak local use. Diverting to it will cause a blockage in five minutes, reaching Warwickshire in half an hour and the rest of the North-West Midlands before nightfall. Pity we poor	N	The Applicant has proposed using Clifford Bridge Road part of the diversion route when a closure of the A46 is required. It has been selected as the shortest diversion route and is already the agreed route between the Applicant and Coventry City Council during existing roadworks on the A46. This is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The Outline Traffic Management Plan (**TR010066/APP/7.5**) also

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	residents. Bearing in mind the present motorway network I fail to believe southwestern carriers would want to come through Warwickshire to reach East Anglian or northeastern ports.		describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**), the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.
Construction	Concerned about how long it will take.	N	The Applicant has developed a construction programme based on expertise and knowledge of construction methodology and would not compromise safety to finish works early. A description of the indicative construction programme and phasing is provided in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase. This would include updates related to the construction programme and information on diversions and closures.
Construction	Cycle routes good idea but why did it take so long to construct?	N	The Clifford Bridge Road Cycleway scheme is being constructed by Coventry City Council, and therefore the Applicant cannot comment on the duration of construction.
Construction	Disruption length of time to undertake the work.	N	The Applicant has developed a construction programme based on expertise and knowledge of construction methodology and would not compromise safety to finish works early. A description of the indicative construction programme and phasing is provided in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users,

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			stakeholders and the local community. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase. This would include updates related to the construction programme and information on diversions and closures.
Construction	Construction takes forever I can't believe this road will take so long to build and won't be open before 2028.	N	The Applicant has developed a construction programme based on expertise and knowledge of construction methodology and would not compromise safety to finish works early. A description of the indicative construction programme and phasing is provided in Chapter 2 of the ES, The Scheme (**TR010066/APP/6.1**). The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			would use to inform different stakeholder groups. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase. This would include updates related to the construction programme and information on diversions and closures.
Construction	We realise that during construction there is going to be problems with traffic delays and noise.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**), the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible. As set out in ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**), the Applicant's construction traffic assessment, concluded that provided that the anticipated vehicle movements and diversions are in line with the approach as described in the Outline Traffic Management Plan (**TR010066/APP/7.5**) potential significant effects are unlikely. The Applicant has produced an Outline Noise and Vibration Management Plan (**TR010066/APP/6.5**), which forms Appendix B.2 of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**), which sets out a range of measures to ensure the effects of noise are controlled, including that deliveries would be managed to prevent queuing of site traffic.
Construction	The diversions whilst being built will add more noise / misery and damage to the roads + houses in the area. Large lorries with hydraulic breaks all night.	N	ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon population and human health, both during construction and operation. The assessment concludes no likely significant effect during construction on human health. The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users,

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			stakeholders and the local community. The Applicant's standard working hours are 07:00 to 19:00 on Monday to Friday and 07:00 to 13:00 on Saturdays as set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). Sundays and bank holidays are not included in these standard periods. The Applicant would need to carry out some nighttime work for certain activities that would not be safe to undertake during standard working hours. The type of activities that would need to be undertaken overnight include the installation/removal of traffic management and tying in new and existing carriageways. This is explained further in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The proposed main site compound is located on land to the south of the Brinklow Road and the east of the A46. The site currently contains site offices, welfare and storage facilities for plant and materials and was used as the main site compound for the Binley Junction scheme. It will provide the same function for this Scheme with a separate satellite compound proposed part of the Scheme. The main site compound is accessed via an existing haul road from Brinklow Road. It was permitted by planning permission reference: R20/0462, by Rugby Borough Council. The compound had originally had planning permission until 31 December 2026, but the permission was then altered via a non-material amendment application (Rugby Borough Council planning reference: R24/0164) to extend the timescale of the planning permission, so it could be used for the Scheme. This application was approved on 13 May 2024 by Rugby Borough Council and provides planning permission for the compound until 31 December 2029.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			A satellite compound, approximately 110m by 50m in size, is proposed within the Order Limits. This compound would provide welfare facilities, a parking area and material storage. Access would be off the A46 northbound carriageway via the existing layby and would minimise the use of the local road network, to reduce construction related traffic, including HGVs. The access to the satellite compound is shown on the ES Figure 2.5 (**TR010066/APP/6.2**). As set out in ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**), the Applicant's construction traffic assessment, concluded that provided that the anticipated vehicle movements and diversions are in line with the approach as described in the Outline Traffic Management Plan (**TR010066/APP/7.5**) potential significant effects are unlikely. The Applicant has produced an Outline Noise and Vibration Management Plan (**TR010066/APP/6.5**), which forms Appendix B.2 of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**), which sets out a range of measures to ensure the effects of noise are controlled, including that deliveries would be managed to prevent queuing of site traffic.
Construction	total chaos while work being done	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			disruption to all road users. Where possible, the most disruptive works, including closures of the A46, would be planned outside of peak travel times to minimise disruption to road users and the local community. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**), the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.
Construction	I do not think it will minimise the impact	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			disruption to all road users. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. Mitigation measures are set out in the First Iteration Environmental Management Plan (**TR010066/APP/6.5**). The First Iteration Environmental Management Plan (**TR010066/APP/6.5**) would be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (**TR010066/APP/3.1**).
Construction	Does not give much detail, would have expected full detail of dates, closures, routes, etc.	N	The indicative construction programme and phasing is set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). This chapter also sets out the elements that would be further developed during detailed design. The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. The Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**) sets out how updates about the Scheme would be communicated with different stakeholder groups.
Construction	I am very disappointed that it won't start for another 3 years.	N	Following the statutory consultation, the Applicant's work in preparing its DCO application involved reviewing and considering consultation

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			feedback, further environmental assessments, and traffic forecasting. Table 2-1 in the Introduction to the Application (**TR010066/APP/1.3**) sets out the history of the Scheme and milestones leading up to the submission of the application for development consent. The DCO process, including its duration, is outside the Applicant's control. A description of the indicative construction programme and phasing is provided in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**), which covers activities from pre-commencement of works to open to traffic.
Construction	In all likelihood the scheme will overrun - time & money because this has happened with both the recent other A46 "improvements".	N	The Applicant has developed a construction programme based on expertise and knowledge of construction methodology and would not compromise safety to finish works early. A description of the indicative construction programme and phasing is provided in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**), which covers activities from pre-commencement of works to open to traffic. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Construction	[Construction of the Scheme will] almost inevitably over-runs its planned construction time.	N	The Applicant has developed a construction programme based on expertise and knowledge of construction methodology and would not compromise safety to finish works early. A description of the indicative construction programme and phasing is provided in Chapter 2 of the ES, The Scheme (**TR010066/APP/6.1**). The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase.
Construction	No project like this is ever on time or on budget, due to workers actually not doing their work. Every time you pass roadworks they are on their phones or just standing around.	N	The Applicant has developed a construction programme based on expertise and knowledge of construction methodology and would not compromise safety to finish works early. A description of the indicative construction programme and phasing is provided in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups. A dedicated Stakeholder and Communications Lead would be appointed

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			who would be responsible for all communications during the construction phase.
Construction	Construction overruns.	N	The Applicant has developed a construction programme based on expertise and knowledge of construction methodology and would not compromise safety to finish works early. A description of the indicative construction programme and phasing is provided in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase.
Construction	There are always delays with construction, this will be no different.	N	The Applicant has developed a construction programme based on expertise and knowledge of construction methodology and would not compromise safety to finish works early. A description of the indicative construction programme and phasing is provided in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant

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			would use to inform different stakeholder groups. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase.
Construction	The delay in starting 2026 is very disappointing.	N	Following the statutory consultation, the Applicant's work in preparing its DCO application involved reviewing and considering consultation feedback, further environmental assessments, and traffic forecasting. Table 2-1 in the Introduction to the Application (**TR010066/APP/1.3**) sets out the history of the Scheme and milestones leading up to the application for development consent. The DCO process, including its duration, is outside the Applicant's control. The Applicant has developed a construction programme based on expertise and knowledge of construction methodology and would not compromise safety to finish works early. A description of the indicative construction programme and phasing is provided in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**), which covers activities from pre-commencement of works to open to traffic. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase.
Construction	Having endured the disruption during the flyover and all the freight lorries using Clifford Bridge Road, I would have thought building the Walsgrave section a better idea, to be done at the same time.	N	It should be noted that the 'A46 Coventry Junction upgrade' (as referenced in Road Investment Strategy 1: 2015 – 2020), was originally intended to consist of works to both Binley and Walsgrave Junction as one scheme. However, the decision was taken in 2016 to take a phased approach to delivery, and these became two separate schemes. The first, Binley junction upgrade, was consented by Highways Act Order on 8 August 2019 and opened for traffic in November 2022. Having completed construction works at the Binley junction, the Applicant would be able to take forward the relationships with stakeholders and the community, and learnings to deliver improvements for the Scheme.
Construction	Will take 2 years to be done and then will be a huge congestion in those 2 years on the A46 like Binley junction.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant has prioritised traffic flow on the A46. As set out in ES

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			Chapter 2 (The Scheme) (**TR010066/APP/6.1**), the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.
Construction	Traffic seems to flow smoothly every time I drive along the A46 UNLESS you are implementing a pointless traffic scheme with endless roadworks. Then everywhere jams up terribly, even at the quietest of times.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant has prioritised traffic flow on the A46. As set out in ES

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Chapter 2 (The Scheme) (**TR010066/APP/6.1**), the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible. Noting that works during construction may cause temporary disruption, the benefits of the Scheme are considered much longer term as described in the Case for the Scheme (**TR010066/APP/7.1**). The Scheme would decrease the number of accidents, improve resilience and journey time reliability and is consistent with national and local planning objectives for transport, economy and the environment. Through the increased capacity and improved journey time reliability, the Scheme would also assist in making the region more attractive for businesses and would provide the required infrastructure for future development including housing and employment.
Construction	Even if the scheme miraculously caused no disruptions and kept to schedule, any roadworks through	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes processes that would be followed to ensure the construction phrase is completed safely and efficiently,

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	Walsgrave would still cause traffic to back up onto the new slip road.		while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**), the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.
Construction	I'm concerned the area is going to be difficult to navigate through whilst	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes processes that would be followed to ensure the construction phrase is completed safely and efficiently,

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	works are on-going.		while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**), the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible. The Applicant would hold monthly traffic management forums, inviting key stakeholders including community groups, to seek input into traffic management proposals as well as receive feedback on the

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			implementation of any measures. If issues are identified, the forum would discuss and agree any changes required. Further information on the Traffic management forum is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**).
Construction	Concerned about… more construction traffic.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**), the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**).

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.
Construction	it certainly will have a negative impact upon local traffic while the scheme is underway	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**), the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**).

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible. The Applicant would hold monthly traffic management forums, inviting key stakeholders including community groups, to seek input into traffic management proposals as well as receive feedback on the implementation of any measures. If issues are identified, the forum would discuss and agree any changes required. Further information on the Traffic management forum is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**).
Construction	I fail to see how the diversions etc will do anything but increase congestion on already busy roads.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**), the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible. The Applicant would hold monthly traffic management forums, inviting key stakeholders including community groups, to seek input into traffic management proposals as well as receive feedback on the implementation of any measures. If issues are identified, the forum would discuss and agree any changes required. Further information on the Traffic management forum is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**).
Construction	I assume [congestion on Clifford Bridge Road] will still happen with traffic coming down Ansty Road into Clifford Bridge as a diversion.	N	The diversion route proposed by the Applicant uses A46 Binley Junction, A428 Brandon Road, Clifford Bridge Road, Ansty Road, Hinckley Road and M6/M69 Junction when a closure of the A46 northbound, A46 southbound and, B4082 between Clifford Bridge Road and the A46 Walsgrave Junction is required. It has been selected as the shortest diversion route and is already the agreed route between the Applicant and Coventry City Council during existing roadworks on the A46. Further information including the diversion routes is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**).

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Applicant has proposed that HGVs delivering materials associated with the Scheme would use the A46 to access the satellite compound therefore there would not be the requirement to use Clifford Bridge Road, unless it was not possible due to other unforeseen reasons. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.
Construction	Hope it will not impact local traffic.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**), the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.
Construction	It will create traffic jams for the next 6 years.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**), the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. Construction of the Scheme can only begin if the Scheme is granted development consent, therefore it is not correct that there would be six years of disruption. A description of the indicative construction programme and phasing is provided in Chapter 2 of the ES, The Scheme (**TR010066/APP/6.1**). The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.
Construction	Anyone living in this area can anticipate more hold ups in the future.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**), the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible. Noting that works during construction may cause temporary disruption, the benefits of the Scheme are considered much longer term as described in the Case for the Scheme (**TR010066/APP/7.1**). The Scheme would decrease the number of accidents, improve resilience and journey time reliability and is consistent with national and local planning objectives for transport, economy and the environment. Through the increased capacity and improved journey time reliability, the Scheme would also assist in making the region more attractive for businesses and would provide the required infrastructure for future development including housing and employment.
Construction	Further work will mean that more	N	The Applicant has produced an Outline Traffic Management Plan

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	vehicles will avoid the A46 and use Hinckley Road and Clifford Bridge Road which is already congested.		(**TR010066/APP/7.5**) which describes processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**), the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. The diversion route proposed by the Applicant uses A46 Binley Junction, A428 Brandon Road, Clifford Bridge Road, Ansty Road, Hinckley Road and M6/M69 Junction when a closure of the A46 northbound, A46 southbound and, the B4082 between Clifford Bridge Road and the A46 Walsgrave Junction is required. It has been selected as the shortest diversion route and is already the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			agreed route between the Applicant and Coventry City Council during existing roadworks on the A46. Further information including the diversion routes are set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**).
Construction	Any congestion creates problems on other roads.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**), the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**).

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.
Construction	Traffic built up do we need another 3 years of this.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**), the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**).

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.
Construction	Will cause major chaos during building.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**), the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**).

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.
Construction	I have concerns regarding the impact of more traffic that will be using local roads when the project gets underway. There is already traffic congestion at peak times (Clifford Bridge Road) that results in delays getting to UHCW (hospital), and with perhaps additional increase in local traffic the area would become gridlocked for much longer.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**), the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. The diversion route proposed by the Applicant uses A46 Binley Junction, A428 Brandon Road, Clifford Bridge Road, Ansty Road, Hinckley Road

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			and M6/M69 Junction when a closure of the A46 northbound, A46 southbound and, B4082 between Clifford Bridge Road and the A46 Walsgrave Junction is required. It has been selected as the shortest diversion route and is already the agreed route between the Applicant and Coventry City Council during existing roadworks on the A46. Further information including the diversion routes is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The Applicant would invite key stakeholders, such as University Hospital Coventry to attend regular traffic management forums to ensure impacts on road users are effectively managed, more information is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.
Construction	As with construction of fly over the mass of traffic and huge lorries using Clifford Bridge Rd was horrendous, 24 hours a day. Houses shook people not able to sleep or if possible were moving to back bedrooms. That road is still as bad. Ambulances on blues	N	The Applicant has prioritised traffic flow on the A46, as set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1)**, the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the

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	have been held up. I assume this will still happen with traffic coming down Ansty Road into Clifford Bridge as a diversion.		existing number of lanes on the A46 would be maintained during all peak periods. However, there are some activities that would require the A46 to be closed but the Applicant has limited these to off peak periods and mostly overnight to minimise disruption to road users and the local community. The diversion route proposed by the Applicant uses A46 Binley Junction, A428 Brandon Road, Clifford Bridge Road, Ansty Road, Hinckley Road and M6/M69 Junction when a closure of the A46 northbound, A46 southbound and, B4082 between Clifford Bridge Road and the A46 Walsgrave Junction is required. It has been selected as the shortest diversion route and is already the agreed route between the Applicant and Coventry City Council during existing roadworks on the A46. More information is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The Applicant would hold monthly traffic management forums, inviting key stakeholders such as University Hospital Coventry to seek input into traffic management proposals as well as receive feedback on the implementation of any measures. If issues are identified, the forum would discuss and agree any changes required. Further information on the Traffic management forum is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**).
Construction	Following the previous work on Tollbar and Binley Woods islands the travel does already flow better. Further work will mean that vehicles will avoid the A46 and use Hinckley	N	The Applicant has prioritised traffic flow on the A46, as set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1)**, the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	Road and Clifford Bridge Road which is already congested.		the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. However, there are some activities that would require the A46 to be closed but the Applicant has limited these to off peak periods and mostly overnight to minimise disruption to road users and the local community. The diversion route proposed by the Applicant uses A46 Binley Junction, A428 Brandon Road, Clifford Bridge Road, Ansty Road, Hinckley Road and M6/M69 Junction when a closure of the A46 northbound, A46 southbound and, B4082 between Clifford Bridge Road and the A46 Walsgrave Junction is required. It has been selected as the shortest diversion route and is already the agreed route between the Applicant and Coventry City Council during existing roadworks on the A46. More information is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**).
Construction	I fear that with this work in progress, the local roads will become impassable at times. Traffic will then try to bypass Clifford Bridge Road causing further congestion on other side roads.	N	The Applicant has prioritised traffic flow on the A46, as set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1)**, the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. However, there are some activities that would require the A46 to be

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			closed but the Applicant has limited these to off peak periods and mostly overnight to minimise disruption to road users and the local community. The diversion route proposed by the Applicant uses A46 Binley Junction, A428 Brandon Road, Clifford Bridge Road, Ansty Road, Hinckley Road and M6/M69 Junction when a closure of the A46 northbound, A46 southbound and, B4082 between Clifford Bridge Road and the A46 Walsgrave Junction is required. It has been selected as the shortest diversion route and is already the agreed route between the Applicant and Coventry City Council during existing roadworks on the A46. Further information including diversion routes is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The Applicant would invite key stakeholders to attend regular traffic management forums to ensure impacts on road users are effectively managed, more information is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**).
Construction	As was seen during the construction of the flyover at 'TGI' roundabout, the traffic will use Brandon Road Brinklow Road and Clifford Bridge Road, as alternative routes (rat runs). HGVs in particular use Clifford Bridge Road.	N	The Applicant has prioritised traffic flow on the A46, as set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1)**, the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. However, there are some activities that would require the A46 to be

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			closed but the Applicant has limited these to off peak periods and mostly overnight to minimise disruption to road users and the local community. The diversion route proposed by the Applicant uses A46 Binley Junction, A428 Brandon Road, Clifford Bridge Road, Ansty Road, Hinckley Road and M6/M69 Junction when a closure of the A46 northbound, A46 southbound and, B4082 between Clifford Bridge Road and the A46 Walsgrave Junction is required. It has been selected as the shortest diversion route and is already the agreed route between the Applicant and Coventry City Council during existing roadworks on the A46. This is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**). A satellite compound is also proposed to provide welfare facilities, a parking area and material storage. Access would be off the A46 northbound carriageway via the existing layby and would minimise the use of the local road network, to reduce construction related traffic, including HGVs. The access to the satellite compound is shown on the ES Figure 2.5 (Temporary Works) (**TR010066/APP/6.2**).
Construction	The basic working week is short and the periods when there is not one single working person on site are long.	N	The Applicant's standard working hours are 07:00 to 19:00 on Monday to Friday and 07:00 to 13:00 on Saturdays as set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). Sundays and bank holidays are not included in these standard periods. The Applicant would need to carry out some nighttime work for certain activities that would not be safe to undertake during standard working hours. The type of activities that would need to be undertaken overnight include the installation/removal of traffic management and tying in new and existing carriageways. This is explained further in the Outline Traffic

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Management Plan (**TR010066/APP/7.5**).
Construction	Just get on with it, work around the clock and get it over with. Don't drag it out. Don't send loads of managers to stand around drinking tea.	N	The implementation of around the clock working has not been adopted by the Applicant in part to minimise disruption to local road users and residents. The standard working hours during the construction period are 07:00 to 19:00 on Monday to Friday and 07:00 to 13:00 on Saturdays as set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). Sundays and bank holidays are not included in these standard periods. The Applicant has developed a construction programme based on the proposed design, local knowledge from completing the Binley junction upgrade and proposed construction phasing. The indicative construction programme and phasing is set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**).
Construction	Stick to the dates and work around the clock... disruption from the TGI works was a nightmare	N	The implementation of around the clock working has not been adopted by the Applicant in part to minimise disruption to local road users and residents. The standard working hours during the construction period are 07:00 to 19:00 on Monday to Friday and 07:00 to 13:00 on Saturdays as set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). Sundays and bank holidays are not included in these standard periods. The Applicant has developed a construction programme based on the proposed design, local knowledge from completing the Binley junction upgrade and proposed construction phasing. The indicative construction programme and phasing is set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**).
Construction	I guess time will tell.... stick to timescales please	N	The Applicant has developed a construction programme based on the proposed design, local knowledge from completing the Binley junction

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			upgrade and proposed construction phasing. The indicative construction programme and phasing is set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase. This would include updates related to the construction programme and information on diversions and closures.
Construction	Meeting deadlines to minimise impact on local road users and environment, after months of disruption from work on Binley A46 island and the construction of cycle lanes in Binley, still to continue on B4082!!	N	The ongoing Clifford Bridge Road Cycleway scheme is being constructed by Coventry City Council and is planned to be completed before construction of the Scheme would start, if consent is granted. All traffic management for the Scheme would be planned and managed to ensure any other construction work in the area can be coordinated, where possible. The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Construction	Will just have to put up with it! Please complete as quickly as possible!	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase. This would include updates related to the construction programme and information on diversions and closures.
Construction	It always takes longer than predicted to complete. The programme needs to be completed on time.	N	The Applicant has developed a construction programme based on the proposed design, local knowledge from completing the Binley junction upgrade and proposed construction phasing. The indicative construction programme and phasing is set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.
Construction	I think a plan showing the location of	N	The Applicant presented preliminary plans for construction, which

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	the proposed compound(s) would have been beneficial.		included information about the location of construction compounds in the consultation brochure, as shown in **Annex J** of the **Consultation Report Annexes** (**TR010066/APP/5.2**). As stated in the brochure, The Applicant was considering the location for a second compound but said it would be within the draft Order Limits. The Applicant consulted on the location of the satellite compound in a Supplementary consultation during August 2024. Chapter 4 of this Report (**TR010066/APP/5.1**) sets out further information about that consultation. Chapter 2 of the Environment Statement (The Scheme) (**TR010066/APP/6.1**) describes the location of construction compounds and they are shown on ES Figure 2.5 (Temporary Works) (**TR010066/APP/6.2**).
Construction	The compound needs direct access to the A46 – give some thought to the residents.	N	The Applicant had considered a direct access to the A46 southbound carriageway during the planning of the construction compound on Brinklow Road. This was not feasible as the alignment for the slip road required by the relevant design standards could not be achieved. The proposed main site compound is located on land to the south of the Brinklow Road and the east of the A46. The site currently contains site offices, welfare and storage facilities for plant and materials and was used as the main site compound for the Binley Junction scheme. It would provide the same function for this Scheme with a separate satellite compound proposed part of the Scheme. The main site compound is accessed via an existing haul road from Brinklow Road. The proposed main site compound has been constructed in accordance with the planning permission granted by Rugby Borough Council. It was

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			permitted by planning permission reference: R20/0462, by Rugby Borough Council. The compound had originally had planning permission until 31 December 2026, but the permission was then altered via a non-material amendment application (Rugby Borough Council planning reference: R24/0164) to extend the timescale of the planning permission, so it could be used for the A46 Coventry Junctions (Walsgrave) Scheme. This application was approved on 13 May 2024 by Rugby Borough Council and provides planning permission for the compound until 31 December 2029. The Applicant consulted on the location of the satellite compound in a Supplementary consultation during August 2024. Chapter 4 of this Report (**TR010066/APP/5.1**) sets out further information about that consultation. The satellite compound would provide welfare facilities, a parking area and material storage. Access would be off the A46 northbound carriageway via the existing layby and would minimise the use of the local road network, to reduce construction related traffic, including HGVs. ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**) describes the location of construction compounds and the access is shown on ES Figure 2.5 (Temporary Works) (**TR010066/APP/6.2**).
Construction	The compound on Brinklow Road seems to have one exit. Brinklow Road. It has still not been re-surfaced since the heavy vehicles were used for the Binley junction. Those vehicles went up and down throughout the night and day causing noise and	N	The Applicant had considered a direct access to the A46 southbound carriageway during the planning of the construction compound on Brinklow Road. This was not feasible as the alignment for the slip road required by the relevant design standards could not be achieved. The proposed main site compound has been constructed in accordance with the planning permission granted by Rugby Borough Council. It was

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	traffic hazards plus road damage. Both Brinklow Road and Clifford Bridge Road will suffer again unless these vehicles can access works from the compound via A46. I suspect nobody really cares about the residents on those roads.		permitted by planning permission reference: R20/0462, by Rugby Borough Council. The compound had originally had planning permission until 31 December 2026, but the permission was then altered via a non-material amendment application (Rugby Borough Council planning reference: R24/0164) to extend the timescale of the planning permission, so it could be used for the A46 Coventry Junctions (Walsgrave) Scheme. This application was approved on 13 May 2024 by Rugby Borough Council and provides planning permission for the compound until 31 December 2029. Following further development of the construction methodology, the Applicant determined a location suitable for a satellite compound, positioned close to the location of the proposed new Walsgrave Junction. The Applicant consulted on the location of the satellite compound in a supplementary consultation during August 2024. Chapter 4 of this Report (**TR010066/APP/5.1**) sets out further information about the consultation. The satellite compound would provide welfare facilities, a parking area and material storage. Access would be off the A46 northbound carriageway via the existing layby and would minimise the use of the local road network, to reduce construction related traffic, including HGVs. Chapter 2 of the Environment Statement (The Scheme) (**TR010066/APP/6.1**) describes the location of construction compounds and the access and locations are shown on ES Figure 2.5 (Temporary Works((**TR010066/APP/6.2**). Heavy Goods Vehicle (HGV) movements during the construction phase would consist of internal movements, which would be dedicated to moving materials within the extents of the Scheme along the public

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			highways and imports which would include all deliveries coming into the Scheme from outside its boundaries. The Applicant has estimated HGV movements for the peak periods, where the most deliveries are expected. For the peak month relating to internal movements, 60 internal movements are estimated Mondays to Fridays (30 movements in, and 30 out), 30 movements on Saturday and none on Sundays. For the peak month relating to imports, there are estimated to be approximately 200 movements on Mondays to Fridays, 50 movements on Saturday and none on Sundays. Further information about HGV movements is set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). The Applicant has assessed the impact of construction (and phases where relevant), which includes the consideration of air quality, noise and people and local communities. ES Chapter 5 (Air Quality), ES Chapter 11 (Noise and Vibration) and ES Chapter 12 (People and Communities) (**TR010066/APP/6.1**) present the assessments used to determine any potential likely significant effects of the Scheme on each environmental aspect.
Construction	Local residents need a website they can go to detailing all the current roadworks and keeping up to date with the developments with the scheme which only happened a handful of times with the Binley Flyover. Also Coventry Council need	N	The Applicant has a webpage which is specifically used for updates in relation to the Scheme. Between now and construction, customers are being encouraged to sign up for updates via the scheme webpage to ensure they are receiving updates as the project progresses. The Applicant would hold monthly traffic management forums, inviting key stakeholders such as Coventry City Council, to seek input into traffic

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	to include all road closures in their list of roadworks. Google Maps and Apple Maps also need to be informed of road closures.		management proposals as well as receive feedback on the implementation of any measures. If issues are identified, the forum would discuss and agree any changes required. Further information on the Traffic management forum is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase. This person would engage with key stakeholder groups to ensure information is shared about diversions and closures. The Applicant would also communicate updates during construction using the Scheme webpage and other methods as appropriate.
Construction	Hopefully we will see a big improvement in communication with local residents with the Walsgrave junction.	N	The Applicant has a webpage which is specifically used for updates in relation to the Scheme. Between now and construction, customers are being encouraged to sign up for updates via the scheme webpage to ensure they are receiving updates as the project progresses. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase. This person would engage with key stakeholder groups to ensure information is shared about diversions and closures. The Applicant would also communicate updates during construction using the Scheme webpage and other methods as appropriate.
Construction	To make people well informed on dates of closures and time scales	N	The Applicant would ensure that a dedicated Stakeholder Liaison Manager is responsible for all communications during the construction phase. Notice of night closures would be displayed on the Scheme webpage up to 2 weeks in advance of the closure. Details of when and why the closure is taking place would be included in addition to diversion routes as agreed by Coventry City Council. Customers are being encouraged to sign up for updates via the Scheme webpage to ensure they are receiving updates as the project progresses. The Applicant would use other measures to communicate closures such as social media and road signage would be displayed locally in advance. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**).
Construction	More notice is required of night closures diversions etc… Maybe some form of electronic signage at	N	Notice of night closures would be displayed on the Scheme webpage up to 2 weeks in advance of the closure. Details of when and why the closure is taking place would be included in addition to diversion routes

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	more of the drivers eyeline.		as agreed by Coventry City Council. Customers are being encouraged to sign up for updates via the Scheme webpage to ensure they are receiving updates as the Scheme progresses. As set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**), the Applicant would use a wide range of communication channels including the Applicant and local authority variable message signs and, in some cases, strategically placed portable variable message signs if required. The Applicant would use other measures to communicate closures such as social media and road signage would be displayed locally in advance. The Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration Environment Management Plan (**TR010066/APP/6.5**) sets out the Applicant's communication plans to support construction of the Scheme.
Construction	There has to be greater liaison with Coventry City Council with regards to diversions. There seems to be little communication (if you listen to what the councillors say) and locals suffer considerably all night with heavy traffic diverted at the same time that Coventry City Council has it's own work in so-called process with temporary lights which fail for hours,	N	The Applicant has engaged with Coventry City Council in the development of the Scheme as set out in Chapter 3 of this Report (**TR010066/APP/5.1**). Discussions with Coventry City Council and other key stakeholders would continue part of the development of the Traffic Management Plan as described in the Outline Traffic Management Plan (**TR010066/APP/7.5**).

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	emergency vehicles stuck in barely moving traffic etc etc,		The Applicant would invite Coventry City Council and other local stakeholders to attend regular traffic management forums to ensure impacts on road users are effectively managed. The Outline Traffic Management Plan (**TR010066/APP/7.5**) also describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.
Construction	I can't see where there has been any consideration of possible conflicts with the ongoing (and future) cycle track construction on the Clifford Bridge Road. I am concerned that both projects may be assuming the other route is the diversion	N	The ongoing Clifford Bridge Road Cycleway scheme is being constructed by Coventry City Council and is planned to be completed before construction of the Scheme would start, if consent is granted. All traffic management for the Scheme will be planned and managed to ensure any other construction work in the area can be coordinated, where possible. The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. As set out in the Outline Traffic Management plan (**TR010066/APP/7.5**) the Applicant would invite Coventry City Council and other local stakeholders to attend regular traffic management forums to ensure impacts on road users are effectively managed including coordination of other schemes in the area, to ensure disruption is kept to a minimum.
Construction	I cannot emphasise enough the need for coordination with other proposed	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be

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	works.		followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. The Applicant would continue discussions with the directly impacted local authorities (Coventry City Council, Warwickshire County Council and Rugby Borough Council) in the development of the Traffic Management Plan, which will determine local roadworks that are taking place. This would ensure that works are coordinated in the area and minimise disruption for local communities. The Applicant is required to assess the combined impact of other schemes, which is detailed in ES Chapter 15 (Combined and Cumulative Effects) (**TR010066/APP/6.1**).
Construction	Just don't have roadworks when there are other roadworks locally - doesn't take much for gridlock - as seen recently for months with A46 closures and cycle path works.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. The Applicant would continue discussions with the directly impacted local authorities (Coventry City Council, Warwickshire County Council and Rugby Borough Council) in the development of the Construction Traffic Management Plan, which will determine local roadworks that are taking place. This would ensure that works are coordinated in the area and minimise disruption for local communities.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The ongoing Clifford Bridge Road Cycleway scheme is being constructed by Coventry City Council and is planned to be completed before construction of the Scheme would start, if consent is granted. The Applicant has been engaging with Coventry City Council and will continue to do so as both projects progress.
Construction	Avoid shutting the A46 and diverting onto the already congested local roads. Instead build temporary roads adjacent to the current A46 whilst the Walsgrave roundabout is being removed . This will ensure that the traffic flows instead of being stop/start on local roads and also avoid increased pollution and travel times for the local community.	N	ES Chapter 2 (The Scheme) (**TR010066/APP/6.1)** describes the proposed construction phasing, which sets out that the Applicant would build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. Narrow lanes and reduced speed limits are proposed and further information is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Some activities would require the A46 to be closed but the Applicant has limited these to off peak periods and mostly overnight to minimise disruption to road users and the local community. This is described further in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The Applicant has assessed the impact of construction (and phases where relevant) on the relevant environmental aspect and is reported in the relevant chapters of the Environmental Assessment (**TR010066/APP/6.1**). ES Chapter 12 (Population and Human Health)

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			(**TR010066/APP/6.1**) considers impacts on people and the local community and ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**) considers changes in traffic flow and the impact on air quality.
Construction	Consider creating a M6 northbound exit straight onto the A46 whilst this work is happening.	N	This sits outside the scope of the Scheme.
Construction	make alternative routes useable as regards congestion and time delay.	N	ES Chapter 2 (The Scheme) (**TR010066/APP/6.1)**, describes the proposed construction phasing, which sets out that the Applicant would build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. Narrow lanes and reduced speed limits are proposed and further information is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**). However, there are some activities that would require the A46 to be closed but the Applicant has limited these to off peak periods and mostly overnight to minimise disruption to road users and the local community. This is described further in the Outline Traffic Management Plan (**TR010066/APP/7.5**).
Construction	I have lived in Binley for 50 years and seen all the changes. I hope Clifford Bridge Road will be spared being	N	ES Chapter 2 (The Scheme) (**TR010066/APP/6.1)** describes the proposed construction phasing, which sets out that the Applicant would build the slip roads and new junction first offline, allowing the A46 to

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	used as a diversion route. I cross this road regularly and avoid rush hours when it is already busy.		remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. Narrow lanes and reduced speed limits are proposed and further information is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**). However, there are some activities that would require the A46 to be closed but the Applicant has limited these to off peak periods and mostly overnight to minimise disruption to road users and the local community. The diversion route proposed by the Applicant uses A46 Binley Junction, A428 Brandon Road, Clifford Bridge Road, Ansty Road, Hinckley Road and M6/M69 Junction when a closure of the A46 northbound, A46 southbound and, B4082 between Clifford Bridge Road and the A46 Walsgrave Junction is required. It has been selected as the shortest diversion route and is already the agreed route between the Applicant and Coventry City Council during existing roadworks on the A46. This is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**).
Construction	A need to stop traffic, particularly juggernauts being re-routed on to B4082 during construction. There are alternatives!!	N	ES Chapter 2 (The Scheme) (**TR010066/APP/6.1)** describes the proposed construction phasing, which sets out that the Applicant would build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. Narrow lanes and reduced speed limits are proposed and further

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			information is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**). However, there are some activities that would require the A46 to be closed but the Applicant has limited these to off peak periods and mostly overnight to minimise disruption to road users and the local community. The diversion route proposed by the Applicant uses A46 Binley Junction, A428 Brandon Road, Clifford Bridge Road, Ansty Road, Hinckley Road and M6/M69 Junction when a closure of the A46 northbound, A46 southbound and, B4082 between Clifford Bridge Road and the A46 Walsgrave Junction is required. More information is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**). It has been selected as the shortest diversion route and is already the agreed route between the Applicant and Coventry City Council during existing roadworks on the A46. This is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**).
Construction	The effect locally of these works during construction particularly if the A46 complete closure is being considered must not be underestimated.	N	ES Chapter 2 (The Scheme) (**TR010066/APP/6.1)** describes the proposed construction phasing, which sets out that the Applicant would build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. Narrow lanes and reduced speed limits are proposed and further

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			information is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**). However, there are some activities that would require the A46 to be closed but the Applicant has limited these to off peak periods and mostly overnight to minimise disruption to road users and the local community. This is described further in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The Applicant has assessed the impact of construction (and phases where relevant) on the relevant environmental aspect, including population and human health, and is reported in the relevant chapters of the Environmental Assessment (**TR010066/APP/6.1**). Mitigation measures, where required are set out in the First Iteration Environmental Management Plan (**TR010066/APP/6.5**). The First Iteration Environmental Management Plan (**TR010066/APP/6.5**) would be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (**TR010066/APP/3.1**).
Construction	Divert traffic away from Clifford Bridge Road, and not use it as a diversion route.	N	ES Chapter 2 (The Scheme) (**TR010066/APP/6.1)** describes the proposed construction phasing, which sets out that the Applicant would build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. Narrow lanes and reduced speed limits are proposed and further

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			information is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**). However, there are some activities that would require the A46 to be closed but the Applicant has limited these to off peak periods and mostly overnight to minimise disruption to road users and the local community. The diversion route proposed by the Applicant uses A46 Binley Junction, A428 Brandon Road, Clifford Bridge Road, Ansty Road, Hinckley Road and M6/M69 Junction when a closure of the A46 northbound, A46 southbound and, B4082 between Clifford Bridge Road and the A46 Walsgrave Junction is required. It has been selected as the shortest diversion route and is already the agreed route between the Applicant and Coventry City Council during existing roadworks on the A46. This is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**).
Construction	This is not a heavily populated area I can't see any impact [the construction proposals] would have.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works, including closures of the A46, would be planned outside of peak travel times to minimise disruption to road users and the local community. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00.

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Applicant has assessed the impact of construction (and phases where relevant) on the relevant environmental aspect and is reported in the relevant chapters of the Environmental Assessment (**TR010066/APP/6.1**). Mitigation measures, where required are set out in the First Iteration Environmental Management Plan (**TR010066/APP/6.5**). The First Iteration Environmental Management Plan (**TR010066/APP/6.5**) would be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (**TR010066/APP/3.1**).
Construction	There can always be more that can be done, but I understand there needs to be a balance between cost and disruption during works.	N	The comment is noted.
Construction	There is always disruptions and hold ups etc on any construction of roads. But generally, I have always seen better results from them which is surely the aim of such schemes keeping traffic moving as smoothly and safely as possible.	N	The comment is noted.
Construction	Where temporary land is needed from SEGRO for haul routes or satellite compounds, for example, we assume this will be returned to the landowner post-construction.	N	Where land is taken temporarily to build the Scheme it would be remediated, where required, and returned to the landowner when it is no longer required. The state of the land when it is returned is also prescribed by the DCO (**TR010066/APP/3.1**).

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Applicant has been engaging with landowners during the development of the Scheme and would continue to do so, to ensure they are aware of the proposed use and timescales for use of their land. The Statement of Reasons (**TR010066/APP/4.1**) that accompanies the DCO application justifies the temporary and compulsory acquisition sought and explains in particular why in the Applicant's opinion there a compelling case in the public interest for it.
Construction	The quicker it's built the better, but there's times where disruption is necessary but should be kept to a minimum.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works, including closures of the A46, would be planned outside of peak travel times to minimise disruption to road users and the local community. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00.
Construction	Please make sure the overall impact is kept to a minimum.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works,

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			including closures of the A46, would be planned outside of peak travel times to minimise disruption to road users and the local community. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant has assessed the impact of construction (and phases where relevant) on the relevant environmental aspect and is reported in the relevant chapters of the Environmental Assessment (**TR010066/APP/6.1**). Mitigation measures, where required, are set out in the First Iteration Environmental Management Plan (**TR010066/APP/6.5**). The First Iteration Environmental Management Plan (**TR010066/APP/6.5**) would be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (**TR010066/APP/3.1**).
Construction	Would the farm allow 24hr works during the most disruptive stages to reduce impact on traffic and local residents, with allowances made in the farms favour in other areas of working times?	N	The implementation of around the clock working has not been adopted by the Applicant in part to minimise disruption to local road users, residents and the farms. The standard working hours during the construction period are 07:00 to 19:00 on Monday to Friday and 07:00 to 13:00 on Saturdays as set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). Sundays and bank holidays are not included in these standard periods. Carrying out works at night could have a negative impact on the local area due to potential light and noise impacts. As such, the majority of the works would be conducted during daylight hours. The Applicant would need to carry out some nighttime work for certain

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			activities that would not be safe to undertake during standard working hours. The type of activities that would need to be undertaken overnight include the installation/removal of traffic management and tying in new and existing carriageways. This is explained further in the Outline Traffic Management Plan (**TR010066/APP/7.5**). ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon population and human health, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 112 (Population and human health). The assessment uses the working hours stated and results in no likely significant effect during construction on human health.
Construction	If construction could take place 'offline', i.e. have as little impact on the operation of the A46 as possible, this would help reduce congestion and delays that might otherwise increase; albeit temporarily.	N	ES Chapter 2 (The Scheme) (**TR010066/APP/6.1)**, describes the proposed construction phasing, which sets out that the Applicant would build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. Narrow lanes and reduced speed limits are proposed and further information is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**). However, there are some activities that would require the A46 to be closed but the Applicant has limited these to off peak periods and mostly

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			overnight.
Construction	Diversions and closures are always annoying as a road user but I think the scheme appears well planned. I would like to see more rigorous contingency planning and deadlines being stuck to more closely to prevent the project being delivered considerably over time…Large delays in construction would be damaging at the Walsgrave junction because it's a major link to the M1, and hugely important to emergency access to the hospital.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. The Applicant would hold monthly traffic management forums, inviting key stakeholders such as University Hospital Coventry to seek input into traffic management proposals as well as receive feedback on the implementation of any measures. If issues are identified, the forum would discuss and agree any changes required. Further information on the Traffic management forum is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is an appendix to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase. This would include updates related to the construction programme and information on diversions and closures.
Construction	Producing a dumbbell junction should keep traffic flow as it is at the moment	N	The Applicant has prioritised traffic flow on the A46, as set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1)**,

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	provided this part is completed BEFORE the roundabout is taken away.		the Applicant proposes to build the slip roads and new junction first, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. Narrow lanes and reduced speed limits are proposed and further information is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**).
Construction	This is dependent on effective scheduling of work. There must be more joined up thinking and cooperation.	N	The Applicant has developed a construction programme based on best practice, expertise and knowledge of construction methodology. A description of the indicative construction programme and phasing is provided in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. The Applicant would hold monthly traffic management forums, inviting key stakeholders such as highways authorities to seek input into traffic management proposals as well as receive feedback on the implementation of any measures. If issues are identified, the forum would discuss and agree any changes required. Further information on the Traffic management forum is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The Applicant would continue discussions with the directly impacted local authorities (Coventry City Council,

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Warwickshire County Council and Rugby Borough Council) in the development of the Traffic Management Plan , which will determine local roadworks that are taking place. This would ensure that works are coordinated in the area and minimise disruption for local communities.
Construction	This will all depend on whether the design and construction is right.	N	The Applicant has developed a construction programme based on best practice, expertise and knowledge of construction methodology. A description of the indicative construction programme and phasing is provided in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.
Construction	If you construct the link roads and the new bridge first, this will keep the traffic flowing whilst the Roundabout is being removed.	N	The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**) the Applicant proposes to build the slip roads and new junction first, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. Narrow lanes and reduced speed limits are proposed and further information is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**).
Construction	Planning is important.	N	The Applicant has developed a construction programme based on best practice, expertise and knowledge of construction methodology. A

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			description of the indicative construction programme and phasing is provided in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.
Construction	More staff to complete it quicker	N	The Applicant has developed a construction programme based on expertise and knowledge of construction methodology and would not compromise safety to finish works early. A description of the indicative construction programme and phasing is provided in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**), which would be used to determine sufficient resource to complete construction of the Scheme within the timescales set out.
Construction	Page 11 says that the bridge is designed to be 9m above A46 but could be lower. This lower level is desirable to reduce visual intrusion, sound pollution and the length of the approach ramps. It could be achieved in 2 ways used separately or together: by adding a pier in the central reserve of A46 to reduce the span of the bridge deck, and by making the main beams of the bridge into parapet upstands with the bridge deck	N	Adding a central pier to the overbridge would increase the width of the central reserve and the overall carriageway over an extended length before and after the bridge, which would push out the slip roads and roundabouts, therefore increasing the footprint of the Scheme. It would also extend the overall construction period because the proposed construction methodology and phasing factors in the new bridge structure and slip roads being built early on, to allow diverted A46 traffic to use the new slip roads while other work is carried out on the A46 main carriageway. A description of the indicative construction programme and phasing is provided in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). The Outline Traffic Management Plan (**TR010066/APP/7.5**) includes figures showing the proposed construction

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	spanning between them. Your officer told me that the slip roads will be built first and all traffic will be moved onto them while the bridge is built. There should therefore be no problem gaining access to add a middle pier.		phasing. ES Chapter 7 (Landscape and Visual Effects) (**TR010066/APP/6.1**) presents the landscape and visual impact assessment for the Scheme. Although moderate effects are expected when the Scheme first opens, it is expected that the landscape would be enhanced by mitigation measures, such as the restoration of landscape and planting as outlined in the Environmental Masterplan ES Figure 2.4 (**TR010066/APP/6.2**). The suggestion of using the structural beams as parapet upstands is not considered appropriate. Due to the required width of the bridge, the cross beams supporting the carriageway in this proposal would need to be of a depth that would limit the potential for reducing the height of the bridge. There are secondary reasons that the Applicant wouldn't progress which relate to the efficient use of construction materials to reduce embodied carbon emissions, managing the overall cost of the Scheme and reducing ongoing maintenance requirements. The Applicant would consider lowering the bridge during the detailed design phase without the requirement of adding a pier.
Construction	Traffic flow needs to be prioritised. Less restrictions if possible so it doesn't back up the a46 for last 3 years been a nightmare during roadworks	N	The Applicant has prioritised traffic flow on the A46, as set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1)**. The Applicant proposes to build the slip roads and new junction first, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods.

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. The Applicant would hold monthly traffic management forums to seek input into traffic management proposals as well as receive feedback on the implementation of any measures. If issues are identified, the forum would discuss and agree any changes required. Further information on the Traffic management forum is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**).
Construction	Automatic signals invariably fail, untended there is never prompt rectification.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. The Applicant has proposed to use temporary traffic signals, but these are limited to the construction of the proposed signalised crossing on the B4082. These signals would only be in place during off peak periods during which traffic management operatives would be on site to rectify any issues immediately. This is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is Appendix B.5 to the First Iteration

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase, including addressing issues raised.
Construction	Hopefully this will be the case and traffic management will minimise impact	N	The Applicant has prioritised traffic flow on the A46, as set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1)**.The Applicant proposes to build the slip roads and new junction first, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.
Construction	Work should be done around the clock and at weekends like in other countries so projects get done on time.	N	Carrying out works at night could have a negative impact on the local area due to potential light and noise impacts. As such, the majority of the works would be conducted during daylight hours. The Applicant would need to carry out some nighttime work for certain activities that would not be safe to undertake during standard working hours. The type of activities that would need to be undertaken overnight include the

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			installation/removal of traffic management and tying in new and existing carriageways. This is explained further in the Outline Traffic Management Plan (**TR010066/APP/7.5**).
Construction	Can the work be done outside of the busy times.	N	The Applicant's standard working hours are 07:00 to 19:00 on Monday to Friday and 07:00 to 13:00 on Saturdays as set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). Sundays and bank holidays are not included in these standard periods. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), peak traffic hours are between 06:00–21:00. Off-peak traffic hours are between the hours of 21:00–06:00. Where possible, the most disruptive works would be planned outside of peak travel times to minimise road closures. The Applicant would need to carry out some nighttime work for certain activities that would not be safe to undertake during standard working hours. The type of activities that would need to be undertaken overnight include the installation/removal of traffic management and tying in new and existing carriageways. This is explained further in the Outline Traffic Management Plan (**TR010066/APP/7.5**). ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon population and human health, both during construction and operation. The assessment uses the working hours stated, taking advantage of the hours when people are likely to be away from their residence, and results in no likely significant effect during construction on human health.

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Construction	Where feasible, overnight and weekend road closures would be preferable.	N	The Applicant's standard working hours are 07:00 to 19:00 on Monday to Friday and 07:00 to 13:00 on Saturdays as set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). Sundays and bank holidays are not included in these standard periods. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), peak traffic hours are between 06:00–21:00. Off-peak traffic hours are between the hours of 21:00–06:00. Where possible, the most disruptive works would be planned outside of peak travel times to minimise road closures. The Applicant would need to carry out some nighttime work for certain activities that would not be safe to undertake during standard working hours. The type of activities that would need to be undertaken overnight include the installation/removal of traffic management and tying in new and existing carriageways. This is explained further in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The Outline Traffic Management Plan (**TR010066/APP/7.5**) also sets out the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.
Construction	it will benefit traffic in the end.	N	The comment is noted.
Construction	You cannot make an omelette without breaking eggs.	N	The comment is noted.

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Construction	like all schemes, disruption will happen, like it did with the Binley fly-over, but the short-term works will be shadowed by the benefit of the final outcome.	N	The comment is noted.
Construction	There is going to be disruption whilst the highway is built including diversions, noise and heavy machinery but that is a requirement.	N	The comment is noted.
Construction	Some disruption and change temporarily is worth it for the benefit the scheme will bring.	N	The comment is noted.
Construction	The Binley Junction TM was good. I would expect a similar approach.	N	The comment is noted.
Construction	You managed to keep traffic flowing (just) when the flyover was built, so you should be able to do it this time. The same contractor as before will or should be fully aware of what's required to keep traffic on the move.	N	The comment is noted.
Construction	Reasonable mitigation	N	The comment is noted.

Table 4 - Construction theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Construction	All works will provide some disruption, but it appears that all reasonable efforts will be taken to minimise the disruption caused.	N	The comment is noted.
Construction	Question 4a: To what extent do you agree or disagree that our proposals will minimise the impacts of construction? Strongly agree.	N	The comment is noted.

M3. Consultation

Table 5 - Consultation theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Consultation	Further targeted consultation should be undertaken when the assessment for significant effects on population and human health is more advanced.	UK Health Security Agency	N	The Applicant has actively engaged with relevant local authorities and other statutory bodies over the development of the ES that is provided as part of its application for development consent. A summary of this engagement is provided in Chapter 3 of this Report (**TR010066/APP/5.1)**). If the application for development consent is accepted for examination by the Examining Authority, there will be opportunities for local authorities and other interested parties to comment on the approach taken to the assessment of all environmental impacts. As set out in section 56 of the Planning Act 2008, the Applicant would be required – in the event that the application for development consent is accepted – to publish a public notice and to write to prescribed bodies, relevant local authorities and persons with an interest in the land. This notification would provide a minimum period of 28 days for interested parties to make a Relevant Representation concerning the Scheme, and to present further evidence at examination.

Table 5 - Consultation theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				Prior to the start of the Relevant Representation period, all the application documents submitted will be available on the Planning Inspectorate website, including the ES (**TR10066/APP/6.1**), ES Figures (**TR10066/APP/6.2**) and accompanying assessments within the Appendices (**TR10066/APP/6.3**). The ES includes a chapter on Population & Human Health, which includes an assessment of the topic and any likely significant effects results from the Scheme during construction and operation.
Consultation	The Applicant held a non-statutory consultation between 11 January and the 14 February 2022 (3.2.42). However, in Section 10 Noise and Vibration it is reported, "No consultation with Rugby Borough Council and Coventry City Council has been held to date" (10.1.2). The UKHSA recommends this consultation takes place at an early stage so the assessment of noise can be agreed before any surveys take place.	UK Health Security Agency	N	The Applicant has actively engaged with relevant local authorities, including Rugby Borough Council and Coventry City Council, and other statutory bodies throughout the pre-application period for the Scheme. This has included consultation on the EIA Scoping Report, as well as consultation under s42 of the Planning Act 2008. The Statutory Consultation included consulting on the contents of the Preliminary Environmental Information Report (PEIR), which addresses Noise and Vibration among other topics. The applicant has continued to engage with Local Authorities after the statutory consultation on Noise & Vibration, engagement, outside of

Table 5 - Consultation theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				formal consultation periods, as is summarised in Chapter 3 of the Consultation Report and within ES Chapter 11 Noise & Vibration (**TR10066/APP/6.1**). If the application for development consent is accepted for examination by the examining authority, there will be opportunities for local authorities and other interested parties to comment on the approach taken to the assessment of all environmental impacts.
Consultation	With reference to the proposed preferred route shown on Map of Option 11 found in National Highways document A46 Coventry junctions upgrade, Walsgrave junction, Preferred route announcement, June 2022, the proposed preferred route does not currently fall within the consultation distances of any Major Hazard Installation(s) or Major Accident Hazard Pipeline(s). Please note if prior to the granting of a development consent order for this proposed development, Hazardous Substances Consent is granted for a	Health & Safety Executive	N	The comment is noted.

Table 5 - Consultation theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	Major Hazard Installation or there is notification of a Major Accident Hazard Pipeline within or in the vicinity of the development, HSE reserves the right to revise its advice.			
Consultation	Would Hazardous Substances Consent be needed? The presence of hazardous substances on, over or under land at or above set threshold quantities (Controlled Quantities) may require Hazardous Substances Consent (HSC) under the Planning (Hazardous Substances) Act 1990 as amended. The substances, alone or when aggregated with others, for which HSC is required, and the associated Controlled Quantities, are set out in The Planning (Hazardous Substances) Regulations 2015. Hazardous Substances Consent would be required if the site is intending to store or use any of the Named Hazardous Substances or Categories of Substances and Preparations at or above the controlled quantities set out in	Health and Safety Executive	N	Substances which would be used for the Scheme that are subject to the Control of Substances Hazardous to Health (CoSHH) regulations would be stored in appropriate stores. Quantities of these substances would be within the limits specified in Schedule 1 of The Planning (Hazardous Substances) Regulations 2015 and therefore Hazardous Substance Consent would not be required.

Table 5 - Consultation theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	schedule 1 of these Regulations. Further information on HSC should be sought from the relevant Hazardous Substances Authority.			
Consultation	Environmental Regulation and Permitting Requirements The DCO proposed development may need the following regulatory and / or Environmental Permit requirements. This is not an exhaustive list; because ultimately Environmental Permit requirements will vary depending on the final DCO proposed development location and method of construction / decommissioning. At your earliest convenience, we strongly encourage entering into our enhanced permit pre-application service: Get advice before you apply for an environmental permit - GOV.UK (www.gov.uk). Flood Risk Activity Permit (FRAP) The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption	Environment Agency	N	A Flood Risk Activity Permit (FRAP) is not required for the Scheme, as the works do not meet the activities listed. The Applicant is seeking to obtain some of the necessary land drainage consents in relation to ordinary watercourses through the Development Consent Order (DCO) (**TR010066/APP/3.1**). Other consents would be applied for during the detailed design stage and the Lead Local Flood Authorities (Coventry City Council and Warwickshire County Council) would be contacted to discuss required consents.

Table 5 - Consultation theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	to be obtained for any activities which will take place: • on or within 8 metres of a main river (16 metres if tidal) • on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal) • on or within 16 metres of a sea defence • involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert • in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission It should not be assumed that a permit will automatically be forthcoming, and we advise consultation with the Environment Agency at the earliest opportunity.			
Consultation	Please note this plan is only indicative, may not be accurate, and is subject to change. Official enquiries and plant map requests	National Grid Telecoms	N	The Applicant has, during the preparation of the application, been in discussion with statutory undertakers regarding existing utilities within the Scheme's Order Limits. A

Table 5 - Consultation theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	will be required once works are confirmed. This plan only shows National Grid Telecoms assets, and not any electricity assets. Separate enquiries should be made with National Grid Electricity Distribution for electrical assets. I trust that you will be in touch in due course if any diversions or modification of our assets are required to facilitate your works.			number of existing utility services are located in the surrounding area that would be affected by the Scheme. However, there are no utility diversions required, and only utilities that require protection when constructing and operating the Scheme. Section 7.4 of the Statement of Reasons (**TR010066/APP/4.1**) provides further detail on the process of identifying potential impacts on utilities within the Scheme's Order Limits. The Applicant consulted with National Grid Electricity Distribution as part of the statutory consultation, as stated in **Annex G** of the Consultation Report Annexes (**TR010066/APP/5.2**). Since this consultation response was received, the Applicant has been in contact with National Grid Electricity Distribution, who have confirmed that the Scheme proposals do not directly affect their electricity assets. All works in close proximity to the overhead lines would be undertaken in accordance with The Health and Safety Executive's Guidance GS6, which stipulates that plant protection measures will need to be installed.

Table 5 - Consultation theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				An Outline Construction Communication Strategy is provided as an appendix to the First Iteration Environmental Management Plan (**TR010066/APP/6.5**). It sets out the proposed methods for ensuring interested parties are informed or consulted on any forthcoming construction works that are relevant to them. This would include engaging with utilities companies and other statutory undertakers. In addition to direct correspondence with such bodies, the Applicant would provide regular updates on the construction of the Scheme on its webpage.
Consultation	Further details of the proposed development are needed to ascertain if works will affect either the plant [operated by SHQ Telecoms in the vicinity of the Scheme] or its coverage. Please keep us up to date with any future developments using the contact details below.	SHQ Telecoms	N	The Applicant has, during the preparation of the application, been in discussion with statutory undertakers regarding existing utilities along the Scheme length. A number of existing utility services are located in the surrounding area that would be affected by the Scheme. However, there are no utility diversions required, and only utilities that require protection when constructing and operating the Scheme. Section 7.4 of the Statement of Reasons (**TR010066/APP/4.1**) provides further detail on the process of identifying the land interests of utilities providers affected the

Table 5 - Consultation theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				Scheme within the Order Limits. A ground penetrating radar survey of the area was undertaken to locate known and unknown assets. Where, required trial holes have been used to physically locate and identify assets. Through these investigations, the Applicant has found no requirement to divert or protect any SHQ Telecoms assets. An Outline Construction Communication Strategy is provided as an appendix to the First Iteration Environmental Management Plan (**TR010066/APP/6.5**). It sets out the proposed methods for ensuring interested parties are informed or consulted on any forthcoming construction works that are relevant to them. This would include engaging with utilities companies and other statutory undertakers. In addition to direct correspondence with such bodies, the Applicant would provide regular updates on the construction of the Scheme on its webpage.
Consultation	Where apparatus is affected and requires diversion, please send all	Vodafone	N	The comment is noted.

Table 5 - Consultation theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	the scheme related proposals that affects the Vodafone Network to c3requests@vodafone.com with a request for a 'C3 Budget Estimate'. Please ensure you include a plan showing proposed works. (A location plan is insufficient for Vodafone to provide a costing). These estimates will be provided by Vodafone directly, normally within 20 working days from receipt of your request. Please include proof of this C2 response when requesting a C3 (using the 'forward' option). Diversionary works may be necessary if the existing line of the highway/railway or its levels are altered.			The Applicant has, during the preparation of the application, been in discussion with statutory undertakers regarding existing utilities along the Scheme length. A number of existing utility services are located in the surrounding area that would be affected by the Scheme. However, there are no utility diversions required, and only utilities that require protection when constructing and operating the Scheme. Section 7.4 of the Statement of Reasons (**TR010066/APP/4.1**) provides further detail on the process of identifying potential impacts on utilities in the Scheme area. An Outline Construction Communication Strategy is provided as an appendix to the First Iteration Environmental Management Plan (**TR010066/APP/6.5**). It sets out the proposed methods for ensuring interested parties are informed or consulted on any forthcoming construction works that are relevant to them. This would include engaging with utilities companies and other statutory undertakers. In addition to direct correspondence with such bodies, the Applicant would provide regular updates on the construction of the Scheme on its

Table 5 - Consultation theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				webpage.
Consultation	Any digging in the vicinity of our pipes should be preceded by the use of pipe detection equipment and should be hand-digging only. These pipes contain hot water under pressure and therefore pose a risk to both contractor personnel and passing members of the public. Some sections of our network will lose integrity if exposed by adjacent works and we therefore request that you inform us if digging within the vicinity of our pipe routes. We ask that you please inform us when you plan to go ahead with the works if you believe they could affect EQUANS apparatus.	EQUANS	N	The Applicant has reviewed the information provided by EQUANS, which shows that the assets are approximately 4km from the Scheme. Therefore, the Applicant has found no requirement to divert or protect any EQUANS assets. An Outline Construction Communication Strategy is provided as an appendix to the First Iteration Environmental Management Plan (**TR010066/APP/6.5**). It sets out the proposed methods for ensuring interested parties are informed or consulted on any forthcoming construction works that are relevant to them. This would include engaging with utilities companies and other statutory undertakers. In addition to direct correspondence with such bodies, the Applicant would provide regular updates on the construction of the Scheme on its webpage.
Consultation	If your proposed works are likely to affect or expose the Colt Technology Services apparatus in any way please contact Colt Civils Team members below to discuss any plant	CA Telecom	N	The Applicant has, during the preparation of the application, been in discussion with statutory undertakers regarding existing utilities along the Scheme length. A number of existing utility services are located in the

Table 5 - Consultation theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	protection/diversionary measures that may be required, as per the code of Practice Measures necessary where apparatus is affected under NRSWA 1991 Diversionary Works Scheme Identification & Preliminary C2 Enquires. Along with proposed start dates for works to begin. Clients request for C3 budget costs will trigger the onsite survey to ascertain the requirement's needed to ensure a safe area for the affected COLT network Colt company policy negates any potentially detrimental effect on the network as well as protecting us from any potential costs and damages. Please note as COLT moves to C3 status we will require an estimated start date for the project to allow for COLT policy lead-time's Please email plantenquiries@catelecomuk.com with your official C3 Request. We would remind you that mechanical excavators or borers should never be used within			surrounding area that would be affected by the Scheme. However, there are no utility diversions required, and only utilities that require protection when constructing and operating the Scheme. Section 7.4 of the Statement of Reasons (**TR010066/APP/4.1**) provides further detail on the process of identifying potential impacts on utilities in the Scheme area. The Applicant would expect to work closely with all Statutory Undertakers whose assets in the project area may be affected by the proposals. The Examination period would provide opportunities for those bodies to better understand any plans affecting utilities, and no work would be undertaken before all relevant requirements are met and permissions obtained. The Applicant has reviewed the information provided by CA Telecom, on behalf of COLT Utility Services, which shows assets along the B4027 underpass The Scheme design of the A46 alignment does not interface with the B4027 underpass and therefore the Applicant has found no

Table 5 - Consultation theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	1500mm of any COLT Technology Service apparatus.			requirement to divert or protect these assets. An Outline Construction Communication Strategy is provided as an appendix to the First Iteration Environmental Management Plan (**TR010066/APP/6.5**). It sets out the proposed methods for ensuring interested parties are informed or consulted on any forthcoming construction works that are relevant to them. This would include engaging with utilities companies and other statutory undertakers. In addition to direct correspondence with such bodies, the Applicant would provide regular updates on the construction of the Scheme on its webpage.
Consultation	I have checked my system with the postcode provided and can confirm this is not within SGN's network, it is Cadent Gas. You will need to contact Cadent to assist further.	Southern Gas Network	N	The relevant gas providers for the area covered by the Scheme (Cadent Gas, ESP and GTC) have been notified and responses received. This is set out in Chapter 3 of this Consultation Report. Section 7.4 of the Statement of Reasons (**TR010066/APP/4.1**) provides further detail on the process of identifying potential impacts on utilities in the Scheme area. An Outline Construction Communication

Table 5 - Consultation theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				Strategy is provided as an appendix to the First Iteration Environmental Management Plan (**TR010066/APP/6.5**). It sets out the proposed methods for ensuring interested parties are informed or consulted on any forthcoming construction works that are relevant to them. This would include engaging with utilities companies and other statutory undertakers. In addition to direct correspondence with such bodies, the Applicant would provide regular updates on the construction of the Scheme on its webpage.
Consultation	[National Grid Electricity Transmission] would like to be kept informed as the proposal progresses.	National Grid Electricity Transmission	N	The Applicant has, during the preparation of the application, been in discussion with statutory undertakers regarding existing utilities along the Scheme length. A number of existing utility services are located in the surrounding area that would be affected by the Scheme. However, there are no utility diversions required, and only utilities that require protection when constructing and operating the Scheme. Section 7.4 of the Statement of Reasons (**TR010066/APP/4.1**) provides further detail on the process of identifying potential impacts on utilities in the Scheme area.

Table 5 - Consultation theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				Following consultation with National Grid, it has been confirmed that the proposed design does not impact any National Grid asset. National Grid Electricity Transmission would, along with all other statutory undertakers for the Scheme, be notified of relevant developments of the Scheme. An Outline Construction Communication Strategy is provided as an appendix to the First Iteration Environmental Management Plan (**TR010066/APP/6.5**). It sets out the proposed methods for ensuring interested parties are informed or consulted on any forthcoming construction works that are relevant to them. This would include engaging with utilities companies and other statutory undertakers. In addition to direct correspondence with such bodies, the Applicant would provide regular updates on the construction of the Scheme on its webpage.
Consultation	The control of impacts on the local road network heavily relies on contractors abiding by an approved Construction Code of Practice. No draft of the Environmental	UK Health and Security Agency	N	If the application for development consent is accepted for examination by the Examining Authority, there will be opportunities for local authorities and other interested parties to comment on the approach taken to the

Table 5 - Consultation theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	Management Plan (EMP) or similar (such as a Construction Environmental Management Plan (CEMP)) was included with the PEIR. The EMP serves to assess, manage and control sources of potential pollution so that impacts arising from construction will not significantly impact the environment. As indicated in the PEIR, we strongly recommend that a draft EMP be circulated at the earliest opportunity to allow stakeholders to comment.			assessment of all environmental impacts. As set out in section 56 of the Planning Act 2008, the Applicant would be required – in the event that the application for development consent is accepted – to publish a public notice and to write to prescribed bodies, relevant local authorities and persons with an interest in the land. This notification would provide a minimum period of 28 days for interested parties to make a Relevant Representation concerning the Scheme, and to present further evidence at examination. Prior to the start of the Relevant Representation period, all the application documents submitted will be available on the Planning Inspectorate website, including the First Iteration Environmental Management Plan (EMP) (**TR010066/APP/6.5**).
Consultation	National Highways should provide a response to our reviews of their baseline hydraulic models as they become available and allow us to determine whether they are fit for purpose as soon as possible.	Environment Agency	N	ES Chapter 13 (Road Drainage and the Water Environment) (**TR010066/APP/6.1**) includes a summary of engagement with the Environment Agency and other stakeholder organisations on the subject of the potential effects of the Scheme on drainage and the water environment. This engagement has included the Applicant

Table 5 - Consultation theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				sharing its baseline hydraulic model for the Smite Brook and River Sowe, prepared in support of the Flood Risk Assessment. The Environment Agency considered that it adequately represented the flood risk associated with the Scheme, while proposing to further review the model. Engagement with the Environment Agency has continued in the period following the statutory consultation.
Consultation	Community Engagement and Consultation Feedback The UKHSA recommends that public consultations carried out during the planning application process clearly identify the predicted changes to the sound environment during construction and operation of the Scheme, the predicted health effects on neighbouring communities, proposed noise mitigation strategies and any proposed measures for monitoring that such mitigation measures will achieve their desired outcomes.	UK Health Security Agency	N	The presentation within the consultation material of information on predicted environmental impacts, and the measures proposed to mitigate those impacts, is considered appropriate for a scheme at that stage of its development. This information was provided at different levels of technical complexity, across the Preliminary Environmental Information Report (PEIR), its non-technical summary, and the Consultation Brochure, so that all potential levels of interest were accommodated. If the application for development consent is accepted for examination by the Examining Authority, there will be opportunities for local authorities and other interested parties to

Table 5 - Consultation theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	The UKHSA encourages the Applicant to use effective ways of communicating any changes in the acoustic environment generated by the scheme to local communities. For example, immersive and suitably calibrated audio-visual demonstrations can help make noise and visual changes more intuitive to understand and accessible to a wider demographic. If the proposed scheme will have an impact over a relatively large geographical area, the Applicant should consider community-specific factsheets and/or impact maps, which are easily accessible to all individuals both in hard copy and online. If online, search functionality can potentially be included, for example, by postcode.			comment on the approach taken to the assessment of all environmental impacts. As set out in section 56 of the Planning Act 2008, the Applicant would be required – in the event that the application for development consent is accepted – to publish a public notice and to write to prescribed bodies, relevant local authorities and persons with an interest in the land. This notification would provide a minimum period of 28 days for interested parties to make a Relevant Representation concerning the Scheme, and to present further evidence at examination. Prior to the start of the Relevant Representation period, all the application documents submitted will be available on the Planning Inspectorate website, including ES Chapter 11(Noise and Vibration) and ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) sets out further detail on the Applicant's assessment of noise and vibration impacts and any mitigations that are proposed. The assessment, which was carried out according to the methodology set

Table 5 - Consultation theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				out in the Scoping Report (**TR010066/APP/6.8**) and with the Design Manual for Roads and Bridges, identified opportunities for mitigation measures to be implemented, during construction and operation of the Scheme. It concluded that potential significant effects from the Scheme are unlikely. Appendices to the Noise and Vibration chapter include the Baseline Noise Survey Report (ES Appendix 11.3 (**TR010066/APP/6.3**)) and the Construction Noise and Vibration Model and Assessment (ES Appendix 11.5) (**TR010066/APP/6.3**). ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1)** presents an assessment of the likely significant effects of the Scheme on population and human health during construction and operation. As described in Appendix B.5 (Construction Communication Strategy) of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**), the Applicant would implement a coordinated engagement plan to ensure that residents potentially affected by construction of the Scheme are aware of

Table 5 - Consultation theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				upcoming works that may affect their day-to-day activities. The exact methods would be determined closer to the construction period but are likely to include email communications, leaflets, and regular website updates.

Table 6 Consultation theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Consultation	The Council has no comments to make at this pre-application stage but wishes to kept informed of progress.	North Warwickshire Borough Council	N	The comment is noted. North Warwickshire Borough Council will be provided with further updates and opportunities to engage with the Scheme plans as part of the Examination phase that would follow if the application for development consent is accepted.
Consultation	Preliminary Environmental Information Report • The City Council will continue to feed into this report and the emerging Environmental Statement to support the scheme through the DCO process.	Coventry City Council	N	The Applicant has continued to engage with Coventry City Council on the development the relevant application documents for the Scheme following statutory consultation. This is documented within the Consultation Report (**TR010066/APP/5.1**) and Chapters of the ES (**TR010066/APP/6.1**); and will continue to do so through the course of the application process.
Consultation	Preliminary Environmental Information Report • The City Council will continue to work with National Highways as the Construction Management Plans for the scheme are developed.	Coventry City Council	N	The Applicant will continue to work closely with Coventry City Council on the development of the Relevant application documents throughout the application process.

Table 6 Consultation theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Consultation	We are further pleased to note that it states that any mitigation measures will be agreed through consultation with the relevant stakeholders; we would highlight that we are currently discussing the scope of the archaeological surveys referenced in this document with the applicant's archaeological consultant and will continue to proactively engage with them.	Warwickshire County Council	N	The Applicant will continue to engage with Warwickshire County Council on the development of the Scheme. ES Chapter 6 (Cultural Heritage) (**TR010066/APP/6.1**) includes a summary of engagement between the Applicant and relevant stakeholders, including Warwickshire County Council, on the assessment methodologies and impacts upon cultural heritage, including archaeology. A summary of engagement with stakeholder organisations is provided in Chapter 3 of this Report (**TR010066/APP/5.1**).

Table 7 - Consultation theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Consultation	Given the number of inaccuracies in the various schedules provided as part of the consultation, we reserve the right to raise further comment in due course if the information we currently hold remains inaccurate.	BHLF-2AJC-3WGU-6	N	The Applicant has worked with the affected land interest to resolve issues raised during the land referencing exercises undertaken during pre-application. These are now considered resolved, and the Applicant will continue to engage with land interests affected by the Scheme. The Book of Reference (**TR010066/APP/4.3**) sets out each plot of land required temporary possession or permanent acquisition by the Applicant for the purposes of the Scheme, along with explanations of why compulsory purchase powers are being sought. In addition, Annex B of the Statement of Reasons (**TR010066/APP/4.1**) documents the Applicant's efforts to acquire land interests by negotiation, prior to the submission of the application for development consent.
Consultation	Proposals for future cycle and pedestrian route have not been	BHLF-2AJC-3WG9-A	N	The purpose of the Statutory Consultation was to enable all interested parties to

Table 7 - Consultation theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	addressed with us as local farmers.			consider and respond to the proposals for the Scheme at a formative stage of its development. The consultation brochure included information on the aspects of the Scheme affecting routes for walkers and cyclists, and the consultation response form included a closed question (asking for levels of support or opposition) and an open question (asking for comments) on those aspects. Copies of the consultation materials are provided in Annex J of this Report. The Scheme does not include new cycling or walking routes but does include verge widening along the B4082 link road to accommodate the future provision of a walking and cycling route by others. Furthermore, the Scheme retains the Hungerley Hall Farm accommodation overbridge to enable its existing use for agricultural vehicles and to facilitate the creation of a potential additional active travel route across the A46 by others in the future, should farm access no longer be required in light of future developments.

Table 7 - Consultation theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				The steps taken to notify all identified land interests of the consultation and provide opportunities for those parties to respond to the proposals are described in Chapter 4 of this Report. All feedback on the Scheme has been conscientiously considered by the Applicant, with explanations provided in Annex M of the report. The Statement of Reasons (**TR010066/APP/4.1**) sets out the status of negotiations between the Applicant and holders of interests in land affected by the Scheme, including land to be used for the provision of routes or facilities for walkers and cyclists.
Consultation	Land reference schedules were incorrect which caused additional work.	BHLF-2AJC-3WGY-A	N	The Applicant has worked with the affected land interest to resolve issues raised during the land referencing exercises undertaken during pre-application. These are now considered resolved, and the Applicant will continue to engage with land interests affected by the Scheme.

Table 7 - Consultation theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				The Book of Reference (**TR010066/APP/4.3**) sets out each plot of land required temporary possession or permanent acquisition by the Applicant for the purposes of the Scheme, along with explanations of why compulsory purchase powers are being sought. In addition, Annex B of the Statement of Reasons (**TR010066/APP/4.1**) documents the Applicant's efforts to acquire land interests by negotiation, prior to the submission of the application for development consent.
Consultation	Furthermore, given the number of inaccuracies in the various schedules provided as part of the consultation, we reserve the right to raise further comment in due course if the information we currently hold remains inaccurate.	BHLF-2AJC-3WGY-A	N	The Applicant has worked with the affected land interest to resolve issues raised during the land referencing exercises undertaken during pre-application. These are now considered resolved, and the Applicant will continue to engage with land interests affected by the Scheme. The Book of Reference (**TR010066/APP/4.1**) sets out each plot of land required temporary possession or permanent acquisition by the Applicant for the purposes of the Scheme, along with

Table 7 - Consultation theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				explanations of why compulsory purchase powers are being sought. In addition, Annex B of the Statement of Reasons (**TR010066/APP/4.1**) documents the Applicant's efforts to acquire land interests by negotiation, prior to the submission of the application for development consent.
Consultation	Permanent and Temporary Land Requirements It is our client's preference that permanent land take is kept to a minimum and that any design changes that reduce the red line boundary are reflected for in the Order.	BHLF-2AJC-3WGU-6	N	Land to be acquired for the DCO, whether for a temporary period or permanently, can only be obtained if necessary for the functions of the Scheme. Therefore, land take would be kept to a minimum. Any design changes to the Scheme boundary would be reflected in the Order Limits and the landowner would be fully consulted on any changes. The amount of land required for temporary possession has been reduced through the course of the application, through the removal of a proposed haul road. The Statement of Reasons (**TR010066/APP/4.1)** sets out each plot of land required temporarily or permanently by the Applicant for the purposes of the Scheme, along with explanations of why

Table 7 - Consultation theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				compulsory purchase powers are being sought.
Consultation	It is particularly difficult for parties affected by a proposed Development Consent Order to predict every nuance of impact particularly at such an early stage of the proposals and it would be entirely unjust if it were to be held against our clients in due course that certain impacts were not predicted.	BHLF-2AJC-3WGU-6	N	As set out in section 56 of the Planning Act 2008, the Applicant would be required – in the event that the application for development consent is accepted – to publish a public notice and to write to prescribed bodies, relevant local authorities and persons with an interest in the land. This notification would provide a minimum period of 28 days for interested parties to make a Relevant Representation concerning the Scheme, and to present further evidence at examination. Prior to the start of the Relevant Representation period, all the application documents submitted will be available on the Planning Inspectorate website, including the ES (**TR10066/APP/6.1**), ES Figures (**TR10066/APP/6.2**) and accompanying assessments within the Appendices (**TR10066/APP/6.3**). The Applicant has engaged throughout the pre-application period with land interests, including the party responsible for the comment that this text relates to. The

Table 7 - Consultation theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				Statement of Reasons includes a Schedule of Negotiations which sets out the progress of negotiations over the acquisition of land with affected persons. Chapter 3 of this Report also summarises the Applicant's engagement with a range of stakeholder groups, including landowners. Additionally, the ES (**TR010066/APP/6.1)** explains how, for each of a series of different topic areas such as air quality and cultural heritage, the Applicant has fully assessed the potential impacts of the Scheme and proposed appropriate mitigation where necessary. The First Iteration Environmental Management Plan (**TR010066/APP/6.5**) provides further detail on proposed mitigation measures, including their specific locations.
Consultation	It is our client's preference that permanent land take is kept to a minimum and that any design changes that reduce the red line boundary are reflected for in the	BHLF-2AJC-3WGY-A	N	Land to be acquired for the DCO, whether for a temporary period or permanently, can only be obtained if necessary for the functions of the scheme. Therefore, land take would be kept to a minimum. Any

Table 7 - Consultation theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	Order.			design changes to the scheme boundary would be reflected in the Order Limits and the landowner would be fully consulted on any changes. The Book of Reference (**TR010066/APP/4.3**) sets out each plot of land required temporarily or permanently by the Applicant for the purposes of the Scheme, along with explanations of why compulsory purchase powers are being sought.
Consultation	Title Anomalies We are aware of Title anomalies arising from the previous A46 road scheme and require further detail on how National Highways propose to regularise these discrepancies as part of the proposed Development Consent Order. For the avoidance of any ambiguity there are extents of land adjacent to the existing A46 carriageway that are in the Freehold ownership of National Highways but are not physically demarcated on the ground and form part of our client's day to day activities. We require all of	BHLF-2AJC-3WGY-A	N	The Applicant is of the opinion the DCO process is not the appropriate statutory instrument for regularising land registry matters. The Applicant is currently undertaking an internal review exercise in regard to current and future operational requirements related to the parcels of land in question, and will discuss with the landowner(s) outside the DCO process.

Table 7 - Consultation theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	these extents outside of the proposed order boundary to be returned to our client's freehold title.			
Consultation	It is particularly difficult for parties affected by a proposed Development Consent Order to predict every nuance of impact particularly at such an early stage of the proposals it would be entirely unjust if it were to be held against our clients in due course that certain impacts were not predicted.	BHLF-2AJC-3WGY-A	N	As set out in section 56 of the Planning Act 2008, the Applicant would be required – in the event that the application for development consent is accepted – to publish a public notice and to write to prescribed bodies, relevant local authorities and persons with an interest in the land. This notification would provide a minimum period of 28 days for interested parties to make a Relevant Representation concerning the Scheme, and to present further evidence at examination. Prior to the start of the Relevant Representation period, all the application documents submitted will be available on the Planning Inspectorate website, including the ES (**TR10066/APP/6.1**), ES Figures (**TR10066/APP/6.2**) and accompanying assessments within the Appendices (**TR10066/APP/6.3**). The Applicant has engaged throughout the pre-application period with land interests, including the party responsible for the

Table 7 - Consultation theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				comment that this text relates to. The Statement of Reasons (**TR010066/APP/4.1**) includes a Schedule of Negotiations which sets out the progress of negotiations over the acquisition of land with affected persons. Chapter 3 of this Report also summarises the Applicant's engagement with a range of stakeholder groups, including landowners. Additionally, the ES (**TR010066/APP/6.1)** explains how, for each of a series of different topic areas such as air quality and cultural heritage, the Applicant has fully assessed the potential impacts of the Scheme and proposed appropriate mitigation where necessary, The First Iteration Environmental Management Plan (**TR010066/APP/6.5**) provides further detail on proposed mitigation measures, including their specific locations.
Consultation	Our clients remain keen to work with National Highways to facilitate the	*BHLF-2AJC-3WGU-6*	N	The detailed design of the Scheme would be secured through the Schedule 2

Table 7 - Consultation theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	delivery of the A46 Coventry Junction (Walsgrave) Scheme in order to best serve all parties' interests. We do however require detailed design information before the formal position on the proposals can be confirmed. The contents of this correspondence and any impacts arising are subject to client's approval, errors and omissions accepted.			Requirements of the draft DCO (**TR010066/PP/3.1**), adhering to the design principles that are outlined in the Scheme Design Report (**TR010066/PP/7.4**). As set out in section 56 of the Planning Act 2008, the Applicant would be required – in the event that the application for development consent is accepted – to publish a public notice and to write to prescribed bodies, relevant local authorities and persons with an interest in the land. This notification would provide a minimum period of 28 days for interested parties to make a Relevant Representation concerning the Scheme, and to present further evidence at examination. Prior to the start of the Relevant Representation period, all the application documents submitted will be available on the Planning Inspectorate website, including the ES (**TR10066/APP/6.1**), ES Figures (**TR10066/APP/6.2**) and accompanying assessments within the Appendices (**TR10066/APP/6.3**).

Table 7 - Consultation theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				The Applicant has engaged throughout the pre-application period with land interests, including the party responsible for the comment that this text relates to. The Statement of Reasons (**TR010066/PP/4.1**) includes a Schedule of Negotiations which sets out the progress of negotiations over the acquisition of land with affected persons. Chapter 3 of this Report also summarises the Applicant's engagement with a range of stakeholder groups, including landowners. Additionally, the ES (**TR010066/APP/6.1**) explains how, for each of a series of different topic areas such as air quality and cultural heritage, the Applicant has fully assessed the potential impacts of the Scheme and proposed appropriate mitigation where necessary, The First Iteration Environmental Management Plan (**TR010066/APP/6.5**) provides further detail on proposed mitigation measures, including their specific locations.
Consultation	We need to be informed as soon as	BHLF-2AJC-3WGJ-U	N	Engagement with affected landowners has

Table 7 - Consultation theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	possible about the phasing of construction and that will determine how our property at Hungerley Hall Farm will be impacted.			continued in the period between the statutory consultation and the application for a development consent order The Statement of Reasons (**TR010066/APP/4.1**) sets out the status of negotiations between the Applicant and land interests. The Applicant has met with the owners of Hungerley Hall Farm and their representatives, seeking to better understand the requirements of the farm and how the Scheme can reduce any negative impacts on its operation. If an application for Development Consent is accepted by the Planning Inspectorate then the Examination period would provide additional formal opportunities for interested parties to comment on and influence the Scheme development. As set out in section 56 of the Planning Act 2008, the Applicant would be required – in the event that the application for development consent is accepted – to publish a public notice and to write to prescribed bodies, relevant local authorities and persons with an interest in the land. This notification would provide a

Table 7 - Consultation theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				minimum period of 28 days for interested parties to make a Relevant Representation concerning the Scheme, and to present further evidence at examination. Prior to the start of the Relevant Representation period, all the application documents submitted will be available on the Planning Inspectorate website, including the ES (**TR10066/APP/6.1**), ES Figures (**TR10066/APP/6.2**) and accompanying assessments within the Appendices (**TR10066/APP/6.3**). In addition, a Statement of Common Ground (SoCG) may be offered with the affected party, to keep track or matters that are agreed or not agreed. If a DCO for the Scheme is granted then the Applicant and its appointed contractors would communicate its detailed plans for construction with all affected parties, including landowners, so that any necessary steps can be taken to avoid or reduce inconvenience associated with the works.

Table 7 - Consultation theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				The Scheme construction methodology and phasing would continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The Outline Traffic Management Plan would be developed into the Traffic Management Plan, secured by Requirement 11 of Schedule 2 of the draft DCO (**TR010066/APP/3.1**) which would further detail the specific traffic management measures to be implemented during construction. The First Iteration Environmental Management Plan (**TR010066/APP/6.5**) sets out the Applicant's current proposals for the mitigation of impacts before, during and after construction of the Scheme. A Second Iteration Environmental Management Plan would be produced in time for the construction phase of the Scheme and a third iteration at the end of the construction period to support its future management and operation.

Table 7 - Consultation theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Consultation	As soon as possible information from the scheme regarding phasing of routes for and construction to understand how our property land/buildings will be accessed on a regular basis.	BHLF-2AJC-3WGT-5	N	The detailed design of the Scheme would be secured through the Schedule 2 Requirements of the draft DCO (**TR010066/PP/3.1**), adhering to the design principles that are outlined in the Scheme Design Report (**TR010066/PP/7.4**). The Outline Traffic Management Plan (**TR010066/APP/7.5**) details the proposed phasing and engagement for the construction phase of the Scheme. If an application for Development Consent is accepted by the Planning Inspectorate then the Examination period would provide additional formal opportunities for interested parties to comment on and influence the Scheme development. As set out in section 56 of the Planning Act 2008, the Applicant would be required – in the event that the application for development consent is accepted – to publish a public notice and to write to prescribed bodies, relevant local authorities and persons with an interest in the land. This notification would provide a

Table 7 - Consultation theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				minimum period of 28 days for interested parties to make a Relevant Representation concerning the Scheme, and to present further evidence at examination. Prior to the start of the Relevant Representation period, all the application documents submitted will be available on the Planning Inspectorate website, including the ES (**TR10066/APP/6.1**), ES Figures (**TR10066/APP/6.2**) and accompanying assessments within the Appendices (**TR10066/APP/6.3**). The Applicant has engaged throughout the pre-application period with land interests, including the party responsible for the comment that this text relates to. The Statement of Reasons (**TR010066/APP/4.1**) includes a Schedule of Negotiations which sets out the progress of negotiations over the acquisition of land with affected persons. Chapter 3 of this Report also summarises the Applicant's engagement with a range of stakeholder groups, including landowners.

Table 7 - Consultation theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Consultation	An update on measures taken to maintain access to the farm, during the project and after completion.	BHLF-2AJC-3WG9-A	N	The detailed design of the Scheme would be secured through the Schedule 2 Requirements of the draft DCO (**TR010066/APP/3.1**), adhering to the design principles that are outlined in the Scheme Design Report (**TR010066/PP/7.4**). If an application for Development Consent is accepted by the Planning Inspectorate then the Examination period would provide additional formal opportunities for interested parties to comment on and influence the Scheme development. As set out in section 56 of the Planning Act 2008, the Applicant would be required – in the event that the application for development consent is accepted – to publish a public notice and to write to prescribed bodies, relevant local authorities and persons with an interest in the land. This notification would provide a minimum period of 28 days for interested parties to make a Relevant Representation concerning the Scheme, and to present further evidence at examination. Prior to the start of the

Table 7 - Consultation theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				Relevant Representation period, all the application documents submitted will be available on the Planning Inspectorate website, including the ES (**TR10066/APP/6.1**), ES Figures (**TR10066/APP/6.2**) and accompanying assessments within the Appendices (**TR10066/APP/6.3**). The Applicant has engaged throughout the pre-application period with land interests, including the party responsible for the comment that this text relates to. The Statement of Reasons includes a Schedule of Negotiations which sets out the progress of negotiations over the acquisition of land with affected persons. Chapter 3 of this Report also summarises the Applicant's engagement with a range of stakeholder groups, including landowners. The ES Figure 2.5 (Temporary Works) (**TR010066/APP/6.2**) show any temporarily altered means of access, stopping up of streets, roads and any diversions, extinguishments or creation of rights of way.

Table 7 - Consultation theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				Access to land on both the Hungerley Hall and Walsgrave Hill Farm (which is not part of the Order Limits) would also be maintained throughout the construction period from the existing access points on the B4082 and Farber Road. Access between the existing Hungerley Hall Farm Buildings (Point 2/3 on Sheet 2 of the Rights of Way and Access Plans (**TR010066/APP/2.4**)) and the existing Hungerley Hall Farm accommodation overbridge (Point 2/5 on Sheet 2 of the Rights of Way and Access Plans (**TR010066/APP/2.4**)) would be maintained during construction. There would be a requirement for plant crossings over this access to facilitate construction works. The Applicant would ensure that an operative would be present to ensure any farm traffic could safely cross if construction vehicles were using the crossing. Access rights are secured through Schedule 4 of the draft DCO (**TR010066/APP/3.1**).

Table 7 - Consultation theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Consultation	Our clients require further detail at an early stage regarding retained land boundary treatments and the demarcation of land to be used temporarily. Our client requires assurance that their retained land boundary will be contiguous with adopted highway and that any new / existing entrance points retain unfettered highway access.	BHLF-2AJC-3WGY-A	N	All interested parties, including those with interests in the land affected by the Scheme, would have further opportunities to make comments on the application if it is accepted by the Examining Authority. These opportunities would include the 'relevant representation' period in which written comments and concerns on the Scheme can be submitted for further consideration, as well as presenting evidence at examination hearings. The Applicant has engaged throughout the pre-application period with land interests, including the party responsible for the comment that this text relates to. The Statement of Reasons (**TR010066/APP/4.1**) includes a Schedule of Negotiations which sets out the progress of negotiations over the acquisition of land with affected persons. Chapter 3 of this Report also summarises the Applicant's engagement with a range of stakeholder groups, including landowners. As described in Appendix B.5 (Construction Communication Strategy) of

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Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				the First Iteration Environmental Management Plan (**TR010066/APP/6.5**), the Applicant would implement a coordinated engagement plan to ensure that residents potentially affected by construction of the Scheme are aware of upcoming works that may affect their day to day activities. The exact methods would be determined closer to the construction period but are likely to include email communications, leaflets, and regular website updates. The Outline Traffic Management Plan (**TR010066/APP/7.5**) sets out the Applicant's current plans for traffic management measures to be used for the construction of the Scheme. The Rights of Way and Access Plans (**TR010066/APP/2.4**) show any new or altered means of access, stopping up of streets, roads and any diversions, extinguishments or creation of rights of way. Access to the Hungerley Hall and Walsgrave Hill Farm land (which is not

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Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				part of the Order Limits) would also be maintained throughout the construction period from the existing access points on the B4082 and Farber Road. Access between the existing Hungerley Hall Farm Buildings (Point 2/3 on Sheet 2 of the Rights of Way and Access Plans (**TR010066/APP/2.4**)) and the existing Hungerley Hall Farm accommodation overbridge (Point 2/5 on Sheet 2 of the Rights of Way and Access Plans (**TR010066/APP/2.4**)) would be maintained during construction. There would be a requirement for plant crossings over this access to facilitate construction works. The Applicant would ensure that an operative would be present to ensure any farm traffic could safely cross if construction vehicles were using the crossing. Access rights are secured through Schedule 4 of the draft DCO (**TR010066/APP/3.1**).
Consultation	Farmland Data Plan You will note we have not annotated the provided Farmland Plan, but	BHLF-2AJC-3WGY-A	N	The comment is noted. Engagement with the relevant landowners and their representatives continued in the period

Table 7 - Consultation theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	however have enclosed the harvest 2024 cropping plan that shows our clients' interest and wider ownership at this location. There are a number of smaller fields shaded yellow, used as pony paddocks.			after the statutory consultation, including meetings and exchanges of correspondence to address issues raised in consultation responses.
Consultation	Our clients remain keen to work with National Highways to facilitate the delivery of the A46 Coventry Junction (Walsgrave) Scheme in order to best serve all parties' interests. We do however require detailed design information before the formal position on the proposals can be confirmed. The contents of this correspondence and any impacts arising are subject to client's approval, errors and omissions accepted.	BHLF-2AJC-3WGY-A	N	The detailed design of the Scheme would be secured through the Schedule 2 Requirements of the draft DCO (**TR010066/APP/3.1**), adhering to the design principles that are outlined in the Scheme Design Report (**TR010066/PP/7.4**). All interested parties, including those with interests in the land affected by the Scheme, would have further opportunities to make comments on the application if it is accepted by the Examining Authority. These opportunities would include the 'relevant representation' period in which written comments and concerns on the Scheme can be submitted for further consideration, as well as presenting evidence at examination hearings. The Applicant has engaged throughout the pre-application period with land interests,

Table 7 - Consultation theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				including the party responsible for the comment that this text relates to. The Statement of Reasons includes a Schedule of Negotiations which sets out the progress of negotiations over the acquisition of land with affected persons. Chapter 3 of this Report also summarises the Applicant's engagement with a range of stakeholder groups, including landowners. Additionally, the ES (**TR010066/APP/6.1)** explains how, for each of a series of different topic areas such as air quality and cultural heritage, the Applicant has fully assessed the potential impacts of the Scheme and proposed appropriate mitigation where necessary, The First Iteration Environmental Management Plan (T**R010066/APP/6.5**) provides further detail on proposed mitigation measures, including their specific locations.

Table 8 - Consultation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Consultation	The costs of the booklets + this document I expect are large.	N	The material produced for the purposes of statutory consultation conformed to the Applicant's standard approach, developed over many years of consulting and engaging effectively with communities and other stakeholders. The costs of producing the material and of delivering the consultation process formed part of an allocated budget for the Scheme. The purpose of the material was to describe as clearly and factually as possible the reasons why the Scheme had been developed, including the existing conditions it seeks to improve upon, and any impacts associated with its construction and operation. Copies of the consultation material are provided in Annex J of the Consultation Report (**TR010066/APP/5.2**).
Consultation	Now you waste money on glossy booklets trying to justify it all??	N	The material produced for the purposes of statutory consultation conformed to the Applicant's standard approach, developed over many years of consulting and engaging effectively with communities and other stakeholders. The costs of producing the material and of delivering the consultation process formed part of an allocated budget for the Scheme. The purpose of the material was to describe as clearly and factually as possible the reasons why the Scheme had been developed, including the existing

Table 8 - Consultation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			conditions it seeks to improve upon, and any impacts associated with its construction and operation. Copies of the consultation material are provided in Annex J of the Consultation Report (**TR010066/APP/5.2**).
Consultation	The brochure is very glossy something lower cost would have been adequate.	N	The material produced for the purposes of statutory consultation conformed to the Applicant's standard approach, developed over many years of consulting and engaging effectively with communities and other stakeholders. The costs of producing the material and of delivering the consultation process formed part of an allocated budget for the Scheme. The purpose of the material was to describe as clearly and factually as possible the reasons why the Scheme had been developed, including the existing conditions it seeks to improve upon, and any impacts associated with its construction and operation. Copies of the consultation material are provided in Annex J of the Consultation Report (**TR010066/APP/5.2**).
Consultation	I doubt that points and ideas will be listened to, they rarely are.	N	Annex M of the Consultation Report (**TR010066/APP/5.2**) sets out the full range of issues raised by consultees and the Applicant's responses to them. Comments are grouped together according to the themes they address – for example, Design or

Table 8 - Consultation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Environment – with each separate point on those themes individually responded to by the Applicant. Where changes have been made to the Project proposals in response to feedback, this is indicated in the relevant column. In each case, the Applicant has explained how it has considered feedback and why, where relevant, changes to the proposals have not been considered necessary.
Consultation	After submitting my original concept for a cycle way by email I am disappointed that National Highways has not had attempted to talk to me, or involve me in any discussion, about my innovative cycle way idea. From the resultant output declared at the current consultation activity it is apparent that you may well have read my proposal. For a large organisation I suggest this level of secrecy and silence is indicative of a poor and rather remiss project management attitude. More so, as I feel you are not preparing for the best solution. We should have talked at a much early stage of this project.	N	The Applicant undertook a non-statutory consultation on the Scheme proposals between 11 January and 14 February 2022. The delivery of that consultation and its outcomes were described in detail in a consultation report that was included as Appendix C of the Staged Overview of Assessment Report published in June 2022: https://highwaysengland.citizenspace.com/he/a46-walsgrave/supporting_documents/SOAR%20Appendix%20AE.pdf. As was made clear in that report, the Applicant took appropriate steps to consider and act on the feedback it had received in responses, including those addressing the provision of facilities for cyclists. It was not practical for the Applicant to respond individually to the points raised in each consultee's feedback, although in some instances follow-up discussions were held with stakeholders to better

Table 8 - Consultation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			understand the specifics of concerns or suggestions that had been raised. As set out in section 56 of the Planning Act 2008, the Applicant would be required – in the event that the application for development consent is accepted – to publish a public notice and to write to prescribed bodies, relevant local authorities and persons with an interest in the land. This notification would provide a minimum period of 28 days for interested parties to make a Relevant Representation concerning the Scheme, and to present further evidence at examination. Prior to the start of the Relevant Representation period, all the application documents submitted will be available on the Planning Inspectorate website.
Consultation	The documents now being consulted on exclude the issue [of providing an access road to UHCW]. If it were a genuine consultation this would not be so.	N	The consultation brochure made clear that a hospital link road is part of Coventry City Council's Local Plan, which includes a requirement for the "Site to incorporate blue light access linking the A46 to the University Hospital." This is therefore considered the responsibility of the Applicant, and sits outside the scope of the Scheme. However, the Scheme design is not considered to inhibit this and would allow for a hospital link road to added to the western dumbbell roundabout in the future.

Table 8 - Consultation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The consultation also provided opportunities for consultees to express their views on the Scheme's capacity to enable the link road, and all such comments are outlined in this Report along with the Applicant's responses to them.
Consultation	Too much waffle	N	The material produced for the purposes of statutory consultation conformed to the Applicant's standard approach, developed over many years of consulting and engaging effectively with communities and other stakeholders. The purpose of the material was to describe as clearly and factually as possible the reasons why the Scheme had been developed, including the existing conditions it seeks to improve upon, and any impacts associated with its construction and operation. Copies of the consultation material are provided in Annex J of the Consultation Report (**TR010066/APP/5.2**).
Consultation	Your literature declares that there are no proposed changes for walkers, cyclists or horse riders!	N	The consultation brochure explained that the Scheme includes a new signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout. It also explained that the Scheme would include sufficient space within the new B4082 verge to allow a future footway/cycleway to be delivered to the Hungerley Hall Farm accommodation overbridge.

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			Copies of the consultation material are provided in Annex J of the Consultation Report (**TR010066/APP/5.2**). ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) provides a summary of the Applicant's assessment of the Scheme on routes and facilities for walkers, cyclists and horse-riders.
Consultation	The postcard promotes more availability of information at a web address that doesn't exist - genius!! Thankfully I was able to access the information after a brief search.	N	The Applicant acknowledges that the published consultation material included minor typographical errors, and apologises for these oversights. These errors included an incorrect reference to the Scheme webpage. As acknowledged in the corresponding consultee comment, it was possible to locate the website through online searches, and the details of the website were correctly stated on all other consultation material, including letters to consultees and the consultation brochure. It is also the case that the postcard included other ways in which to access information or contact the Applicant. Copies of the consultation material are provided in Annex J of the Consultation Report (**TR010066/APP/5.2**).
Consultation	The issue with the postcard we received is it gave the wrong website address	N	The Applicant acknowledges that the published consultation material included minor typographical

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			errors, and apologises for these oversights. These errors included an incorrect reference to the Scheme webpage. It was possible to locate the website through online searches, and the details of the website were correctly stated on all other consultation material, including letters to consultees and the consultation brochure. It is also the case that the postcard included other ways in which to access information or contact the Applicant. Copies of the consultation material are provided in Annex J of the Consultation Report (**TR010066/APP/5.2**).
Consultation	Someone can't spell 'Neutral' :)	N	The materials used for the purposes of the statutory consultation were prepared by the Applicant based on its extensive experience of consulting on similar road improvement schemes. The Applicant acknowledges that the published material included minor typographical errors, and apologises for these oversights. However, these individual errors would not have prevented consultees from forming a thorough understanding of the proposals and responding accordingly. Copies of the consultation material are provided in Annex J of the Consultation Report (**TR010066/APP/5.2**).
Consultation	weblinks in brochure go to main site, this	N	The website address stated in the consultation

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	consultation form was hard to find.		brochure directed users to the main Scheme website, which included an overview of the consultation, as well as a direct link to the website that was used to host the online response form. Copies of the consultation material are provided in Annex J of the Consultation Report (**TR010066/APP/5.2**).
Consultation	It's difficult to assess from the drawings and data how effective it will be.	N	The materials used for the purposes of the statutory consultation were prepared by the Applicant based on its extensive experience of consulting on similar road improvement schemes. The level of detail on the proposals that was presented in the material is considered appropriate for a scheme at this relatively early stage of its development and was sufficient to enable informed responses from a wide range of consultees. Copies of the consultation material are provided in Annex J of the Consultation Report (**TR010066/APP/5.2**). As set out in section 56 of the Planning Act 2008, the Applicant would be required – in the event that the application for development consent is accepted – to publish a public notice and to write to prescribed bodies, relevant local authorities and persons with an interest in the land. This notification would provide a

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			minimum period of 28 days for interested parties to make a Relevant Representation concerning the Scheme, and to present further evidence at examination. Prior to the start of the Relevant Representation period, all the application documents submitted would be available on the Planning Inspectorate website, including the ES (**TR10066/APP/6.1**), ES Figures (**TR10066/APP/6.2**) and accompanying assessments within the Appendices (**TR10066/APP/6.3**). The application documents have been developed throughout the pre-application period and provide a detailed account of how the impacts of the Scheme have been assessed and how any negative impacts have been mitigated where possible.
Consultation	The plans were mostly good, but locals needed to see the road names more clearly on the maps so they could visualise the details. Otherwise presentation was good.	N	The map book produced for the consultation comprised detailed 'plan and profile' images of the Scheme, including the names of roads and other features in plain text. The map of the Scheme shown in the consultation brochure also included the names of some roads. Copies of the consultation material are provided in Annex J of the Consultation Report (**TR010066/APP/5.2**).

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Feedback on the presentation of consultation material is welcomed and will be considered when planning future consultations. As set out in section 56 of the Planning Act 2008, the Applicant would be required – in the event that the application for development consent is accepted – to publish a public notice and to write to prescribed bodies, relevant local authorities and persons with an interest in the land. This notification would provide a minimum period of 28 days for interested parties to make a Relevant Representation concerning the Scheme, and to present further evidence at examination. Prior to the start of the Relevant Representation period, all the application documents submitted would be available on the Planning Inspectorate website, including the ES (**TR10066/APP/6.1**), ES Figures (**TR10066/APP/6.2**) and accompanying assessments within the Appendices (**TR10066/APP/6.3**). The application documents have been developed throughout the pre-application period and provide a detailed account of how the impacts of the Scheme have been assessed and how any negative impacts have been mitigated where possible.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Consultation	No mention was made about cost of scheme or savings for motorists (if any). By the date of opening 2-4 minutes may not be achieved.	N	The Preliminary Environmental Information Report (PEIR), which formed part of the consultation material, explained that the Scheme is listed as a committed scheme for the second Road Period, as addressed in the Road Investment Strategy 2 (RIS2), meaning it is fully funded from the budget allocated to the Applicant by Government. The consultation brochure summarised the process of modelling the traffic impacts of the Scheme and the journey time savings that are predicted. These calculations were made based on the expected opening date of the Scheme. Copies of the consultation material are provided in Annex J of the Consultation Report (**TR010066/APP/5.2**). As set out in section 56 of the Planning Act 2008, the Applicant would be required – in the event that the application for development consent is accepted – to publish a public notice and to write to prescribed bodies, relevant local authorities and persons with an interest in the land. This notification would provide a minimum period of 28 days for interested parties to make a Relevant Representation concerning the Scheme, and to present further evidence at examination.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Prior to the start of the Relevant Representation period, all the application documents submitted would be available on the Planning Inspectorate website, including the Case for the Scheme (**TR010066/APP/7.1**), which sets out the costs and benefits of the Scheme in more detail.
Consultation	The illustration on P9 suggests there will be an on-slip at the proposed bridge, but that is not consistent with the plan.	N	There are four slip roads connecting to the proposed junction (bridge and roundabouts). Two of these are slip roads onto the A46 northbound and southbound. These are shown in more detail on the General Arrangement (**TR010066/APP/2.6**) and Engineering Drawings and Sections (**TR010066/APP/2.5**).
Consultation	I was aware that at some point the junction will be changed, but I have seen no publicity about this at all. I only found out about the suggested plans from our local councillor. I would suggest engaging the local community more and making people in the vicinity fully aware of the plans and asking for their opinion, rather then people having to find out for themselves.	N	The efforts taken to notify statutory consultees and publicise the consultation to all interested parties are described in Chapter 4 of the Consultation Report (**TR010066/APP/5.1**). Engagement activities included an extensive postal campaign involving postcards or letters and copies of the consultation brochure being sent to all registered addresses surrounding the proposed junction. It also included an email campaign, social media messaging, press releases and public notices in local and national publications. In fulfilment of section 47 of the 2008 Act, the Applicant prepared a draft Statement of Community Consultation (SoCC) and formally consulted host

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			local authorities so that they could influence the range of methods proposed to effectively consult affected communities. This process is described in Chapter 4 of the Consultation Report, including each comment received from local authorities and the actions taken, if any, by the Applicant to address them. In addition, the Applicant invited each host authority to state their opinion, in the period after the close of the Statutory Consultation, on whether that consultation had met the commitments made in the SoCC. This formed part of the Adequacy of Consultation Milestone, which was submitted to the Planning Inspectorate on 18 October 2024. Chapter 6 of the Consultation Report contains a series of tables explaining how the Applicant has sought to fulfil all relevant guidance on the delivery of pre-application consultations, including guidance produced by the Planning Inspectorate as well as the Ministry of Housing, Communities and Local Government. As such, the Applicant believes that the publicity of the consultation was appropriately thorough, but will consider the points raised in this consultation when planning future publicity campaigns.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Prior to the Statutory Consultation, the Applicant held (in 2022) an 'options consultation' for the Scheme, which set out the process taken to identify and short-list potential route and junction options and invited comments. As described in Chapter 2 of the Consultation Report, this was also a widely publicised consultation that generated feedback from a range of stakeholders and individuals. This consultation resulted in the formal selection of 'Option 11' as the preferred route for the Scheme, with minor refinements made to it through ongoing design in the period before Statutory Consultation.
Consultation	As a local resident in Binley I received a postcard. I've seen nothing else.	N	The efforts taken to notify statutory consultees and publicise the consultation to all interested parties are described in Chapter 4 of the Consultation Report (**TR010066/APP/5.1**). Engagement activities included an extensive postal campaign involving postcards or letters and copies of the consultation brochure being sent to all registered addresses surrounding the proposed junction. It also included an email campaign, social media messaging, press releases and public notices in local and national publications. In fulfilment of section 47 of the 2008 Act, the Applicant prepared a draft Statement of Community Consultation (SoCC) and formally consulted host local authorities so that they could influence the range of methods proposed to effectively consult

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			affected communities. This process is described in Chapter 4 of the Consultation Report, including each comment received from local authorities and the actions taken, if any, by the Applicant to address them. In addition, the Applicant invited each host authority to state their opinion, in the period after the close of the Statutory Consultation, on whether that consultation had met the commitments made in the SoCC. This formed part of the Adequacy of Consultation Milestone, which was submitted to the Planning Inspectorate on 18 October 2024. Chapter 6 of the Consultation Report contains a series of tables explaining how the Applicant has sought to fulfil all relevant guidance on the delivery of pre-application consultations, including guidance produced by the Planning Inspectorate as well as the Ministry of Housing, Communities and Local Government. As such, the Applicant believes that the publicity of the consultation was appropriately thorough and offered opportunities for people outside the immediate vicinity of the Scheme to participate, but will consider the points raised in this consultation when planning future publicity campaigns.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Prior to the Statutory Consultation, the Applicant held (in 2022) an 'options consultation' for the Scheme, which set out the process taken to identify and short-list potential route and junction options and invited comments. As described in Chapter 2 of the Consultation Report, this was also a widely publicised consultation that generated feedback from a range of stakeholders and individuals. This consultation resulted in the formal selection of 'Option 11' as the preferred route for the Scheme, with minor refinements made to it through ongoing design in the period before Statutory Consultation.
Consultation	I do feel more could be done to share information about the new junction with wider Coventry residents.	N	The efforts taken to notify statutory consultees and publicise the consultation to all interested parties are described in Chapter 4 of the Consultation Report (**TR010066/APP/5.1**). Engagement activities included an extensive postal campaign involving postcards or letters and copies of the consultation brochure being sent to all registered addresses surrounding the proposed junction. It also included an email campaign, social media messaging, press releases and public notices in local and national publications. In fulfilment of section 47 of the 2008 Act, the Applicant prepared a draft Statement of Community Consultation (SoCC) and formally consulted host local authorities so that they could influence the range of methods proposed to effectively consult

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			affected communities. This process is described in Chapter 4 of the Consultation Report, including each comment received from local authorities and the actions taken, if any, by the Applicant to address them. In addition, the Applicant invited each host authority to state their opinion, in the period after the close of the Statutory Consultation, on whether that consultation had met the commitments made in the SoCC. This formed part of the Adequacy of Consultation Milestone, which was submitted to the Planning Inspectorate on 18 October 2024. Chapter 6 of the Consultation Report contains a series of tables explaining how the Applicant has sought to fulfil all relevant guidance on the delivery of pre-application consultations, including guidance produced by the Planning Inspectorate as well as the Ministry of Housing, Communities and Local Government. As such, the Applicant believes that the publicity of the consultation was appropriately thorough and offered opportunities for people outside the immediate vicinity of the Scheme to participate, but will consider the points raised in this consultation when planning future publicity campaigns.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Prior to the Statutory Consultation, the Applicant held (in 2022) an 'options consultation' for the Scheme, which set out the process taken to identify and short-list potential route and junction options and invited comments. As described in Chapter 2 of the Consultation Report, this was also a widely publicised consultation that generated feedback from a range of stakeholders and individuals. This consultation resulted in the formal selection of 'Option 11' as the preferred route for the Scheme, with minor refinements made to it through ongoing design in the period before Statutory Consultation.
Consultation	Never heard of this project until now.	N	The efforts taken to notify statutory consultees and publicise the consultation to all interested parties are described in Chapter 4 of the Consultation Report (**TR010066/APP/5.1**). Engagement activities included an extensive postal campaign involving postcards or letters and copies of the consultation brochure being sent to all registered addresses surrounding the proposed junction. It also included an email campaign, social media messaging, press releases and public notices in local and national publications. In fulfilment of section 47 of the 2008 Act, the Applicant prepared a draft Statement of Community Consultation (SoCC) and formally consulted host local authorities so that they could influence the range of methods proposed to effectively consult affected communities. This process is described in

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			Chapter 4 of the Consultation Report, including each comment received from local authorities and the actions taken, if any, by the Applicant to address them. In addition, the Applicant invited each host authority to state their opinion, in the period after the close of the Statutory Consultation, on whether that consultation had met the commitments made in the SoCC. This formed part of the Adequacy of Consultation Milestone, which was submitted to the Planning Inspectorate on 18 October 2024. Chapter 6 of the Consultation Report contains a series of tables explaining how the Applicant has sought to fulfil all relevant guidance on the delivery of pre-application consultations, including guidance produced by the Planning Inspectorate as well as the Ministry of Housing, Communities and Local Government. As such, the Applicant believes that the publicity of the consultation was appropriately thorough and offered opportunities for people outside the immediate vicinity of the Scheme to participate, but will consider the points raised in this consultation when planning future publicity campaigns. Prior to the Statutory Consultation, the Applicant held

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			(in 2022) an 'options consultation' for the Scheme, which set out the process taken to identify and short-list potential route and junction options and invited comments. As described in Chapter 2 of the Consultation Report, this was also a widely publicised consultation that generated feedback from a range of stakeholders and individuals. This consultation resulted in the formal selection of 'Option 11' as the preferred route for the Scheme, with minor refinements made to it through ongoing design in the period before Statutory Consultation.
Consultation	You did send us paper documents twice.	N	The efforts taken to notify statutory consultees and publicise the consultation to all interested parties are described in Chapter 4 of the Consultation Report (**TR010066/APP/5.1**). The Applicant apologises for the oversight of sending two sets of documents to the consultee responsible for this comment.
Consultation	General lack of publicity over this. Too much reliance on website for communication with regard to scheme and what is happening.	N	The efforts taken to notify statutory consultees and publicise the consultation to all interested parties are described in Chapter 4 of the Consultation Report (**TR010066/APP/5.1**). Engagement activities included an extensive postal campaign involving postcards or letters and copies of the consultation brochure being sent to all registered addresses surrounding the proposed junction. It also included an email campaign, social media messaging, press releases and public notices in local and national publications.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			In fulfilment of section 47 of the 2008 Act, the Applicant prepared a draft Statement of Community Consultation (SoCC) and formally consulted host local authorities so that they could influence the range of methods proposed to effectively consult affected communities. This process is described in Chapter 4 of the Consultation Report, including each comment received from local authorities and the actions taken, if any, by the Applicant to address them. In addition, the Applicant invited each host authority to state their opinion, in the period after the close of the Statutory Consultation, on whether that consultation had met the commitments made in the SoCC. This formed part of the Adequacy of Consultation Milestone, which was submitted to the Planning Inspectorate on 18 October 2024. Chapter 6 of the Consultation Report contains a series of tables explaining how the Applicant has sought to fulfil all relevant guidance on the delivery of pre-application consultations, including guidance produced by the Planning Inspectorate as well as the Ministry of Housing, Communities and Local Government. As such, the Applicant believes that the publicity of

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			the consultation was appropriately thorough and offered opportunities for people outside the immediate vicinity of the Scheme to participate, but will consider the points raised in this consultation when planning future publicity campaigns. Prior to the Statutory Consultation, the Applicant held (in 2022) an 'options consultation' for the Scheme, which set out the process taken to identify and short-list potential route and junction options and invited comments. As described in Chapter 2 of the Consultation Report, this was also a widely publicised consultation that generated feedback from a range of stakeholders and individuals. This consultation resulted in the formal selection of 'Option 11' as the preferred route for the Scheme, with minor refinements made to it through ongoing design in the period before Statutory Consultation.
Consultation	not published enough / not enough to allow everyone a chance to see the plans / models. Not sufficient notice of events. Could not get online.	N	The efforts taken to notify statutory consultees and publicise the consultation to all interested parties are described in Chapter 4 of the Consultation Report (**TR010066/APP/5.1**). Engagement activities included an extensive postal campaign involving postcards or letters and copies of the consultation brochure being sent to all registered addresses surrounding the proposed junction. It also included an email campaign, social media messaging, press releases and public notices in local and national publications.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The first public information event for the consultation was held over one week after the launch of the consultation, and the final event was over one month after that point. In fulfilment of section 47 of the 2008 Act, the Applicant prepared a draft Statement of Community Consultation (SoCC) and formally consulted host local authorities so that they could influence the range of methods proposed to effectively consult affected communities. This process is described in Chapter 4 of the Consultation Report, including each comment received from local authorities and the actions taken, if any, by the Applicant to address them. In addition, the Applicant invited each host authority to state their opinion, in the period after the close of the Statutory Consultation, on whether that consultation had met the commitments made in the SoCC. This formed part of the Adequacy of Consultation Milestone, which was submitted to the Planning Inspectorate on 18 October 2024. Chapter 6 of the Consultation Report contains a series of tables explaining how the Applicant has sought to fulfil all relevant guidance on the delivery of pre-application consultations, including guidance

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			produced by the Planning Inspectorate as well as the Ministry of Housing, Communities and Local Government. As such, the Applicant believes that the publicity of the consultation was appropriately thorough and offered opportunities for people outside the immediate vicinity of the Scheme to participate, but will consider the points raised in this consultation when planning future publicity campaigns. Prior to the Statutory Consultation, the Applicant held (in 2022) an 'options consultation' for the Scheme, which set out the process taken to identify and short-list potential route and junction options and invited comments. As described in Chapter 2 of the Consultation Report, this was also a widely publicised consultation that generated feedback from a range of stakeholders and individuals. This consultation resulted in the formal selection of 'Option 11' as the preferred route for the Scheme, with minor refinements made to it through ongoing design in the period before Statutory Consultation.
Consultation	Don't remember being consulted on phase 1 or a brochure saying what phase 1 was all about. I do believe a few people made a lot of money!!!	N	Appendix C of the Staged Overview of Assessment Report (https://highwaysengland.citizenspace.com/he/a46-walsgrave/supporting_documents/A46%20Walsgrave%20%20Approach%20to%20Public%20Consultation.

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			pdf) ('Report on Public Consultation') describes how the 2022 non-statutory consultation on a set of options for the Walsgrave junction was carried out. It includes a summary of the engagement activities that were carried out at that time.
Consultation	The aim is to do this scheme and I strongly suspect this is a box-ticking exercise with little or no intention of changing anything.	N	Annex M of the Consultation Report (**TR010066/APP/5.2**) sets out the full range of issues raised by consultees and the Applicant's responses to them. Comments are grouped together according to the themes they address – for example, Design or Environment – with each separate point on those themes individually responded to by the Applicant. Where changes have been made to the Project proposals in response to feedback, this is indicated in the relevant column. In each case, the Applicant has explained how it has considered feedback and why, where relevant, changes to the proposals have not been considered necessary. Chapter 5 of this Report also summarises the changes made to the Scheme as well as the issues raised by consultees that did not lead to changes and the reasons why.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Consultation	You have already made your decision to do this scheme, regardless of what anyone sensible thinks about it, so why waste time on a pointless consultation when you have already made the final decision?	N	Annex M of the Consultation Report (**TR010066/APP/5.2**) sets out the full range of issues raised by consultees and the Applicant's responses to them. Comments are grouped together according to the themes they address – for example, Design or Environment – with each separate point on those themes individually responded to by the Applicant. Where changes have been made to the Project proposals in response to feedback, this is indicated in the relevant column. In each case, the Applicant has explained how it has considered feedback and why, where relevant, changes to the proposals have not been considered necessary. Chapter 5 of this Report also summarises the changes made to the Scheme as well as the issues raised by consultees that did not lead to changes and the reasons why.
Consultation	I suspect that the consultation is mainly window dressing and will not have any real influence on what happens	N	Annex M of the Consultation Report (**TR010066/APP/5.2**) sets out the full range of issues raised by consultees and the Applicant's responses to them. Comments are grouped together according to the themes they address – for example, Design or

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			Environment – with each separate point on those themes individually responded to by the Applicant. Where changes have been made to the Project proposals in response to feedback, this is indicated in the relevant column. In each case, the Applicant has explained how it has considered feedback and why, where relevant, changes to the proposals have not been considered necessary. Chapter 5 of this Report also summarises the changes made to the Scheme as well as the issues raised by consultees that did not lead to changes and the reasons why.
Consultation	Especially when I assume that the scheme will be undertaken no matter what.	N	Annex M of the Consultation Report (**TR010066/APP/5.2**) sets out the full range of issues raised by consultees and the Applicant's responses to them. Comments are grouped together according to the themes they address – for example, Design or Environment – with each separate point on those themes individually responded to by the Applicant. Where changes have been made to the Project proposals in response to feedback, this is indicated in the relevant column. In each case, the Applicant has explained how it has considered feedback and why,

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			where relevant, changes to the proposals have not been considered necessary. Chapter 5 of this Report also summarises the changes made to the Scheme as well as the issues raised by consultees that did not lead to changes and the reasons why.
Consultation	I have no power over this decision. I voted against it and it's being done anyway. Whatever process you pretend to follow, you do what you want regardless.	N	Annex M of the Consultation Report (**TR010066/APP/5.2**) sets out the full range of issues raised by consultees and the Applicant's responses to them. Comments are grouped together according to the themes they address – for example, Design or Environment – with each separate point on those themes individually responded to by the Applicant. Where changes have been made to the Project proposals in response to feedback, this is indicated in the relevant column. In each case, the Applicant has explained how it has considered feedback and why, where relevant, changes to the proposals have not been considered necessary. Chapter 5 of this Report also summarises the changes made to the Scheme as well as the issues raised by consultees that did not lead to changes and the reasons why.

Table 8 - Consultation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Consultation	I am of the opinion that public consultations generally result in 'fiddling about at the fringes' and the public are usually ignored e.g. HS2 but nice try.	N	Annex M of the Consultation Report (**TR010066/APP/5.2**) sets out the full range of issues raised by consultees and the Applicant's responses to them. Comments are grouped together according to the themes they address – for example, Design or Environment – with each separate point on those themes individually responded to by the Applicant. Where changes have been made to the Project proposals in response to feedback, this is indicated in the relevant column. In each case, the Applicant has explained how it has considered feedback and why, where relevant, changes to the proposals have not been considered necessary. Chapter 5 of this Report also summarises the changes made to the Scheme as well as the issues raised by consultees that did not lead to changes and the reasons why.
Consultation	I do not understand the need to involve the public if there views are going to be recognised.	N	Annex M of the Consultation Report (**TR010066/APP/5.2**) sets out the full range of issues raised by consultees and the Applicant's responses to them.

Table 8 - Consultation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Comments are grouped together according to the themes they address – for example, Design or Environment – with each separate point on those themes individually responded to by the Applicant. Where changes have been made to the Project proposals in response to feedback, this is indicated in the relevant column. In each case, the Applicant has explained how it has considered feedback and why, where relevant, changes to the proposals have not been considered necessary. Chapter 5 of this Report also summarises the changes made to the Scheme as well as the issues raised by consultees that did not lead to changes and the reasons why.
Consultation	It is good that you are having the consultation process but is there any point as no notice will be taken of any views going against it.	N	Annex M of the Consultation Report (**TR010066/APP/5.2**) sets out the full range of issues raised by consultees and the Applicant's responses to them. Comments are grouped together according to the themes they address – for example, Design or Environment – with each separate point on those themes individually responded to by the Applicant. Where changes have been made to the Project proposals in response to feedback, this is indicated in

Table 8 - Consultation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the relevant column. In each case, the Applicant has explained how it has considered feedback and why, where relevant, changes to the proposals have not been considered necessary. Chapter 5 of this Report also summarises the changes made to the Scheme as well as the issues raised by consultees that did not lead to changes and the reasons why.
Consultation	[A hospital access road] is something that local residents have been requesting for a long time… Listen to the citizens of Coventry.	N	Annex M of the Consultation Report (**TR010066/APP/5.2**) sets out the full range of issues raised by consultees and the Applicant's responses to them. Comments are grouped together according to the themes they address – for example, Design or Environment – with each separate point on those themes individually responded to by the Applicant. Where changes have been made to the Project proposals in response to feedback, this is indicated in the relevant column. In each case, the Applicant has explained how it has considered feedback and why, where relevant, changes to the proposals have not been considered necessary. Chapter 5 of this Report also summarises the changes made to the Scheme as well as the issues

Table 8 - Consultation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			raised by consultees that did not lead to changes and the reasons why. The consultation brochure made clear that a hospital link road is part of Coventry City Council's Local Plan, which includes a requirement for the "Site to incorporate blue light access linking the A46 to the University Hospital." This is therefore considered the responsibility of the applicant, and sits outside the scope of the Scheme. However, the Scheme design is not considered to inhibit this and would allow for a hospital link road to added to the western dumbbell roundabout in the future.
Consultation	The results of this consultation will only be determined by a small minority of the population so will not be able to claim wide public support.	N	Annex M of the Consultation Report (**TR010066/APP/5.2**) sets out the full range of issues raised by consultees and the Applicant's responses to them. Comments are grouped together according to the themes they address – for example, Design or Environment – with each separate point on those themes individually responded to by the Applicant. Where changes have been made to the Project proposals in response to feedback, this is indicated in the relevant column. In each case, the Applicant has explained how it has considered feedback and why, where relevant, changes to the proposals have not

Table 8 - Consultation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			been considered necessary. Chapter 5 of this Report also summarises the changes made to the Scheme as well as the issues raised by consultees that did not lead to changes and the reasons why.
Consultation	I would have filled in your response form but don't know how I would send it to you.	N	Instructions on how to submit a response to the consultation were stated on the consultation response form, the brochure, on the consultation website and on promotional material such as leaflets. The response channels included an option to submit a response form using a pre-paid envelope, which was available without charge from deposit locations and consultation events, and was issued by post to addresses within a defined distance from the proposed scheme. It was also possible to submit a response form without a pre-paid envelope, by using a Freepost address that was also stated on consultation materials. Other options to respond included an email address and an online response form, both of which were free to use. Copies of the consultation material, including the response form, are provided in Annex J of the Consultation Report (**TR010066/APP/5.2**).
Consultation	Can't fill the consultation form in on the website	N	Instructions on how to submit a response to the

Table 8 - Consultation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	which would have been helpful.		consultation were stated on the consultation response form, the brochure, and on promotional material such as leaflets. These materials provided the address of the consultation website, which included all relevant information on the proposals as well as a link to the online response form. Responding in this way proved to be popular, with roughly 35% of responses being submitted online. Copies of consultation material, including the response form, are provided in Annex J of the Consultation Report (**TR010066/APP/5.2**).
Consultation	I could not find how to complete this form using the website despite a number of statements informing me that it was possible.	N	Instructions on how to submit a response to the consultation were stated on the consultation response form, the brochure, and on promotional material such as leaflets. These materials provided the address of the consultation website, which included all relevant information on the proposals as well as a link to the online response form. Responding in this way proved to be popular, with roughly 35% of responses being submitted online. Copies of consultation material, including the response form, are provided in Annex J of the Consultation Report (**TR010066/APP/5.2**).
Consultation	It is presumed that a Construction Traffic Management Plan (CTMP) forming part of the Construction Environment Management Plan	N	Commitment G4 in the Register of Environmental Actions and Commitments (REAC) (Appendix A of the First Iteration Environmental Management Plan)

<table>
<tr><th colspan="4">Table 8 - Consultation theme: Local community and statutory publicity</th></tr>
<tr><th colspan="4">Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity</th></tr>
<tr><th colspan="2">Topic Area and Consultation Responses</th><th>Change (Y/N):</th><th>The Applicant's response (inc. the regard had to the consultation response)</th></tr>
<tr><td></td><td>(CEMP) will be implemented during construction and include all necessary measures.</td><td></td><td>(TR010066/APP/6.5) states that "A Construction Traffic Management Plan would be developed and implemented based on the measures and approaches detailed within the Outline Construction Traffic Management Plan (TR010066/APP/7.5)." This is secured by Requirement 11 in the draft DCO (TR010066/PP/3.1).</td></tr>
<tr><td>Consultation</td><td>Only events based in Coventry but understand the webinar allows many to attend outside of the county.</td><td>N</td><td>The consultation webinar took place on the evening of 7 November 2023, with a recording of the event added to the consultation website later. The webinar was publicised in the consultation brochure, with details listed on the consultation website.

Chapter 4 of the Consultation Report includes a description of the events held to generate awareness of the consultation, including a list of all events and their locations. The list, which includes an event in the Rugby area, is replicated below:

<table>
<tr><th>Event type</th><th>Date</th><th>Location</th></tr>
<tr><td>Public consultation event</td><td>Saturday 4 November 2023</td><td>Wyken Community Centre, Ennerdale Lane, Coventry, CV2 5PY</td></tr>
</table>
</td></tr>
</table>

Table 8 - Consultation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**

Online webinar	Tuesday 7 November 2023	Online via Microsoft Teams
Pop-up event	Thursday 9 November 2023	Broadgate, Coventry City Centre (National Highways engagement van)
Pop-up event	Thursday 16 November 2023	Tesco (Walsgrave Superstore), Clifford Bridge Road, Coventry, CV2 2TS
Public consultation event	Friday 17 November 2023	Warwickshire Shopping Park Community Centre, 1c Kynner Way, Binley, Coventry, CV3 2SB
Pop-up event	Saturday 25 November 2023	Coombe Country Park visitor centre, Brinklow Road, Coventry CV3 2AB
Public	Thursday 30	Brinklow

Table 8 - Consultation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			consultation event: November 2023: Community Hall, 43 Broad Street, Brinklow, Rugby, CV23 0LS
Consultation	I appreciate that you are focused on the A46 but this needs continued dialogue with the council.	N	The Applicant has engaged with relevant local authorities in the pre-application period, as is described in Chapter 3 of this Report.
Consultation	Get local Primary School (Clifford Bridge) involved and possibly engage with Friends of Sowe Valley and see if any of their projects or initiatives could be supported by the Project.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. The Outline Traffic Management Plan (**TR010066/APP/7.5**) also sets out that the Applicant would engagement with key local stakeholders such as the highways authority and local community groups in advance of any closures. The Applicant would hold monthly traffic management forums to seek input into traffic management proposals as well as receive feedback on the implementation of any measures.

Table 8 - Consultation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Outline Traffic Management Plan (**TR010066/APP/7.5**) is secured through Schedule 2 Requirement 11 of the draft DCO (**TR010066/APP/3.1**) which states that no part of construction of the Scheme can commence until a TMP has been submitted to and approved by the Secretary of State, following consultation with the relevant highway authority.
Consultation	Please listen to the local people.	N	Annex M of the Consultation Report Annexes (**TR010066/APP/5.2**) sets out the full range of issues raised by consultees and the Applicant's responses to them. Comments are grouped together according to the themes they address – for example, Design or Environment – with each separate point on those themes individually responded to by the Applicant. Where changes have been made to the Project proposals in response to feedback, this is indicated in the relevant column. In each case, the Applicant has explained how it has considered feedback and why, where relevant, changes to the proposals have not been considered necessary. In addition, the Applicant invited each host authority to state their opinion, in the period after the close of the Statutory Consultation, on whether that consultation had met the commitments made in the SoCC. This formed part of the Adequacy of Consultation Milestone, which was submitted to the

Table 8 - Consultation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Planning Inspectorate on 18 October 2024.
Consultation	Keep it straight and simple for us locals to understand, some of the material will often confuse, people will then disengage.	N	The Applicant took steps to ensure that its consultation material was accessible to all potentially interested parties, including technical stakeholders as well as members of the public. For example, the consultation material included an extensive Preliminary Environmental Information Report (PEIR) as well as a Non-Technical Summary of the PEIR and also a shorter summary included in the Consultation Brochure. Materials such as the Brochure used non-technical terms wherever possible, applying its 'Normal not formal' guide to tone of voice and writing style, and included maps and figures to make it easier for readers to understand exactly what was being proposed and where. A computer generated 'fly through' of the Scheme, which was available to watch on the Scheme webpage and at consultation events, provided a further opportunity to engage with the consultation through an alternative medium. Copies of core consultation materials and links to others are provided in Annex J of the Consultation Report.
Consultation	I note that National Highways has been accused	N	A Walking, Cycling and Horse-riding (WCH)

Table 8 - Consultation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	of 'systemic failure of cycling provision in England', according to one national newspaper (Guardian, 27 July 2023). Perhaps, by adopting my cycle way idea IN FULL to introduce a cycle way that runs for some distance in parallel with the A46 we can prove just the opposite to the press?		assessment was undertaken for the Scheme and the outcome is provided in Chapter 12 (Population and Human Health) of the ES (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**).
Consultation	Please keep me informed on the progress of this scheme.	N	The Applicant has actively engaged with relevant local authorities and other statutory bodies over the development of the Environmental Statement that is provided as part of its application for development consent (**TR010066/APP/6.1**). A summary of this engagement is provided in Chapter 3 of this Report. If the application for development consent is accepted for examination by the Examining Authority, there will be opportunities for local authorities and other interested parties to comment on the approach taken to the assessment of all environmental impacts. As set out in section 56 of the Planning Act 2008, the Applicant would be required – in the event that the application for development consent is accepted – to publish a public notice and to write to prescribed bodies, relevant local authorities and persons with an interest in the land. This notification would provide a minimum period of 28 days for interested parties to

Table 8 - Consultation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			make a Relevant Representation concerning the Scheme, and to present further evidence at examination. Prior to the start of the Relevant Representation period, all the application documents submitted will be available on the Planning Inspectorate website, including the ES (**TR10066/APP/6.1**), ES Figures (**TR10066/APP/6.2**) and accompanying assessments within the Appendices (**TR10066/APP/6.3**). The ES includes a chapter on Population & Human Health, which includes an assessment of the topic and any likely significant effects results from the Scheme during construction and operation.
Consultation	Providing we are kept informed on the construction sites we are happy with that.	N	The Applicant has actively engaged with relevant local authorities and other statutory bodies over the development of the ES that is provided as part of its application for development consent (**TR010066/APP/6.1**). A summary of this engagement is provided in Chapter 3 of this Report. If the application for development consent is accepted for examination by the Examining Authority, there will be opportunities for local authorities and other interested parties to comment on the approach taken to the assessment of all environmental impacts.

Table 8 - Consultation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			As set out in section 56 of the Planning Act 2008, the Applicant would be required – in the event that the application for development consent is accepted – to publish a public notice and to write to prescribed bodies, relevant local authorities and persons with an interest in the land. This notification would provide a minimum period of 28 days for interested parties to make a Relevant Representation concerning the Scheme, and to present further evidence at examination. Prior to the start of the Relevant Representation period, all the application documents submitted will be available on the Planning Inspectorate website, including the ES (**TR10066/APP/6.1**), ES Figures (**TR10066/APP/6.2**) and accompanying assessments within the Appendices (**TR10066/APP/6.3**). The ES includes a chapter on Population & Human Health, which includes an assessment of the topic and any likely significant effects results from the Scheme during construction and operation.
Consultation	Communication is important.	N	The Applicant has actively engaged with relevant local authorities and other statutory bodies over the development of the ES that is provided as part of its application for development consent (**TR010066/APP/6.1**). A summary of this engagement is provided in Chapter 3 of this Report.

Table 8 - Consultation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			If the application for development consent is accepted for examination by the Examining Authority, there will be opportunities for local authorities and other interested parties to comment on the approach taken to the assessment of all environmental impacts. As set out in section 56 of the Planning Act 2008, the Applicant would be required – in the event that the application for development consent is accepted – to publish a public notice and to write to prescribed bodies, relevant local authorities and persons with an interest in the land. This notification would provide a minimum period of 28 days for interested parties to make a Relevant Representation concerning the Scheme, and to present further evidence at examination. Prior to the start of the Relevant Representation period, all the application documents submitted will be available on the Planning Inspectorate website, including the ES (**TR10066/APP/6.1**), ES Figures (**TR10066/APP/6.2**) and accompanying assessments within the Appendices (**TR10066/APP/6.3**). The ES includes a chapter on Population & Human Health, which includes an assessment of the topic and any likely significant effects results from the Scheme during construction and operation.

Table 8 - Consultation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Consultation	I think you've handled it well. Handing out literature and having an informal display at Tesco Walsgrave - great idea.	N	The comment is noted.
Consultation	Note – a very nice young lass at the Broadgate show. Thank you very much.	N	The comment is noted.
Consultation	Thank you for the public consultation events regarding the Walsgrave junction improvement scheme that I was fortunate to attend and discuss with the very professional team from National Highways and their consultants.	N	The comment is noted.
Consultation	The consultation and the ladies involved are absolutely lovely + very helpful!	N	The comment is noted.
Consultation	Okay so far.	N	The comment is noted.
Consultation	Seems pretty thorough.	N	The comment is noted.
Consultation	The materials have been good and welcome.	N	The comment is noted.
Consultation	Excellent display boards and video, very easy to understand scheme.	N	The comment is noted.
Consultation	Otherwise, this material was very good. However, I'm a retired WCC highways engineer so I could understand all the terms used!	N	The comment is noted.
Consultation	I intended to visit one of the consultation events,	N	The comment is noted.

Table 8 - Consultation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	but the document clarified the proposal well I thought.		

M4. Design

Table 9 - Design theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	It is important that this scheme improves access to our Key Route Network.	Transport for West Midlands	N	The Scheme is forecast to reduce traffic on local roads in the surrounding area and to significantly reduce journey times along the A46 north of Walsgrave and South of Binley. This would improve access to the M6/M69 in the north as well as the A45/A46 in the south. The Transport Assessment (**TR010066/APP/7.3**) summarises the process followed to assess the impacts of the Scheme on congestion levels. It provides an overview of the predicted benefits of the Scheme, including the journey time savings and increased capacity that it would deliver.
Design	Throughout the consultation documents provided, it references future economic and housing growth aspirations for the area and along the wider corridor, but the actual size of growth predicted is not highlighted in detail within the material provided. This would help to fully recognise the importance of this link to support future development and allow us to envisage the wider, multi modal offering which would be required to support such development.	Transport for West Midlands	N	The insights of Transport for West Midlands on predicted growth in the area are noted. One of the Scheme objectives is to support and facilitate economic growth, supporting employment and residential development opportunities. The Case for the Scheme (**TR010066/APP/7.1**) sets out the reasons why the new junction is required and how this has been assessed. It also addresses the Local Plans of both Rugby Borough Council and Coventry City Council, and the ways in which the Scheme would support their respective aspirations to develop land and build new homes adjacent to the A46.

Table 9 - Design theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	From our own data insight on both Rugby and Coventry's Local Plan, we note circa 75,000 new homes and 94,500 jobs in Coventry and Warwickshire are required by 2030 with sites such as Ansty Park, Whitley South, and the University of Warwick proposed for expansion. Delivering on resilient networks that better support local development and growth needs; through providing good sustainable transport networks serving particularly those most disadvantaged areas will then in turn bring businesses closer to their workers, markets and each other. But the consultation documentation needs to present these development sites in more detail, so our local offering in providing good sustainable transport can be delivered upon.			At the time of the statutory consultation, potential future housing and employment proposals within both Rugby Borough Council and Coventry City Council had not been submitted for planning permission. As such, the Applicant was not in a position to include more detail on those proposals in its statutory consultation material or any detailed analysis based on the aspirations. As summarised in Chapter 3 of this Report, the Applicant has however engaged continuously with host local authorities and prospective developers throughout the pre-application period in order to understand their concerns and priorities and to refine the Scheme proposals.
Design	The service X30 (Coventry to Ansty Park) will be affected through the construction phase. This service is	Transport for West Midlands	N	Traffic management on the A46 required for the construction of the Scheme would apply to all vehicles using this route and so would affect the X30 bus service.

Table 9 - Design theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	registered as a local bus service but is operated under contract to the Ansty Park consortium by National Express West Midlands. This service would most likely be delayed during the construction phase together with other services due to displaced traffic. Access to Park and Ride sites in the area may also be impacted, and so working with TfWM, through the Network Mitigation Forum and through other partnership working will be vital to mitigate these public transport impacts. • Bus service X30 (Coventry to Ansty Park) will directly be affected through the construction phase, as will other services on the KRN due to displaced traffic. Working with TfWM, through the Network Mitigation Forum will be vital to mitigate these public transport impacts. Considering these points above in the proposed scheme design and as mitigation measures within the			However, phasing plans have been developed to minimise disruption as far as possible, with full closures only occurring overnight for limited time periods. The locations, timings and durations of construction work requiring lane or road closures and diversions would be finalised closer to the beginning of the construction period. Information on the predicted impacts of the construction of the Scheme on road users, including public transport routes, is included in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is an appendix to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups, including organisations such as Transport for West Midlands. The Applicant would engage regularly with the operators of public transport services throughout the construction period. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase. This

Table 9 - Design theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	application of the DCO by National Highways are all critical. And TfWM will be willing to support with any further information we have highlighted in this letter.			person would engage with key stakeholder groups to ensure information is shared about diversions and closures. The Applicant would also communicate updates during construction using the Scheme webpage and other methods as appropriate.
Design	We note that you are removing 2 laybys - this a very retrograde step. So many lorries servicing all of our warehousing need places adjacent to their destinations to wait/rest. The whole purpose of the tacho regs are to ensure drivers rest - you are not helping by removing available parking. Please think again and observe how many park overnight.	Brinklow Parish Council	N	There is insufficient space between the proposed new location of the Walsgrave junction and the M6/M69 junction to provide new laybys. It would not be possible to safely position a layby in this location and it would create unsafe weaving lengths between the junctions and laybys. South of the proposed junction, the Scheme is constrained by the existing Hungerley Hall Farm accommodation overbridge, the Coombe Pool SSSI and the existing Brinklow Road overbridge. The proximity of junctions at Tollbar End, Binley, Walsgrave, as well as the M6/M69 junction, allow sufficient opportunities for vehicles to leave the A46 mainline and make use of nearby lorry parking provisions.

Table 10 - Design theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	The position of the ponds on the proposed road layout drawings is welcomed. Any changes that might be made to the drainage of the highway that could impact on WCC would require specific discussions with our drainage and highway maintenance experts.	Warwickshire County Council	N	The new drainage features introduced by the Scheme are shown on the Works Plans (**TR010066/APP/2.3**) and Drainage and Surface Water Plans (**TR010066/APP/2.7**). These drainage features all fall within Coventry City Council's boundary, and will be owned and maintained by Coventry City Council and the Applicant. It is not anticipated that Warwickshire Country Council would have any responsibility for these new drainage features. Should any additional further changes be required to the positioning of the features, the Applicant would first consult Warwickshire County Council and Coventry City Council as the Lead Local Flood Authorities for the land where the Scheme is situated.
Design	As has been highlighted at consultation workshops and associated meetings, we do have some specific comments on the current design, which are based on the work undertaken since the preferred option consultation in early 2022. These comments are summarised below. Proposed Junction • The proposed layout for the grade-separated junction itself is acceptable in principle. It is noted that the design of	Coventry City Council	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill Farm local plan allocation (H2:3) throughout the DCO pre-application process, including

Table 10 - Design theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	the western roundabout, as per discussions with the City Council, is sufficiently large to facilitate the construction of an additional arm that could provide access to both the proposed Walsgrave Hill development, an allocated site within the Coventry Local Plan, and an access to the University Hospital Coventry and Warwickshire. In the City Council's view, it is essential that this access is allowed for in the scheme design to facilitate the allocated development as well as improving the accessibility of the hospital. • The Access to the University Hospital Coventry and Warwickshire remains one of the key issues for the Council's Members, local residents and the hospital itself. Your commitment to continue to work with the Council and the Developers is noted and we hope that more detailed plans will be available as the DCO process progresses.			sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant will continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Public Transport • Regarding public transport, the new junction might potentially be used by	Coventry City Council	N	The Scheme design would not prevent buses or coaches from using the proposed junction. Public transport services that are located within the study area are

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	buses, especially if a link is provided from the new junction into the hospital. • The new section of link road from Clifford Bridge Road should be designed to accommodate bus services given that the potential development at Walsgrave Hill might create demand for a bus service that would access the site via the new link road and junction. • The City Council also has a scheme in development for a Very Light Rail (VLR) line linking the city centre to the hospital. This would potentially link to Ansty Park in future, creating a need to cross the A46. This could potentially utilise the new junction, although the farm accommodation overbridge to the north of the new junction provides a more likely option for VLR. As design progresses, there will be greater clarity on the VLR scheme, and this will be fed into the design process by City Council representatives.			considered in the Transport Assessment (**TR010066/APP/7.3**). The design of the Scheme is not considered to impede the future development of a Very Light Scheme. The Applicant would engage with Coventry City Council on the planning and implementation of the Very Light Rail (scheme) proposals, especially where there may be impacts upon the SRN.
Design	Where possible, the design should minimise the need for agricultural traffic to use the new section of road, especially where that traffic is staying within the farm boundary. Therefore,	Coventry City Council	Y	The Hungerley Hall Farm accommodation overbridge would remain accessible to farm traffic and the Applicant is not proposing to extinguish any right of access. The realigned access from the farm, junction arrangements (including traffic regulations) and the accommodation

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	ideally the existing accommodation bridge across the A46 would remain accessible to farm traffic without the need to either cross the new section of road at grade or to pass through the new junction itself.			overbridge are shown on the General Arrangement (**TR010066/APP/2.6**) and the Rights of Way and Access Plans (**TR010066/APP/2.4**). Since statutory consultation, the Applicant has carried out a structural survey and has been able to confirm that the Hungerley Hall Farm accommodation overbridge can be retained. The Scheme accommodates this within the design, with the B4082 vertical alignment amended in order to retain access to the accommodation overbridge.
Design	As such [noting the Applicant's previous junction improvements between the M6/M69 and the M40], we remain happy to support Option 11 for the Walsgrave junction going forward to detailed design and delivery.	Warwickshire County Council	N	The comment is noted.
Design	The City Council welcomes this scheme going forward for a Development Consent Order (DCO) as our view remains that an all-movements junction is essential at this location. The proposed design will maximise access to the A46, and the wider Strategic Road Network, from northeast Coventry without putting undue pressure on the local road network, on	Coventry City Council	N	The comment is noted.

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	the A428 / A46 Binley Junction and on the M6 Junction 2.			

Table 11 - Design theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	It is currently fine. In fact if the new junction is put in it will be worse as if I travelled from Binley Woods I would then have to go past our house of the new junction round the new dumbbell roundabout and back down to get home, significantly increasing the journey time.	BHLF-2AJC-3WX6-R	N	The existing Walsgrave junction is currently a bottleneck for traffic passing through the A46 corridor, with congestion regularly building up on the B4082 owing to the difficulty in accessing the roundabout during peak and even off-peak periods. By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the

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Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				capacity, journey time and traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver. The site of the relocated junction was chosen after an extensive process of identifying and testing a range of alternative options, which included a full public consultation in 2022 leading to the Preferred Route Announcement, as described in Chapter 2 of this Report. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme and minimising environmental impact. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plan, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**).
Design	In any event circumstances away from the A46 would still lead to delays in travel. In fact with B4082 only going one way at the junction and away from Binley Woods and	BHLF-2AJC-3WX6-R	N	The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave

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Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	the nearby Shopping Park it would increase travel time or cause more traffic in the local districts.			junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. These improvements would extend beyond the immediate scope of the Scheme to include local roads as well as the wider Strategic Road Network. The B4082 would remain as a two-way road, providing access to and from Clifford Bridge Road and the A46. The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme.
Design	Traffic will have to go up to a roundabout and double back again to turn left. Right turn to navigate 2 roundabouts and a bridge to double back again.	BHLF-2AJC-3WX8-T	N	The existing Walsgrave junction is currently a bottleneck for traffic passing through the A46 corridor, with congestion regularly building up on the B4082 owing to the difficulty in accessing the roundabout during peak and even off-peak periods. By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed

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Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver. The site of the relocated junction was chosen after an extensive process of identifying and testing a range of alternative options, which included a full public consultation in 2022 leading to the Preferred Route Announcement, as described in Chapter 2 of this Report. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**).
Design	Use a simpler scheme. One that would not impact on the flood plain close to housing.	BHLF-2AJC-3WX8-T	N	The Applicant has considered the impacts of the Scheme on rivers and waterways. Chapter 13 (Road drainage and water environment) of the ES (**TR010066/APP/6.1**)

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				presents the assessment used to determine any potential likely significant effects of the Scheme upon rivers and waterways, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 113 (Road drainage and water environment). Embedded mitigation measures within the design are identified in Chapter 13. Mitigation measures for during construction are identified in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)). A Water Monitoring and Management Plan would be developed during detailed design and included as part of the Second Iteration EMP which would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). The Scheme is not expected to give rise to any likely significant residual effects on waterways or rivers during the operational and construction phases with the adoption of mitigation. ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme.

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Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	Major disruption for local residents.	BHLF-2AJC-3WX8-T	N	It is acknowledged that the construction of proposed works would cause some disruption to road users and local residents. Where possible the most disruptive works would be completed outside of peak travel times, and the environmental effects of construction would be controlled through a range of legally enforceable conditions that the Applicant and its appointed contractor would be required to adhere to. The application for development consent includes an Outline Traffic Management Plan (**TR010066/APP/7.5**). The traffic management phases would all be modelled to calculate expected journey times and optimised to reduce delays. The First Iteration Environmental Management Plan (**TR010066/APP/6.5**) includes commitments to engage with residents close to the Scheme concerning upcoming works that might affect day to day activities, as well as any nighttime working. The format and frequency of that engagement would be tailored to best suit the needs of the affected communities, but could involve methods such as newsletters, emails, text message alerts and, in some instances, visits from the Scheme's community relations team. Once complete, the new junction would improve journey times and safety, thereby providing benefits to residents of the Walsgrave area.

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Design	Traffic lights needed to regulate traffic flow.	BHLF-2AJC-3WX8-T	N	Traffic lights are not considered necessary for the design of the Scheme. Although traffic lights would regulate traffic flow, they require drivers to sit through periods of waiting as the light phases from red to green, which reduces capacity compared to traditional roundabouts. Whereas one advantage of traffic lights is that they provide every turning movement with an opportunity to negotiate the junction that roundabouts may not e.g. easier to get out of a side road. They also generally require less space than a roundabout hence their suitability for use in urban situations. For the A46 Walsgrave, a traffic light configuration would make it easier to turn in/out of the B4082. However, due to the space available and the signal staging required for the junction to operate safely, the resultant timings would lead to significantly more lost time (i.e. non-green signal) for A46 movements. This would significantly increase queue lengths over what is already experienced on the A46. As such, a grade separated option is considered to better meet the needs of both the A46 traffic, by removing main line delay caused by stopping at the junction, and by

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Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				providing better access for local traffic through the new dumbbell junction arrangement. The type of junction to replace the existing Walsgrave junction, including the use or not of traffic signals to regulate entries and exits, was chosen after an extensive process of identifying and testing a range of alternative options, which included a full public consultation in 2022 leading to the Preferred Route Announcement, as described in Chapter 2 of this Report. Options including the use of traffic lights were considered as part of an early stage of option identification, but no such options were considered to be appropriate to be shortlisted and further investigated. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	It needs a much simpler solution i.e. traffic lights on roundabout + flyover.	BHLF-2AJC-3WX8-T	N	Traffic lights are not considered necessary for the design of the Scheme. Although traffic lights would regulate traffic flow, they require drivers to sit through periods of waiting as the light

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				phases from red to green, which reduces capacity compared to traditional roundabouts. Whereas one advantage of traffic lights is that they provide every turning movement with an opportunity to negotiate the junction that roundabouts may not e.g. easier to get out of a side road. They also generally require less space than a roundabout hence their suitability for use in urban situations. For the A46 Walsgrave, a traffic light configuration would make it easier to turn in/out of the B4082. However, due to the space available and the signal staging required for the junction to operate safely, the resultant timings would lead to significantly more lost time (i.e. non-green signal) for A46 movements. This would significantly increase queue lengths over what is already experienced on the A46. As such, a grade separated option is considered to better meet the needs of both the A46 traffic, by removing main line delay caused by stopping at the junction, and by providing better access for local traffic through the new dumbbell junction arrangement. The type of junction to replace the existing Walsgrave junction, including the use or not of traffic signals to regulate entries and exits, was chosen after an extensive process of identifying and testing a range of alternative

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				options, which included a full public consultation in 2022 leading to the Preferred Route Announcement, as described in Chapter 2 of this Report. Options including the use of traffic lights were considered as part of an early stage of option identification, but no such options were considered to be appropriate to be shortlisted and further investigated. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	We understand Plot 2/13 b is to be acquired permanently for the creation of an attenuation pond however our client has requested clarity on what other options have been considered for the location of water attenuation and why they are not viable.	BHLF-2AJC-3WGU-6	N	In order for attenuation ponds to function effectively, they need to be located at the lowest possible point before their discharge to a local watercourse. They also need to be sited outside of flood plains and ideally a minimum of eight metres from a watercourse. These factors fed into the Applicant's decisions concerning the locations of the two ponds proposed for the Scheme: one for the Applicant's network and one for Coventry City Council's network.

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Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				In developing the proposals affecting drainage, the Applicant has engaged with the Local Lead Flood Authority for Coventry and Warwickshire. More information on drainage in relation to the Scheme is provided in ES Chapter 13 (Road Drainage and Water Environment) (**TR010066/APP/6.1**) and the Drainage Strategy Report (ES Appendix 13.6 (**TR010066/APP/6.3**)). The Statement of Reasons (**TR010066/APP/4.1**) sets out the reasons why the Applicant has deemed it necessary to seek compulsory purchase powers over each individual plot of land that would be required for the Scheme.
Design	Needed to reduce traffic on Clifford Bridge Road	BHLF-2AJC-3WX1-K	N	The Applicant acknowledges that the current road and junction arrangement, and the congestion levels that regularly affect the Walsgrave junction, can lead to road users seeking alternative routes on local roads. By replacing the existing roundabout with a grade-separated junction, however, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative

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Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				routes via local roads such as Clifford Bridge Road. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	As long as the hospital access happens it will be worth doing.	BHLF-2AJC-3WQV-H	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the Scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain,

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				manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	When I first moved into the area 28 years ago a "Blue Light" road was proposed then and has obviously been bubbling ever since. The same issues we had then still apply.	BHLF-2AJC-3WX6-R	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the

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Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
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				DCO pre-application process, including sharing information on the proposed general arrangement and layout of the Scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Speeding may become an issue given that the new layout will include a bend and, presumably, no hard shoulder. A bit of a toxic mix potentially, especially for	BHLF-2AJC-3WG6-7	N	The Scheme has been designed to meet the relevant DMRB standards, which cover among other factors the appropriate speed limits for roads that include curved sections. The 50mph limit would be clearly indicated to drivers through roadside

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	southbound on a LH curve.			signage. The Applicant has engaged with representatives from Warwickshire police force to discuss the Scheme, with specific focus on the enforcement strategy for the A46 between Toll Bar and M69/M6 Junction. The existing speed limit of 40mph would be maintained on both the existing and newly proposed sections of the B4082. The Traffic Regulation Plans (**TR010066/APP/2.9**) show the locations and extents of the Traffic Regulation Orders, including speed limits, that are proposed for the Scheme. ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme. The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints.
Design	Put some under passes in the roads. they will use them in time.	BHLF-2AJC-3WX1-K	Y	Based on feedback from consultation responses and on ecology surveys undertaken in the area, a badger crossing would be provided as part of the Scheme.

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				Mitigation incorporated as part of the design is identified within Chapter 8 and includes a badger crossing under the new B4082 link road. Boundary fencing would also be provided to adjacent farmland. This is shown on the Environmental Masterplan (ES Figure 2.4 of the (**TR010066/APP/6.2**)). ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) describes the assessment of potential impacts of the Scheme on biodiversity, including mammals, and the steps taken to mitigate or avoid these impacts.
Design	Definitely needed.	BHLF-2AJC-3WX1-K	N	The comment is noted.
Design	Has to be done.	BHLF-2AJC-3WX1-K	N	The comment is noted.
Design	Neat solution.	BHLF-2AJC-3WG6-7	N	The comment is noted.
Design	We need to help NHS staff getting to Walsgrave Hospital. If you take that traffic off the Clifford Bridge Road it will help everyone.	BHLF-2AJC-3WVA-1	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the

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Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Will help hospital staff.	BHLF-2AJC-	N	The Scheme has been designed to allow a future link

Table 11 - Design theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
		3WVA-1		road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry

Table 11 - Design theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Improved access to hospital	BHLF-2AJC-3WGY-A	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the

Table 11 - Design theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Save time.	BHLF-2AJC-3WX1-K	N	The comment is noted.
Design	aids traffic flow for A46 and separates local traffic	ANON-2AJC-3WJJ-X	N	The comment is noted.
Design	it will stop the traffic backing onto Clifford Bridge Road. Smoother journey along the A46.	BHLF-2AJC-3WXP-J	N	The comment is noted.
Design	Would help A46 traffic and local traffic.	BHLF-2AJC-3WVA-1	N	The comment is noted.
Design	Should improve traffic flow.	BHLF-2AJC-3WG6-7	N	The comment is noted.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	A realigned B4082 which will make getting on/off the A46 worse for residents near Clifford Bridge Road!!	N	The existing Walsgrave junction is a bottleneck for traffic passing through the A46 corridor, with congestion regularly building up on the B4082 owing to the difficulty in accessing the roundabout during peak and even off-peak periods. The Scheme proposals would alleviate congestion and improve safety by replacing the roundabout design with a grade-separated junction that would allow traffic on the A46 to pass unimpeded through the Walsgrave area. Vehicles would enter and exit the A46 via slip roads connected to two roundabouts approximately 750m north of the existing junction. The site of the relocated junction was chosen after consideration of a number of existing constraints, which limit where junction improvements could be delivered. These constraints include a flood plain, the Coombe Pool SSSI, overhead power lines, the Hungerley Hall Farm and its accommodation overbridge over the A46.The Scheme design also adheres to national design standards. It is acknowledged that the junction design would result in greater distances for certain journeys, for example joining the A46 southbound from the B4082. By replacing the existing roundabout with a grade-separated junction, however, the Scheme would provide road users with significant journey time

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road. The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. Furthermore, the Case for the Scheme (**TR010066/APP/7.1**) outlines the way in which the Scheme has been assessed and the benefits it is expected to provide for road users.
Design	You have come up with a proposal that extends local residents' journeys when exiting the A46.	N	The existing Walsgrave junction is currently a bottleneck for traffic passing through the A46 corridor, with congestion regularly building up on the B4082 owing to the difficulty in accessing the roundabout during peak and even off-peak periods. By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Transport Assessment (**TR010066/APP/7.3**)

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver. The site of the relocated junction was chosen after an extensive process of identifying and testing a range of alternative options, which included a full public consultation in 2022 leading to the Preferred Route Announcement, as described in Chapter 2 of this Report. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**).

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	Extra mileage and petrol to get onto B4082	N	The existing Walsgrave junction is currently a bottleneck for traffic passing through the A46 corridor, with congestion regularly building up on the B4082 owing to the difficulty in accessing the roundabout during peak and even off-peak periods. By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The site of the relocated junction was chosen after an extensive process of identifying and testing a range of alternative options, which included a full public consultation in 2022 leading to the Preferred Route Announcement, as described in Chapter 2 of this Report. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**).
Design	The new design is not a good one and means drivers turning off will have to drive much further round.	N	The existing Walsgrave junction is currently a bottleneck for traffic passing through the A46 corridor, with congestion regularly building up on the B4082 owing to the difficulty in accessing the roundabout during peak and even off-peak periods. By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver. The site of the relocated junction was chosen after an extensive process of identifying and testing a range of alternative options, which included a full public consultation in 2022 leading to the Preferred Route Announcement, as described in Chapter 2 of this Report. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			(**TR010066/APP/7.4**).
Design	I think the proposed junction layout makes sense but I don't agree with its placement. The B4082 relief road has two issues in my view: it increases the distance ambulances must travel when travelling between the A46 and the B4082	N	The existing Walsgrave junction is currently a bottleneck for traffic passing through the A46 corridor, with congestion regularly building up on the B4082 owing to the difficulty in accessing the roundabout during peak and even off-peak periods. By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The site of the relocated junction was chosen after an extensive process of identifying and testing a range of alternative options, which included a full public consultation in 2022 leading to the Preferred Route Announcement, as described in Chapter 2 of this Report. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**).
Design	The distance for accessing the hospital is much longer than existing layout (negative)- this increases mileage to access hospital	N	The existing Walsgrave junction is currently a bottleneck for traffic passing through the A46 corridor, with congestion regularly building up on the B4082 owing to the difficulty in accessing the roundabout during peak and even off-peak periods. By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. This would apply to trips to and

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			from University Hospital Coventry. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver. The site of the relocated junction was chosen after an extensive process of identifying and testing a range of alternative options, which included a full public consultation in 2022 leading to the Preferred Route Announcement, as described in Chapter 2 of this Report. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**).
Design	traffic routing to hospital have much longer routes	N	The existing Walsgrave junction is currently a bottleneck for traffic passing through the A46 corridor, with congestion regularly building up on the B4082 owing to the difficulty in accessing the roundabout during peak and even off-peak periods. By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. This would apply to trips to and from University Hospital Coventry. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver. The site of the relocated junction was chosen after an extensive process of identifying and testing a range of alternative options, which included a full public consultation in 2022 leading to the Preferred Route Announcement, as described in Chapter 2 of this Report. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**).
Design	The Walsgrave island is in close proximity to the hospital. Moving this island up the road will add additional time for ambulances etc needing to get to the hospital in an emergency.	N	The existing Walsgrave junction is currently a bottleneck for traffic passing through the A46 corridor, with congestion regularly building up on the B4082 owing to the difficulty in accessing the roundabout during peak and even off-peak periods. By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. This would apply to trips to and from University Hospital Coventry. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver. The site of the relocated junction was chosen after an extensive process of identifying and testing a range of alternative options, which included a full public consultation in 2022 leading to the Preferred Route Announcement, as described in Chapter 2 of this Report. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**).
Design	Having looked at the proposed route option 11, my comment is that it's a shame the dumbbell junction is as far from the B4082 as this option proposes. If you are wanting to access Clifford Bridge Road then to go past the existing turn and then return using the new route seems a little excessive. Could the new junction be nearer to the existing island? There seems to be adequate space to enable this adjustment…	N	The existing Walsgrave junction is currently a bottleneck for traffic passing through the A46 corridor, with congestion regularly building up on the B4082 owing to the difficulty in accessing the roundabout during peak and even off-peak periods. By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver. The site of the relocated junction was chosen after an extensive process of identifying and testing a range of alternative options, which included a full public consultation in 2022 leading to the Preferred Route Announcement, as described in Chapter 2 of this Report. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**).
Design	only downside is it is further from the Binley junction to the hospital	N	The existing Walsgrave junction is currently a bottleneck for traffic passing through the A46 corridor, with congestion regularly building up on the B4082 owing to the difficulty in accessing the roundabout during peak and even off-peak periods. By replacing the existing roundabout with a grade-

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. This would apply to trips to and from University Hospital Coventry. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver. The site of the relocated junction was chosen after an extensive process of identifying and testing a range of alternative options, which included a full public consultation in 2022 leading to the Preferred Route Announcement, as described in Chapter 2 of this Report. The preferred route, which was developed and consulted on further at statutory consultation,

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**).
Design	Having to go north to go south on the A46 is highly inconvenient.	N	The existing Walsgrave junction is currently a bottleneck for traffic passing through the A46 corridor, with congestion regularly building up on the B4082 owing to the difficulty in accessing the roundabout during peak and even off-peak periods. By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver. The site of the relocated junction was chosen after an extensive process of identifying and testing a range of alternative options, which included a full public consultation in 2022 leading to the Preferred Route Announcement, as described in Chapter 2 of this Report. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**).
Design	The proposed route would add needless miles to my journey.	N	The existing Walsgrave junction is currently a bottleneck for traffic passing through the A46 corridor, with congestion regularly building up on the B4082 owing to the difficulty in accessing the roundabout during peak and even off-peak periods.

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver. The site of the relocated junction was chosen after an extensive process of identifying and testing a range of alternative options, which included a full public consultation in 2022 leading to the Preferred Route Announcement, as described in Chapter 2 of this Report. The preferred route, which was developed

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**).
Design	I think the detour on the slip road is somewhat excessive!	N	The existing Walsgrave junction is currently a bottleneck for traffic passing through the A46 corridor, with congestion regularly building up on the B4082 owing to the difficulty in accessing the roundabout during peak and even off-peak periods. By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver. The site of the relocated junction was chosen after an extensive process of identifying and testing a range of alternative options, which included a full public consultation in 2022 leading to the Preferred Route Announcement, as described in Chapter 2 of this Report. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**).
Design	Travel distance extended.	N	The existing Walsgrave junction is currently a bottleneck for traffic passing through the A46 corridor, with congestion regularly building up on the B4082 owing to the difficulty in accessing the

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			roundabout during peak and even off-peak periods. By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver. The site of the relocated junction was chosen after an extensive process of identifying and testing a range of alternative options, which included a full public consultation in 2022 leading to the Preferred Route Announcement, as described in Chapter 2 of this

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Report. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**).
Design	Not much thought going into local traffic, need to think about this more and reduce travel distances rather than extending them by having dumbbell well away from existing roundabout.	N	The existing Walsgrave junction is currently a bottleneck for traffic passing through the A46 corridor, with congestion regularly building up on the B4082 owing to the difficulty in accessing the roundabout during peak and even off-peak periods. By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver. The site of the relocated junction was chosen after an extensive process of identifying and testing a range of alternative options, which included a full public consultation in 2022 leading to the Preferred Route Announcement, as described in Chapter 2 of this Report. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**).

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	It will add an extra 2 miles on each journey for people travelling south + west.	N	The existing Walsgrave junction is currently a bottleneck for traffic passing through the A46 corridor, with congestion regularly building up on the B4082 owing to the difficulty in accessing the roundabout during peak and even off-peak periods. By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver. The site of the relocated junction was chosen after an

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			extensive process of identifying and testing a range of alternative options, which included a full public consultation in 2022 leading to the Preferred Route Announcement, as described in Chapter 2 of this Report. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**).
Design	This sends traffic off past junction.	N	The existing Walsgrave junction is currently a bottleneck for traffic passing through the A46 corridor, with congestion regularly building up on the B4082 owing to the difficulty in accessing the roundabout during peak and even off-peak periods. By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Transport Assessment (**TR010066/APP/7.3**)

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver. The site of the relocated junction was chosen after an extensive process of identifying and testing a range of alternative options, which included a full public consultation in 2022 leading to the Preferred Route Announcement, as described in Chapter 2 of this Report. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**).

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	The alignment of the new route is almost the same. To go south it will mean an extra 1800 metres compared to now.	N	The existing Walsgrave junction is currently a bottleneck for traffic passing through the A46 corridor, with congestion regularly building up on the B4082 owing to the difficulty in accessing the roundabout during peak and even off-peak periods. By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The site of the relocated junction was chosen after an extensive process of identifying and testing a range of alternative options, which included a full public consultation in 2022 leading to the Preferred Route Announcement, as described in Chapter 2 of this Report. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**).
Design	It will make the journey longer if you intend to drive south on the A46 towards Baginton.	N	The existing Walsgrave junction is currently a bottleneck for traffic passing through the A46 corridor, with congestion regularly building up on the B4082 owing to the difficulty in accessing the roundabout during peak and even off-peak periods. By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver. The site of the relocated junction was chosen after an extensive process of identifying and testing a range of alternative options, which included a full public consultation in 2022 leading to the Preferred Route Announcement, as described in Chapter 2 of this Report. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			(**TR010066/APP/7.4**).
Design	I travel from Styvechale to the hospital several times a month. This proposal will mean that I need to drive further, going past the hospital + turning back.	N	The existing Walsgrave junction is currently a bottleneck for traffic passing through the A46 corridor, with congestion regularly building up on the B4082 owing to the difficulty in accessing the roundabout during peak and even off-peak periods. By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The site of the relocated junction was chosen after an extensive process of identifying and testing a range of alternative options, which included a full public consultation in 2022 leading to the Preferred Route Announcement, as described in Chapter 2 of this Report. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**).
Design	That is the most convoluted road scheme for a simple junction join I have ever seen. It will be quicker to drive up Clifford Bridge Road and join at the Binley junction than faff about with your proposed scheme for the Walsgrave junction.	N	It is acknowledged that the junction design requires a larger footprint than the existing roundabout design, and would result in greater distances for certain journeys, for example joining the A46 southbound from the B4082. By replacing the existing roundabout with a grade-separated junction, however, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. Directional signs and road markings would be installed to ensure that road users can safely navigate the new junction and take advantage of the improved access onto and off the A46. The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. Furthermore, the Case for the Scheme (**TR010066/APP/7.1**) outlines the way in which the Scheme has been assessed and the benefits it is expected to provide for road users.
–Design	It seems a very complex change.		It is acknowledged that the junction design requires a larger footprint than the existing roundabout design, and would result in greater distances for certain journeys, for example joining the A46 southbound

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			from the B4082. By replacing the existing roundabout with a grade-separated junction, however, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. Directional signs and road markings would be installed to ensure that road users can safely navigate the new junction and take advantage of the improved access onto and off the A46. The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			constraints. Furthermore, the Case for the Scheme (**TR010066/APP/7.1**) outlines the way in which the Scheme has been assessed and the benefits it is expected to provide for road users.
Design	Proposed scheme is too complicated.	N	It is acknowledged that the junction design requires a larger footprint than the existing roundabout design, and would result in greater distances for certain journeys, for example joining the A46 southbound from the B4082. By replacing the existing roundabout with a grade-separated junction, however, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road. Directional signs and road markings would be installed to ensure that road users can safely navigate the new junction and take advantage of the improved access onto and off the A46. ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme.
Design	Why is the scheme so complicated? The small roundabouts either side of a road bridge? This will be a bottleneck at peak times.	N	It is acknowledged that the junction design requires a larger footprint than the existing roundabout design, and would result in greater distances for certain journeys, for example joining the A46 southbound from the B4082. By replacing the existing roundabout with a grade-separated junction, however, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. Directional signs and road markings would be

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			installed to ensure that road users can safely navigate the new junction and take advantage of the improved access onto and off the A46. The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. Furthermore, the Case for the Scheme (**TR010066/APP/7.1**) outlines the way in which the Scheme has been assessed and the benefits it is expected to provide for road users.
Design	The only traffic flow issues that I have ever noticed on the A46 are those caused by the restrictions due to your insatiable urge to dig it up. Without the scheme then there will be no disruption which will benefit everyone.	N	The Applicant remains committed to the view that the existing Walsgrave junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. These issues include excessive queueing, journey time delays, and high incidences of vehicle collisions, all of which inhibit local and regional economic development. The results of the statutory consultation, as described in this report, indicate that public opinion is also in favour of upgrading the Walsgrave junction as soon as practicable. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) provides an overview of how existing conditions at the junction have been assessed, the reasons why an upgrade is needed, and the ways in which the Scheme proposals would change existing conditions.
Design	Don't do the scheme and there will be no impacts. Otherwise you will just cause jams and pollution where there are currently no jams nor pollution.	N	The Applicant remains committed to the view that the existing Walsgrave junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. These issues include excessive queueing, journey time delays, and high incidences of vehicle collisions, all of which inhibit local and regional economic development. The results of the statutory consultation, as described in this report, indicate that public opinion is also in favour of upgrading the Walsgrave junction as soon as practicable. The Case for the Scheme (**TR010066/APP/7.1**) provides an overview of how existing conditions at the junction have been assessed, the reasons why an upgrade is needed, and the ways in which the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Scheme proposals would change existing conditions. The Transport Assessment (**TR010066/APP/7.3**) explains how the predicted impacts of the Scheme were compared with a 'do minimum' scenario in which the Scheme was not built. It indicates that congestion levels would increase over time with queuing getting worse as time goes on.
Design	Do not make any changes	N	The Applicant remains committed to the view that the existing Walsgrave junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. These issues include excessive queueing, journey time delays, and high incidences of vehicle collisions, all of which inhibit local and regional economic development. The results of the statutory consultation, as described in this report, indicate that public opinion is also in favour of upgrading the Walsgrave junction as soon as practicable. The Case for the Scheme (**TR010066/APP/7.1**) provides an overview of how existing conditions at the junction have been assessed, the reasons why an upgrade is needed, and the ways in which the Scheme proposals would change existing conditions.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	Leave it as it is.	N	The Applicant remains committed to the view that the existing Walsgrave junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. These issues include excessive queueing, journey time delays, and high incidences of vehicle collisions, all of which inhibit local and regional economic development. The results of the statutory consultation, as described in this report, indicate that public opinion is also in favour of upgrading the Walsgrave junction as soon as practicable. The Case for the Scheme (**TR010066/APP/7.1**) provides an overview of how existing conditions at the junction have been assessed, the reasons why an upgrade is needed, and the ways in which the Scheme proposals would change existing conditions.
Design	Leave the A46 as it is.	N	The Applicant remains committed to the view that the existing Walsgrave junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. These issues include excessive queueing, journey time delays, and high incidences of vehicle collisions, all of which inhibit local and regional economic development.

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The results of the statutory consultation, as described in this report, indicate that public opinion is also in favour of upgrading the Walsgrave junction as soon as practicable. The Case for the Scheme (**TR010066/APP/7.1**) provides an overview of how existing conditions at the junction have been assessed, the reasons why an upgrade is needed, and the ways in which the Scheme proposals would change existing conditions.
Design	Don't do it!!	N	The Applicant remains committed to the view that the existing Walsgrave junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. These issues include excessive queueing, journey time delays, and high incidences of vehicle collisions, all of which inhibit local and regional economic development. The results of the statutory consultation, as described in this report, indicate that public opinion is also in favour of upgrading the Walsgrave junction as soon as practicable. The Case for the Scheme (**TR010066/APP/7.1**) provides an overview of how existing conditions at the junction have been assessed, the reasons why an upgrade is needed, and the ways in which the

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Scheme proposals would change existing conditions.
Design	Don't do it.	N	The Applicant remains committed to the view that the existing Walsgrave junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. These issues include excessive queueing, journey time delays, and high incidences of vehicle collisions, all of which inhibit local and regional economic development. The results of the statutory consultation, as described in this report, indicate that public opinion is also in favour of upgrading the Walsgrave junction as soon as practicable. The Case for the Scheme (**TR010066/APP/7.1**) provides an overview of how existing conditions at the junction have been assessed, the reasons why an upgrade is needed, and the ways in which the Scheme proposals would change existing conditions.
Design	it removes a significant amount of farm land from the local farmer. I think I would like to see the junctions placement adjusted to save more farmland and to reduce the distance (and complexity) for ambulances.	N	ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			objectives of the Scheme. The Scheme layout needs to consider a number of existing constraints including the River Sowe flood plain, the Coombe Pool SSSI, overhead power lines, Hungerley Hall Farm and the accommodation overbridge over the A46.The Scheme design also needs to adhere to national design standards. The delivery of the Scheme does result in the permanent and temporary land take of Grade 1 and Subgrade 3a agricultural land, which is considered to be Best and Most Versatile (BMV) land, as well as some Subgrade 3b agricultural land which is considered non-BMV land. ES Chapter 9 (Geology and Soils) (**TR010066/APP/6.1**) presents the assessments used to determine any potential likely significant effects of the Scheme upon geology and soils (including farmland), both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 109 (Geology and soils). The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme,

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			including the design principles, objectives and constraints. The permanent land take for the Scheme has been kept to a minimum. The Order Limits have been defined by the required Scheme infrastructure assets, the extent of replacement planting and habitat creation necessitated by the Scheme, and future maintenance requirements for access to Coventry City Council and the Applicant assets.
Design	Come up with a better solution than this.		The existing Walsgrave junction is a bottleneck for traffic passing through the A46 corridor, with congestion regularly building up on the B4082 owing to the difficulty in accessing the roundabout during peak and even off-peak periods. The Scheme proposals would alleviate congestion and improve safety by replacing the roundabout design with a grade-separated junction that would allow traffic on the A46 to pass unimpeded through the Walsgrave area. Vehicles would enter and exit the A46 via slip roads connected to two roundabouts approximately 750m north of the existing junction. The site of the relocated junction was chosen after consideration of a number of existing constraints, which limit where junction improvements could be delivered. These constraints include a flood plain, the Coombe Pool SSSI, overhead power lines, the Hungerley Hall Farm and its accommodation

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			overbridge over the A46.The Scheme design also adheres to national design standards. ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme. The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. Furthermore, the Case for the Scheme (**TR010066/APP/7.1**) outlines the way in which the Scheme has been assessed and the benefits it is expected to provide for road users.
Design	Why? Think all this scheme has been pointless.	N	The existing Walsgrave junction is a bottleneck for traffic passing through the A46 corridor, with congestion regularly building up on the B4082 owing to the difficulty in accessing the roundabout during peak and even off-peak periods. The Scheme proposals would alleviate congestion and improve safety by replacing the roundabout design with a grade-separated junction that would allow traffic on the A46 to pass unimpeded through the Walsgrave area. Vehicles would enter and exit the A46 via slip

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			roads connected to two roundabouts approximately 750m north of the existing junction. The site of the relocated junction was chosen after consideration of a number of existing constraints, which limit where junction improvements could be delivered. These constraints include a flood plain, the Coombe Pool SSSI, overhead power lines, the Hungerley Hall Farm and its accommodation overbridge over the A46.The Scheme design also adheres to national design standards. The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. Furthermore, the Case for the Scheme (**TR010066/APP/7.1**) outlines the way in which the Scheme has been assessed and the benefits it is expected to provide for road users.
Design	I do not believe that the updated junction will improve anything significantly. It is just as likely to increase congestion due to increased traffic and moving the end to the M6 junction. Ultimately, it would seem the best benefit for the area would be for a junction at the hospital that allowed traffic to exit to it from the A46 while leaving the present junction untouched.	N	It is acknowledged that improving the A46 Walsgrave would lead to increased predicted numbers of vehicles on the A46 and this is included in the assessment of the Scheme. This does have the potential to relocate some congestion to the M6 but, conversely, reduces congestion in other areas. Overall, it has a positive impact on user travel time across the wider area, as demonstrated by the transport assessment carried out for the Scheme, and in particular reduces traffic on the local road

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			network as trips re-route back to the strategic road network. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	No right turn - will have to go left to next point to access A46.	N	The proposed new junction has been designed to make it easier and safer for vehicles to enter the A46 from the B4082. It removes the need for drivers to wait for a break in traffic in order to enter the existing Walsgrave roundabout, which can often prove difficult due to congestion at the junction or to the relatively high speeds of vehicles continuing through the roundabout on the A46. The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints.
Design	Access to the A46 to/from the B4082 will be negatively affected.	N	The proposed new junction has been designed to make it easier and safer for vehicles to enter the A46 from the B4082. It removes the need for drivers to

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			wait for a break in traffic in order to enter the existing Walsgrave roundabout, which can often prove difficult due to congestion at the junction or to the relatively high speeds of vehicles continuing through the roundabout on the A46. The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints.
Design	Easy and safer access for locals as it gives us right of way when entering the A46 which we will lose with the new system		The proposed new junction has been designed to make it easier and safer for vehicles to enter the A46 from the B4082. It removes the need for drivers to wait for a break in traffic in order to enter the existing Walsgrave roundabout, which can often prove difficult due to congestion at the junction or to the relatively high speeds of vehicles continuing through the roundabout on the A46. The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints.
Design	All that is really required is an access road directly from the A46 into UHCW.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	No consideration for a secondary road to the UHCW hospital has been considered.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant,

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	I cannot understand why there is no direct access to the hospital planned as this would relieve major congestion on Clifford Bridge Road.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN. By replacing the existing roundabout with a grade-separated junction, however, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	The scheme will not tackle the issue of vehicles queuing to enter and exit hospital.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain,

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	It looks a decent solution but lacks an entrance from the A46 to the hospital. Access to the hospital is shocking even on blue lights and this is a great opportunity to improve it.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Currently does nothing to support hospital traffic in the area.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Consideration for access to UHCW has not been factored in to this - traffic in the surrounding area is awful at peak times when I travel and there is a lot of congestion throughout the day.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant,

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			therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Hospital link is essential part. When will anyone join up the thinking.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Agree with the route however do not see how this will help the pressure on Clifford Bridge Road until the hospital entrance is sorted.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN. By replacing the existing roundabout with a grade-

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			separated junction, however, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road.
Design	Can't see how the scheme will alleviate the traffic flow as still does not address the traffic flow to Hospital at peak times.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	My wife and myself are extremely concerned as why no mention is made of providing a new link Road to the adjacent hospital.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	We just need an access road	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to

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			off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future

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			planning application(s) affecting the SRN.
Design	Not at this time	N	The Case for the Scheme (**TR010066/APP/7.1**) provides an overview of how existing conditions at the junction have been assessed, the reasons why an upgrade is needed, and the ways in which the Scheme proposals would change existing conditions. The Transport Assessment (**TR010066/APP/7.3**) explains how the predicted impacts of the Scheme were compared with a 'do minimum' scenario in which the Scheme was not built. It indicates that congestion levels would increase over time with queuing getting worse as time goes on.
Design	It is a huge amount of money that could be better spent.	N	The Case for the Scheme (**TR010066/APP/7.1**) provides an overview of how existing conditions at the junction have been assessed, the reasons why an upgrade is needed, and the ways in which the Scheme proposals would improve existing conditions. The benefits of the Scheme would include improved journey times, increased vehicle capacity and a safer junction. The Applicant's economic appraisal includes journey time savings along with a number of other quantified assessments, such as accidents, air quality and noise, to provide a total benefit against which to compare the scheme costs to determine the

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			scheme's Value for Money. Further details about the cost and benefits of the Scheme are given in the Case for the Scheme (**TR010066/APP/7.1**).
Design	Just helping those going round the city not those people who live in the area. Impact on Clifford Bridge Road, Brinklow Road, Brandon Road, Binley Road residents does not appear to have been considered too seriously for the sake of it being done.	N	The Applicant acknowledges that the current road and junction arrangement, and the congestion levels that regularly affect the Walsgrave junction, can lead to road users seeking alternative routes on local roads. By replacing the existing roundabout with a grade-separated junction, however, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road, Brandon Road and Binley Road. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	Don't implement the scheme. Then there would be no disruption nor impact to any local communities.	N	ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1)** sets out how the Applicant has assessed any likely significant effects of the Scheme on population and human health, including communities close to the Walsgrave junction. It concludes that there would be some temporary adverse effects during construction of the Scheme but that any impacts on population and human health during the operational phase of the Scheme would be predominantly non-significant. The Case for the Scheme (**TR010066/APP/7.1**) provides an overview of how existing conditions at the junction have been assessed, the reasons why an upgrade is needed, and the ways in which the Scheme proposals would improve existing conditions. The benefits of the Scheme would include improved journey times, increased vehicle capacity and a safer junction. The Transport Assessment (**TR010066/APP/7.3**) explains how the predicted impacts of the Scheme were compared with a 'do minimum' scenario in which the Scheme was not built. It indicates that

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			congestion levels would increase over time with queuing getting worse as time goes on.
Design	If you want to invest money in the area then repair the existing roads and not waste everyone's time with ridiculous hare-brained schemes like this.	N	While it is acknowledged that construction of the Scheme may cause temporary disruption, the benefits of the Scheme are considered much longer term as described in the Case for the Scheme (**TR010066/APP/7.1**). The Scheme would decrease the number of accidents, improve resilience and journey time reliability and is consistent with national and local planning objectives for transport, economy and the environment. Through the increased capacity and improved journey time reliability, the Scheme would also assist in making the region more attractive for businesses and would provide the required infrastructure for future development including housing and employment. Repairs to local roads would typically be the responsibility of local highways authorities, which have their own funding allocations that are not affected by the funding of the Scheme.
Design	What we need to do is have a two year period when we concentrate on repairing existing roads, not jamming everywhere up building new roads. then we can gauge how smoothly traffic will flow along the A46 without the jams caused by all the works and restrictions that just	N	While it is acknowledged that construction of the Scheme may cause temporary disruption, the benefits of the Scheme are considered much longer term as described in the Case for the Scheme (**TR010066/APP/7.1**).

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	serve to cause unnecessary congestion and extra pollution from that congestion.		The Scheme would decrease the number of accidents, improve resilience and journey time reliability and is consistent with national and local planning objectives for transport, economy and the environment. Through the increased capacity and improved journey time reliability, the Scheme would also assist in making the region more attractive for businesses and would provide the required infrastructure for future development including housing and employment. Repairs to local roads would typically be the responsibility of local highways authorities, which have their own funding allocations that are not affected by the funding of the Scheme.
Design	Money better spent on maintaining roads etc we have.	N	While it is acknowledged that construction of the Scheme may cause temporary disruption, the benefits of the Scheme are considered much longer term as described in the Case for the Scheme (**TR010066/APP/7.1**). The Scheme would decrease the number of accidents, improve resilience and journey time reliability and is consistent with national and local planning objectives for transport, economy and the environment. Through the increased capacity and improved journey time reliability, the Scheme would also assist in making the region more attractive for

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			businesses and would provide the required infrastructure for future development including housing and employment. Repairs to local roads would typically be the responsibility of local highways authorities, which have their own funding allocations that are not affected by the funding of the Scheme.
Design	This would be a waste of time and money that could be spent improving other areas	N	While it is acknowledged that construction of the Scheme may cause temporary disruption, the benefits of the Scheme are considered much longer term as described in the Case for the Scheme (**TR010066/APP/7.1**). The Scheme would decrease the number of accidents, improve resilience and journey time reliability and is consistent with national and local planning objectives for transport, economy and the environment. Through the increased capacity and improved journey time reliability, the Scheme would also assist in making the region more attractive for businesses and would provide the required infrastructure for future development including housing and employment. Repairs to local roads would typically be the responsibility of local highways authorities, which have their own funding allocations that are not affected by the funding of the Scheme.

Table 12 - Design theme: Local community and statutory publicity			
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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	This is not justifiable given that the scheme is not really needed and in addition the previous schemes have caused dangerous new road issues which were not present before and have not been rectified e.g road flooding near Baginton bridge which causes multiple incidents and near misses. Again this cannot be justified when the road is currently not that bad.	N	While it is acknowledged that construction of the Scheme may cause temporary disruption, the benefits of the Scheme are considered much longer term as described in the Case for the Scheme (**TR010066/APP/7.1**). The Scheme would decrease the number of accidents, improve resilience and journey time reliability and is consistent with national and local planning objectives for transport, economy and the environment. Through the increased capacity and improved journey time reliability, the Scheme would also assist in making the region more attractive for businesses and would provide the required infrastructure for future development including housing and employment. The Flood Risk Assessment (ES Appendix 13.1 (**TR010066/APP/6.3**)) and ES Chapter 13 (Road Drainage and Water Environment) (**TR010066/APP/6.1**) set out how the Applicant has assessed the potential impacts of the Scheme on flood risks. Baginton, as referred to in the corresponding consultee comment, is outside of the study area related to flooding for the Scheme.
Design	The first bypass was accepted on the basis that the carriageway would be lowered between embankments.	N	The A46 was first built approximately 35 years ago and the Applicant is unaware of any comments made

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	Excuses were found for not honouring that commitment.		on the consenting of the scheme at that time. Environmental impacts of the Scheme have been assessed and presented in the ES (**TR010066/APP/6.1**), with commitments to necessary mitigation set out in the First Iteration Environmental Management Plan (**TR010066/APP/6.5**).
Design	I'm not convinced that enough care was taken during the Binley works and there is far more concrete and tarmac than was truly needed, resulting in the loss of established trees and hedgerows that didn't need to be removed.	N	The Binley improvement works were consented in 2020 under the Highways Act 1980, with the associated works carried out in accordance with the terms of that consent. The environmental impacts of the proposed Scheme have been assessed in the ES (**TR010066/APP/6.1**), including the loss of trees and vegetation and how these would be mitigated, as set out in the First Iteration Environmental Management Plan (**TR010066/APP/6.5**).
Design	Concerned that the roundabout on the east side and access road to the hospital will lead to housing development and destruction of green belt on either side.	N	Land to the west of the Scheme is within Coventry City Council's boundaries and is not currently allocated as Green Belt within the Local Plan. Part of the Scheme and wider study area within Rugby Borough Council is located within the Green Belt, as shown on ES Figure 7.1 (Landscape Policy Context) (**TR010066/APP/6.2**). ES Chapter 7 (Landscape and Visual Effects) (**TR010066/APP/6.1**)

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			includes consideration of effects on visual amenity and openness within the Green Belt both for the immediate effect at Year 1 and Year 15, allowing for planting to mature.
Design	Re-routing the traffic onto the Ansty Road will simply worsen the tailbacks there.	N	By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads such as Ansty Road. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	This will increase traffic on Brandon Road and Clifford Bridge Road which has been horrendous for years due to the unneeded construction the highway agency already use.	N	It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible the most disruptive works would be planned outside of peak travel times to minimise road closures. As defined in the Outline Traffic

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. For example, closures of the A46 have been limited to off peak periods and mostly overnight to minimise disruption to road users and the local community. The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**), the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible during the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible. By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road and Brandon Road. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	Vehicles will use Clifford Bridge Road instead which will impact greatly on traffic.	N	By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the

Table 12 - Design theme: Local community and statutory publicity			
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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	To save time I will turn off by B+Q (the new part of the road) and drive up Clifford Bridge Road, I'm sure I won't be the only person doing that - this will then mean that road is overused.		By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	Why would I want to go from hospital/Tesco/trading estate south on new route when I can go up Clifford Bridge Road to Binley Woods junction. That residential route will become dangerous. Locals suffer to get traffic	N	By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	moving from south Midlands to north Midlands; those people will love it.		revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road and Brandon Road. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	drivers and sat nav apps may choose to route through the built up town instead increasing pollution and congestion in built up areas	N	By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road and Brandon Road. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	drivers may find shorter routes through the built up areas.	N	By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	Traffic travelling towards M6 from A45 will use local routes via the Binley turn ff at TGI Fridays.	N	By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	Think the curve is too tight and will result in tipping over due to camber.	N	The Scheme, including the alignment of the road and its slip roads, has been designed in accordance with the Design Manual for Roads and Bridges (DMRB), which sets out the national standards covering the design of roads and their associated infrastructure. The curvature and camber of the roads would be appropriate for the speed limits that would be applied to them, i.e. 40mph for the B4082 and 50mph for the relevant section of the A46. The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. As summarised in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**), the preliminary design of the Scheme has been subject to a Stage 1 Road Safety Audit (RSA), which would be continued through a further three stages as the design of the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Scheme is developed.
Design	Entry from slip road will be dangerous due to view from junction.	N	The Scheme, including the alignment of the road and its slip roads, has been designed in accordance with the Design Manual for Roads and Bridges (DMRB), which are the national standards covering the design of roads and their associated infrastructure. As summarised in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**), the preliminary design of the Scheme has been subject to a Stage 1 Road Safety Audit (RSA), which would be continued through a further three stages as the design of the Scheme is developed. The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints.
Design	The length of the slip roads at Toll Bar island at the junction onto the A46 and A45 is far too short and is quite dangerous for traffic on the A46/A45 as you can't see the traffic on the slip road until the last couple of seconds before they leave the slip road. At the Walsgrave Junction the slip roads onto the A46 need to be a lot longer than at the Toll Bar Island.	N	The Scheme, including the lengths and locations of its slip roads, has been designed in accordance with the Design Manual for Roads and Bridges (DMRB), which are the national standards covering the design of roads and their associated infrastructure. The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			constraints. As summarised in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**), the preliminary design of the Scheme has been subject to a Stage 1 Road Safety Audit (RSA), which would be continued through a further three stages as the design of the Scheme is developed. The improvements made to the Tollbar junction of the A46, which were completed in 2017, were designed in accordance with the DMRB, including the lengths of slip roads.
Design	The "joining lane" shown on page 8 – item 3 going northwards appears not to be long enough to allow vehicles to adjust their speed as they enter the A46.	N	The Scheme, including the lengths and locations of its slip roads, has been designed in accordance with the Design Manual for Roads and Bridges (DMRB), which are the national standards covering the design of roads and their associated infrastructure. This includes the northbound on-slip referenced as "item 3" in the response comment, which is designed to DMRB CD122 table 3.21 for a speed of 50mph. The merge length is to standard and suitable for the type of road. The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			As summarised in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**), the preliminary design of the Scheme has been subject to a Stage 1 Road Safety Audit (RSA), which would be continued through a further three stages as the design of the Scheme is developed.
Design	This scheme should have been done when the Binley flyover was built.	N	It should be noted that the 'A46 Coventry junction upgrade' (as referenced in Road Investment Strategy 1: 2015 – 2020), was originally intended to consist of works to both Binley and Walsgrave junction as one scheme. However, the decision was taken in 2016 to take a phased approach to delivery, and these became two separate schemes. The first, Binley junction upgrade, was consented by Highways Act Order on 8 August 2019 and opened for traffic in November 2022.
Design	This inflated scheme needs to be reduced, the scale of the project is unnecessary against any benefits	N	The Case for the Scheme (**TR010066/APP/7.1**) outlines the way in which the Scheme has been assessed against its objectives, and the transport and economic benefits that it is predicted to deliver. The existing Walsgrave junction is currently a bottleneck for traffic passing through the A46 corridor, with congestion regularly building up on the B4082 owing to the difficulty in accessing the roundabout during peak and even off-peak periods.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Scheme proposals would alleviate congestion and improve safety by replacing the roundabout design with a grade-separated junction that would allow traffic on the A46 to pass unimpeded through Walsgrave. Vehicles would enter and exit the A46 via slip roads connected to two roundabouts approximately 750m north of the existing junction. The site of the relocated junction was chosen after consideration of a number of existing constraints, which limit where junction improvements could be delivered. These constraints include a flood plain, the Coombe Pool SSSI, overhead power lines, the Hungerley Hall Farm and its accommodation overbridge over the A46.The Scheme design also needs to adhere to national design standards. The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints.
Design	Currently there are queues waiting to get around [junction 2 of the M6] and with this new layout it can only get worse.	N	It is acknowledged that improving the A46 Walsgrave would lead to increased predicted numbers of vehicles on the A46 and this is included in the assessment of the Scheme. This does have the potential to relocate some congestion to the M6 but, conversely, reduces congestion in other areas. Overall it has a positive impact on user travel time

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			across the wider area, as demonstrated by the transport assessment carried out for the Scheme, and in particular reduces traffic on the local road network as trips re-route back to the strategic road network. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	There would be no junctions, considerably adding to congestion between the M1 / M69 junction and the A45 / Leamington Road roundabout.	N	It is acknowledged that improving the A46 Walsgrave would lead to increased predicted numbers of vehicles on the A46 and this is included in the assessment of the Scheme. This does have the potential to relocate some congestion elsewhere on the road network, for example the M6, but, conversely, it reduces congestion in other areas. Overall, it has a positive impact on user travel time across the wider area, as demonstrated by the transport assessment carried out for the Scheme, and in particular reduces traffic on the local road network as trips re-route back to the strategic road network. The Transport Assessment (**TR010066/APP/7.3**)

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	It seems inevitable but disappointing that it does not coincide with an M6 junction upgrade to at least try and address the seemingly inevitable shuffling of the end of the congestion to the M6 junction while also increasing the length of the tailbacks at peak times.	N	It is acknowledged that improving the A46 Walsgrave would lead to increased predicted numbers of vehicles on the A46 and this is included in the assessment of the Scheme. This does have the potential to relocate some congestion to the M6 but, conversely, reduces congestion in other areas. Overall, it has a positive impact on user travel time across the wider area as demonstrated by the transport assessment carried out for the Scheme and in particular reduces traffic on the local road network as trips re-route back to the strategic road network. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	This will probably only move the end of the congestion to the M6 junction while adding to the traffic	N	It is acknowledged that improving the A46 Walsgrave would lead to increased predicted numbers of vehicles on the A46 and this is included in the assessment of the Scheme. This does have the potential to relocate some congestion elsewhere on the road network, for example the M6, but, conversely, it reduces congestion in other areas. Overall, it has a positive impact on user travel time across the wider area, as demonstrated by the transport assessment carried out for the Scheme, and in particular reduces traffic on the local road network as trips re-route back to the strategic road network. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	Fixing this island will simply move the problem to the next island.	N	It is acknowledged that improving the A46 Walsgrave would lead to increased predicted numbers of vehicles on the A46 and this is included in the assessment of the Scheme. This does have the potential to relocate some congestion elsewhere on the road network, for example the M6, but,

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			conversely, it reduces congestion in other areas. Overall, it has a positive impact on user travel time across the wider area, as demonstrated by the transport assessment carried out for the Scheme, and in particular reduces traffic on the local road network as trips re-route back to the strategic road network. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	It makes this stretch of the A46 unusable if travelling north. The proposal is just [going] to hold up traffic going from Clifford Bridge Road, similarly going [?] from travelling south.	N	It is acknowledged that improving the A46 Walsgrave would lead to increased predicted numbers of vehicles on the A46 and this is included in the assessment of the Scheme. This does have the potential to relocate some congestion elsewhere on the road network, for example the M6, but, conversely, it reduces congestion in other areas. Overall, it has a positive impact on user travel time across the wider area, as demonstrated by the transport assessment carried out for the Scheme, and in particular reduces traffic on the local road network as trips re-route back to the strategic road network.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	I think the possible streaming gains are outweighed by the continuing disruption to traffic in the local area following other projects.	N	It is acknowledged that improving the A46 Walsgrave would lead to increased predicted numbers of vehicles on the A46 and this is included in the assessment of the Scheme. This does have the potential to relocate some congestion elsewhere on the road network, for example the M6, but, conversely, it reduces congestion in other areas. Overall, it has a positive impact on user travel time across the wider area, as demonstrated by the transport assessment carried out for the Scheme, and in particular reduces traffic on the local road network as trips re-route back to the strategic road network. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	All you keep doing is moving congestion if you do this will you then just move to the next roundabout?	N	It is acknowledged that improving the A46 Walsgrave would lead to increased predicted numbers of vehicles on the A46 and this is included in the assessment of the Scheme. This does have the potential to relocate some congestion elsewhere on the road network, for example the M6, but, conversely, it reduces congestion in other areas. Overall, it has a positive impact on user travel time across the wider area, as demonstrated by the transport assessment carried out for the Scheme, and in particular reduces traffic on the local road network as trips re-route back to the strategic road network. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	the smaller roads will become more congested.	N	It is acknowledged that improving the A46 Walsgrave would lead to increased predicted numbers of

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			vehicles on the A46 and this is included in the assessment of the Scheme. This does have the potential to relocate some congestion elsewhere on the road network, for example the M6, but, conversely, it reduces congestion in other areas. Overall, it has a positive impact on user travel time across the wider area, as demonstrated by the transport assessment carried out for the Scheme, and in particular reduces traffic on the local road network as trips re-route back to the strategic road network. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	The amount of traffic using the road will not decrease. Moving the access point will only move the tailbacks further up the road.	N	It is acknowledged that improving the A46 Walsgrave would lead to increased predicted numbers of vehicles on the A46 and this is included in the assessment of the Scheme. This does have the potential to relocate some congestion elsewhere on the road network, for example the M6, but, conversely, it reduces congestion in other areas. Overall, it has a positive impact on user travel time

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			across the wider area, as demonstrated by the transport assessment carried out for the Scheme, and in particular reduces traffic on the local road network as trips re-route back to the strategic road network. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	I think that this will make other local roads busier.	N	It is acknowledged that improving the A46 Walsgrave would lead to increased predicted numbers of vehicles on the A46 and this is included in the assessment of the Scheme. This does have the potential to relocate some congestion elsewhere on the road network, for example the M6, but, conversely, it reduces congestion in other areas. Overall, it has a positive impact on user travel time across the wider area, as demonstrated by the transport assessment carried out for the Scheme, and in particular reduces traffic on the local road network as trips re-route back to the strategic road network.

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	Will only move the wait to further up the road.	N	It is acknowledged that improving the A46 Walsgrave would lead to increased predicted numbers of vehicles on the A46 and this is included in the assessment of the Scheme. This does have the potential to relocate some congestion elsewhere on the road network, for example the M6, but, conversely, it reduces congestion in other areas. Overall, it has a positive impact on user travel time across the wider area, as demonstrated by the transport assessment carried out for the Scheme, and in particular reduces traffic on the local road network as trips re-route back to the strategic road network. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	My concern is that the bottleneck will just move to the junction further on.	N	It is acknowledged that improving the A46 Walsgrave would lead to increased predicted numbers of vehicles on the A46 and this is included in the assessment of the Scheme. This does have the potential to relocate some congestion elsewhere on the road network, for example the M6, but, conversely, it reduces congestion in other areas. Overall, it has a positive impact on user travel time across the wider area, as demonstrated by the transport assessment carried out for the Scheme, and in particular reduces traffic on the local road network as trips re-route back to the strategic road network. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	The Walgrave junction improvement scheme is also likely to shift delays to downstream junctions.	N	It is acknowledged that improving the A46 Walsgrave would lead to increased predicted numbers of

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			vehicles on the A46 and this is included in the assessment of the Scheme. This does have the potential to relocate some congestion elsewhere on the road network, for example the M6, but, conversely, it reduces congestion in other areas. Overall, it has a positive impact on user travel time across the wider area, as demonstrated by the transport assessment carried out for the Scheme, and in particular reduces traffic on the local road network as trips re-route back to the strategic road network. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	If this increases exponentially with the volume of traffic, the good work created by a flyover at the walsgrave junction would be undermined by the blockage at those two junctions. Perhaps there could be consideration for an additional lane as the A46 approaches the tollbar island for all traffic turning off the main carriageway and onto the island; and at the A46 junction near finham where there is already a dedicated lane, this could be	N	It is acknowledged that improving the A46 Walsgrave would lead to increased predicted numbers of vehicles on the A46 and this is included in the assessment of the Scheme. This does have the potential to relocate some congestion elsewhere on the road network, for example the M6, but, conversely, it reduces congestion in other areas. Overall, it has a positive impact on user travel time

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	resolved by the reinstatement of the slip feeder lane that was not traffic light controlled from that roundabout onto the A46 southbound. This was removed a few years ago and has certainly caused more traffic build up at that junction in busier times.		across the wider area, as demonstrated by the transport assessment carried out for the Scheme, and in particular reduces traffic on the local road network as trips re-route back to the strategic road network. The Case for the Scheme (**TR010066/APP/7.1**) sets out how the Scheme has been assessed against the objectives that it seeks to fulfil, including the objectives to increase capacity and reduce traffic congestion on the A46 around Coventry. The Case for the Scheme considers the Scheme to be effective at fulfilling these objectives. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	You will just get stopped at the two new roundabouts your proposing, so there will be no real change.	N	The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			traffic flow changes brought about by the Scheme. The Transport Assessment concludes that the Scheme would fulfil its objectives by providing capacity, relieving congestion, improving journey times and increasing accessibility for local communities.
Design	It is creating more traffic on clifford bridge road	N	By replacing the existing roundabout with a grade-separated junction, however, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver.
Design	Single lane traffic will not improve anything.	N	The Scheme would retain the existing dual carriageway for both northbound and southbound traffic on the A46, and single carriageway on the B4082. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver.
Design	It will mean more vehicles using Clifford Bridge Road instead. Clifford Bridge Road is already congested due	N	By replacing the existing roundabout with a grade-separated junction, however, the Scheme would

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	to hospital traffic and the new A46 layout will compound this further.		provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver.
Design	If the scheme goes ahead, most residents will suffer extra traffic and congestion for years. All this to save 2-4 minutes for users!!!	N	By upgrading the Walsgrave junction and addressing the congestion issues it regularly faces, the Applicant anticipates that fewer rather than more road users would choose to make journeys using local roads, instead of the A46.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver. It is acknowledged that the construction of proposed works could cause disruption to the travelling public. Where possible the most disruptive works, such as closures of the A46 would be planned outside of peak travel times. The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the traffic management phases that have been modelled to calculate expected journey times. These would be optimised during detailed design to minimise delays. The Applicant's communication plan is set out in the Outline Construction Communications Strategy,

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			which is an appendix to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups and local residents.
Design	I believe that the proposed scheme will do little to reduce congestion or improve journey times	N	The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver.
Design	The traffic is not that bad currently unless there are additional roadworks in Walsgrave e.g near to Tescos & this scheme would not prevent the backlog this causes.	N	The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) provides a summary of the traffic impacts reported in the Transport Assessment, but also summarises its wider impacts including the economic benefits it is predicted to deliver.
Design	The impact would be totally mitigated if this white elephant scheme was shelved.	N	The Case for the Scheme (**TR010066/APP/7.1**) provides an overview of how existing conditions at the junction have been assessed, the reasons why an upgrade is needed, and the ways in which the Scheme proposals would improve existing conditions. The benefits of the Scheme would include improved journey times, increased vehicle capacity and a safer junction. The Transport Assessment (**TR010066/APP/7.3**) explains how the predicted impacts of the Scheme were compared with a 'do minimum' scenario in which the Scheme was not built. It indicates that congestion levels would increase over time with queuing getting worse as time goes on.
Design	Fails to solve the problem.	N	The Case for the Scheme (**TR010066/APP/7.1**) provides an overview of how existing conditions at the junction have been assessed, the reasons why an upgrade is needed, and the ways in which the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Scheme proposals would improve existing conditions. The benefits of the Scheme would include improved journey times, increased vehicle capacity and a safer junction. The Transport Assessment (**TR010066/APP/7.3**) explains how the predicted impacts of the Scheme were compared with a 'do minimum' scenario in which the Scheme was not built. It indicates that congestion levels would increase over time with queuing getting worse as time goes on.
Design	If it works, don't fix it. It currently works.	N	The Case for the Scheme (**TR010066/APP/7.1**) provides an overview of how existing conditions at the junction have been assessed, the reasons why an upgrade is needed, and the ways in which the Scheme proposals would improve existing conditions. The benefits of the Scheme would include improved journey times, increased vehicle capacity and a safer junction. The Transport Assessment (**TR010066/APP/7.3**) explains how the predicted impacts of the Scheme were compared with a 'do minimum' scenario in which the Scheme was not built. It indicates that congestion levels would increase over time with queuing getting worse as time goes on.

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	This would be a waste of time and money	N	Chapter 5 of The Case for the Scheme (**TR010066/APP/7.1**) summarises the Economic Assessment of the Scheme undertaken by the Applicant. This includes a calculation of its value for money (VfM), which compares the benefits of the Scheme to users against its costs, using an established methodology.
Design	it seems like a needless waste of time and money.	N	Chapter 5 of The Case for the Scheme (**TR010066/APP/7.1**) summarises the Economic Assessment of the Scheme undertaken by the Applicant. This includes a calculation of its value for money (VfM), which compares the benefits of the Scheme to users against its costs, using an established methodology.
Design	It seems a very expensive change	N	Chapter 5 of The Case for the Scheme (**TR010066/APP/7.1**) summarises the Economic Assessment of the Scheme undertaken by the Applicant. This includes a calculation of its value for money (VfM), which compares the benefits of the Scheme to users against its costs, using an established methodology.
Design	Based on the experience of and evidence of the past two projects, I fail to see how the expenditure will ultimately provide a benefit so question if it is worth the monetary and disruption cost will provide any final	N	Chapter 5 of The Case for the Scheme (**TR010066/APP/7.1**) summarises the Economic Assessment of the Scheme undertaken by the Applicant. This includes a calculation of its value for

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	benefit, other than to the construction company employed.		money (VfM), which compares the benefits of the Scheme to users against its costs, using an established methodology.
Design	It is a waste of money.	N	Chapter 5 of The Case for the Scheme (**TR010066/APP/7.1**) summarises the Economic Assessment of the Scheme undertaken by the Applicant. This includes a calculation of its value for money (VfM), which compares the benefits of the Scheme to users against its costs, using an established methodology.
Design	I do think the benefit is very costly.	N	Chapter 5 of The Case for the Scheme (**TR010066/APP/7.1**) summarises the Economic Assessment of the Scheme undertaken by the Applicant. This includes a calculation of its value for money (VfM), which compares the benefits of the Scheme to users against its costs, using an established methodology.
Design	The cost which will be millions is not cost effective use of public money. It would be better spent elsewhere.	N	Chapter 5 of The Case for the Scheme (**TR010066/APP/7.1**) summarises the Economic Assessment of the Scheme undertaken by the Applicant. This includes a calculation of its value for money (VfM), which compares the benefits of the Scheme to users against its costs, using an established methodology.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	Throwing money at expensive schemes will not solve the problem.	N	Chapter 5 of The Case for the Scheme (**TR010066/APP/7.1**) summarises the Economic Assessment of the Scheme undertaken by the Applicant. This includes a calculation of its value for money (VfM), which compares the benefits of the Scheme to users against its costs, using an established methodology.
Design	Only wait 5 minute max when I use it so spending money on it is a waste.	N	Chapter 5 of The Case for the Scheme (**TR010066/APP/7.1**) summarises the Economic Assessment of the Scheme undertaken by the Applicant. This includes a calculation of its value for money (VfM), which compares the benefits of the Scheme to users against its costs, using an established methodology.
Design	Waste of money for little gain.	N	Chapter 5 of The Case for the Scheme (**TR010066/APP/7.1**) summarises the Economic Assessment of the Scheme undertaken by the Applicant. This includes a calculation of its value for money (VfM), which compares the benefits of the Scheme to users against its costs, using an established methodology.
Design	The double island idea is a waste of money, land and energy	N	Chapter 5 of The Case for the Scheme (**TR010066/APP/7.1**) summarises the Economic Assessment of the Scheme undertaken by the Applicant. This includes a calculation of its value for money (VfM), which compares the benefits of the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Scheme to users against its costs, using an established methodology.
Design	It is a pointless, money drain, that is another total waste of time.	N	Chapter 5 of The Case for the Scheme (**TR010066/APP/7.1**) summarises the Economic Assessment of the Scheme undertaken by the Applicant. This includes a calculation of its value for money (VfM), which compares the benefits of the Scheme to users against its costs, using an established methodology.
Design	We would like to see a larger dumbbell roundabout to serve the potential development on land to the east of the A46, to match the size of the western dumbbell roundabout, but are aware this is outside of what the Applicant are able to deliver.	N	The Scheme, including the size and configuration of its roundabouts, has been designed to accommodate the potential future use of land that has been allocated for development in the Local Plans of local authorities. It does not take into account potential developments that have not yet been included in Local Plans or proposals no yet within the planning system, owing to the lack of certainty over such developments and their needs. ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) describes the process followed by the Applicant to identify, assess and refine alternative solutions to the issues faced by users of the existing Walsgrave junction. This process determined that the option which the Scheme is

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			based upon offered the most effective solution, leading to its selection in 2022 as the preferred route, meaning it was further refined and included in the statutory consultation of 2023.
Design	Relieve bottleneck congestion and another direct access to Clifford Bridge Road for the school.	N	The Case for the Scheme (**TR010066/APP/7.1**) provides an overview of how existing conditions at the junction have been assessed, the ways in which the need for the Scheme has been demonstrated, and how the Scheme proposals would change existing conditions. ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) describes the process followed by the Applicant to identify, assess and refine alternative solutions to the issues faced by users of the existing Walsgrave junction. This process determined that the option which the Scheme is based upon offered the most effective solution, leading to its selection in 2022 as the preferred route, meaning it was further refined and included in the statutory consultation of 2023.
Design	I still think there could be an exit from the new roads coming down to the island to Tesco's and a joining road joining up alongside the new part of the System going towards Leicester.	N	The Case for the Scheme (**TR010066/APP/7.1**) provides an overview of how existing conditions at the junction have been assessed, the ways in which the need for the Scheme has been demonstrated, and how the Scheme proposals would change

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			existing conditions. ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) describes the process followed by the Applicant to identify, assess and refine alternative solutions to the issues faced by users of the existing Walsgrave junction. This process determined that the option which the Scheme is based upon offered the most effective solution, leading to its selection in 2022 as the preferred route, meaning it was further refined and included in the statutory consultation of 2023.
Design	Not sure how much longer it will take to access the roundabouts and turn right coming from the 4082.	N	The existing Walsgrave junction is currently a bottleneck for traffic passing through the A46 corridor, with congestion regularly building up on the B4082 owing to the difficulty in accessing the roundabout during peak and even off-peak periods. By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	In advocating for an improved road system, I strongly propose the exploration of a cloverleaf design over the suggested roundabouts. The efficiency and enhanced traffic flow offered by the cloverleaf design present a compelling case for its adoption, addressing what I perceive as a limitation in the current proposal.	N	The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. It also summarises the extensive process of assessing and refining a longlist and shortlist of potential route options, including a public consultation on this process, before a preferred route was formally selected for further development. ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**). The Scheme proposal, which makes use of a grade-separated junction, was assessed as being the option that best fulfilled the scheme objectives, minimised environmental impact and returned a high BCR to demonstrate value for money, as set out in the Case for the Scheme (**TR010066/APP/7.1**).
Design	A single flyover on the eastbound carriageway would relieve the problem as there is no problem on the westbound carriageway.	N	The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. It also summarises the extensive process of assessing and refining a longlist and shortlist of potential route options, including a public consultation on this process, before a preferred route was formally selected for further development. ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**). The Scheme proposal, which makes use of a grade-separated junction, was assessed as being the option that best fulfilled the scheme objectives, minimised environmental impact and returned a high BCR to demonstrate value for money, as set out in the Case for the Scheme (**TR010066/APP/7.1**).
Design	A fly over should go there like TGI's. I know Coombe Pool is an issue but couldn't it be further across. Not having a slip road off the A46 (as it is now) is going to cause a problem. Slip Road should remain.	N	The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. It also summarises the extensive process of assessing and refining a longlist and shortlist of potential route options, including a public consultation

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
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			on this process, before a preferred route was formally selected for further development. ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**). The Scheme proposal, which makes use of a grade-separated junction, was assessed as being the option that best fulfilled the scheme objectives, minimised environmental impact and returned a high BCR to demonstrate value for money, as set out in the Case for the Scheme (**TR010066/APP/7.1**).
Design	Undercut the A46 at the B4082 junction.	N	The Scheme Design Report (**TR010066/APP/7.4**)

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			provides a detailed description of the Scheme, including the design principles, objectives and constraints. It also summarises the extensive process of assessing and refining a longlist and shortlist of potential route options, including a public consultation on this process, before a preferred route was formally selected for further development. ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**).

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Scheme proposal, which makes use of a grade-separated junction, was assessed as being the option that best fulfilled the scheme objectives, minimised environmental impact and returned a high BCR to demonstrate value for money, as set out in the Case for the Scheme (**TR010066/APP/7.1**).
Design	A46 should be a flyover with the B4082 controlled by lights as is the junction with the A428 (Binley junction).	N	The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. It also summarises the extensive process of assessing and refining a longlist and shortlist of potential route options, including a public consultation on this process, before a preferred route was formally selected for further development. ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**). The Scheme proposal, which makes use of a grade-separated junction, was assessed as being the option that best fulfilled the scheme objectives, minimised environmental impact and returned a high BCR to demonstrate value for money, as set out in the Case for the Scheme (**TR010066/APP/7.1**).
Design	Think that a flyover would be best	N	The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. It also summarises the extensive process of assessing and refining a longlist and shortlist of potential route options, including a public consultation on this process, before a preferred route was formally selected for further development. ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			least likely environmental impact, and still met the objectives of the Scheme. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**). The Scheme proposal, which makes use of a grade-separated junction, was assessed as being the option that best fulfilled the scheme objectives, minimised environmental impact and returned a high BCR to demonstrate value for money, as set out in the Case for the Scheme (**TR010066/APP/7.1**).
Design	We should simply have a flyover across the existing roundabout, with appropriate slip roads.	N	The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. It also summarises the extensive process of assessing and refining a longlist and shortlist of potential route options, including a public consultation on this process, before a preferred route was formally

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			selected for further development. ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**). The Scheme proposal, which makes use of a grade-separated junction, was assessed as being the option that best fulfilled the scheme objectives, minimised environmental impact and returned a high BCR to demonstrate value for money, as set out in the Case for the Scheme (**TR010066/APP/7.1**).
Design	A new junction with flyover and roundabout for the new access road to the hospital.	N	The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme,

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			including the design principles, objectives and constraints. It also summarises the extensive process of assessing and refining a longlist and shortlist of potential route options, including a public consultation on this process, before a preferred route was formally selected for further development. ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**). The Scheme proposal, which makes use of a grade-

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			separated junction, was assessed as being the option that best fulfilled the scheme objectives, minimised environmental impact and returned a high BCR to demonstrate value for money, as set out in the Case for the Scheme (**TR010066/APP/7.1**).
Design	I believe that the proposed scheme will do little to reduce congestion or improve journey times and the same effect could be achieved by adding traffic light controlled roundabout entry for peak times to the A46/B4082 roundabout. This is because local congestion is caused by limited access to the A46 via the Clifford Bridge Rd. Has the option of moving the proposed junction approx. 0.5 miles north to connect with Farber Rd. to form a second entrance to the hospital whilst keeping the B4082/A46 connection unaltered been considered? I think that local traffic congestion whilst always a consideration will be more acute in this case where shift patterns in hospital staff are adding to normal commuter traffic accessing the A-road and motorway network.	N	The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. It also summarises the extensive process of assessing and refining a longlist and shortlist of potential route options, including a public consultation on this process, before a preferred route was formally selected for further development. ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints

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			in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**). The Scheme proposal, which makes use of a grade-separated junction rather than a cloverleaf or other type of junction, was assessed as being the option that best fulfilled the scheme objectives, minimised environmental impact and returned a high BCR to demonstrate value for money, as set out in the Case for the Scheme (**TR010066/APP/7.1**). The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so

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			throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Other proposals would cause less disruption during construction!	N	It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible, the most disruptive works, including closures of the A46, would be planned outside of peak travel times to minimise disruption to road users and the local community. As defined in the Outline

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			Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible. A Construction Traffic Management Plan would be developed and implemented based on the measures and approaches detailed within the Outline Construction Traffic Management Plan (**TR010066/APP/7.5**). Item G4 of the Register of Environmental Actions and Commitments (Appendix A of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**), sets out a commitment to ensure disruption is minimised on those travelling between communities and those travelling to facilities

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			and businesses. A full Traffic Management Plan will be developed in the detailed design stage of the Scheme in accordance with Requirement 11 of the Draft DCO (**TR010066/APP/7.5**). The Outline Traffic Management Plan (**TR010066/APP/7.5**) also sets out that the Applicant would engagement with key local stakeholders such as the highways authority and local community groups in advance of any closures. The Applicant would hold monthly traffic management forums to seek input into traffic management proposals as well as receive feedback on the implementation of any measures. The Applicant would communicate updates during construction using the Scheme webpage and other methods as appropriate. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is an appendix to the First Iteration Environment Management Plan (**TR010066/APP/6.5**).
Design	Leave the turn onto Clifford Bridge Road as a left turn only when driving north on the A46.	N	There are a number of constraints in the vicinity of the existing junction that limit what works can be delivered and where. For example, it is not considered possible to include a slip road providing a

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			dedicated left turn from the A46 directly onto the B4082 because it would impact on the floodplain and require an overhead power line diversion. The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. It also summarises the extensive process of assessing and refining a longlist and shortlist of potential route options, including a public consultation on this process, before a preferred route was formally selected for further development.
Design	The main carriageway is already in place. All that is needed is a new slip road to take vehicles onto the A46 further up via a slip road as opposed to an island.	N	The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. It also summarises the extensive process of assessing and refining a longlist and shortlist of potential route options, including a public consultation on this process, before a preferred route was formally selected for further development. ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the

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			objectives of the Scheme. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**). The Scheme proposal, which makes use of a grade-separated junction, was assessed as being the option that best fulfilled the scheme objectives, minimised environmental impact and returned a high BCR to demonstrate value for money, as set out in the Case for the Scheme (**TR010066/APP/7.1**).
Design	Just put in a slip road. You do not need any of the other stuff.	N	The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. It also summarises the extensive process of assessing and refining a longlist and shortlist of potential route options, including a public consultation on this process, before a preferred route was formally

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Design	Do not like use of dumbbell type junctions on any road	N	The Scheme Design Report (**TR010066/APP/7.4**)

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	would be better to have off slip travelling from Binley to B4082.		provides a detailed description of the Scheme, including the design principles, objectives and constraints. It also summarises the extensive process of assessing and refining a longlist and shortlist of potential route options, including a public consultation on this process, before a preferred route was formally selected for further development. ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**).

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Scheme proposal was assessed as being the option that best fulfilled the scheme objectives, minimised environmental impact and returned a high BCR to demonstrate value for money, as set out in the Case for the Scheme (**TR010066/APP/7.1**).
Design	A widening with a specific slip road on and off from south to north and a flyover north to south would be better if the work is required at all.	N	The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. It also summarises the extensive process of assessing and refining a longlist and shortlist of potential route options, including a public consultation on this process, before a preferred route was formally selected for further development. ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an

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			effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**). The Scheme proposal was assessed as being the option that best fulfilled the scheme objectives, minimised environmental impact and returned a high BCR to demonstrate value for money, as set out in the Case for the Scheme (**TR010066/APP/7.1**).
Design	I believe that the proposed scheme will do little to reduce congestion or improve journey times and the same effect could be achieved by adding traffic light controlled roundabout entry for peak times to the A46/B4082 roundabout. This is because local congestion is caused by limited access to the A46 via the Clifford Bridge Rd.	N	Traffic lights are not considered necessary for the design of the Scheme. Although traffic lights would regulate traffic flow, they require drivers to sit through periods of waiting as the light phases from red to green, which reduces capacity compared to traditional roundabouts. For the A46 Walsgrave, a traffic light configuration would make it easier to turn in/out of the B4082. However, due to the space available and the signal staging required for the junction to operate safely, the resultant timings would lead to significantly more lost time (i.e. non-green signal) for A46 movements. This would significantly increase queue lengths over what is already experienced on the A46.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			As such, a grade separated option is considered to better meet the needs of both the A46 traffic, by removing main line delay caused by stopping at the junction, and by providing better access for local traffic through the new dumbbell junction arrangement. The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. It also summarises the extensive process of assessing and refining a longlist and shortlist of potential route options, including a public consultation on this process, before a preferred route was formally selected for further development. ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the

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			objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**). The Scheme proposal was assessed as being the option that best fulfilled the scheme objectives, minimised environmental impact and returned a high BCR to demonstrate value for money, as set out in the Case for the Scheme (**TR010066/APP/7.1**).
Design	Making clear designated lanes and installing traffic lights would make this roundabout much easier to use. The danger at the moment is caused by high speed traffic without light control. It would solve the problem without doing more extensive road works as proposed. We mostly use this roundabout for access to the local hospital.	N	Traffic lights are not considered necessary for the design of the Scheme. Although traffic lights would regulate traffic flow, they require drivers to sit through periods of waiting as the light phases from red to green, which reduces capacity compared to traditional roundabouts. For the A46 Walsgrave, a traffic light configuration would make it easier to turn in/out of the B4082. However, due to the space available and the signal staging required for the junction to operate safely, the resultant timings would lead to significantly more lost time (i.e. non-green signal) for A46 movements. This would significantly increase queue lengths over what is already experienced on the A46.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			As such, a grade separated option is considered to better meet the needs of both the A46 traffic, by removing main line delay caused by stopping at the junction, and by providing better access for local traffic through the new dumbbell junction arrangement. The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. It also summarises the extensive process of assessing and refining a longlist and shortlist of potential route options, including a public consultation on this process, before a preferred route was formally selected for further development. ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme. The preferred route, which was developed and consulted on further at statutory consultation, was

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			deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**). The Scheme proposal was assessed as being the option that best fulfilled the scheme objectives, minimised environmental impact and returned a high BCR to demonstrate value for money, as set out in the Case for the Scheme (**TR010066/APP/7.1**).
Design	Adding traffic lights on junction	N	Traffic lights are not considered necessary for the design of the Scheme. Although traffic lights would regulate traffic flow, they require drivers to sit through periods of waiting as the light phases from red to green, which reduces capacity compared to traditional roundabouts. For the A46 Walsgrave, a traffic light configuration would make it easier to turn in/out of the B4082. However, due to the space available and the signal staging required for the junction to operate safely, the resultant timings would lead to significantly more lost time (i.e. non-green signal) for A46 movements. This would significantly increase queue lengths over what

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			is already experienced on the A46. As such, a grade separated option is considered to better meet the needs of both the A46 traffic, by removing main line delay caused by stopping at the junction, and by providing better access for local traffic through the new dumbbell junction arrangement. The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. It also summarises the extensive process of assessing and refining a longlist and shortlist of potential route options, including a public consultation on this process, before a preferred route was formally selected for further development. ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme. The preferred route, which was developed and

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**). The Scheme proposal was assessed as being the option that best fulfilled the scheme objectives, minimised environmental impact and returned a high BCR to demonstrate value for money, as set out in the Case for the Scheme (**TR010066/APP/7.1**).
Design	Am not convinced that traffic lights on the island junction would not have the same effect. They could be peak time lights.	N	Traffic lights are not considered necessary for the design of the Scheme. Although traffic lights would regulate traffic flow, they require drivers to sit through periods of waiting as the light phases from red to green, which reduces capacity compared to traditional roundabouts. For the A46 Walsgrave, a traffic light configuration would make it easier to turn in/out of the B4082. However, due to the space available and the signal staging required for the junction to operate safely, the resultant timings would lead to significantly more lost time (i.e. non-green signal) for A46 movements. This

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			would significantly increase queue lengths over what is already experienced on the A46. As such, a grade separated option is considered to better meet the needs of both the A46 traffic, by removing main line delay caused by stopping at the junction, and by providing better access for local traffic through the new dumbbell junction arrangement. The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. It also summarises the extensive process of assessing and refining a longlist and shortlist of potential route options, including a public consultation on this process, before a preferred route was formally selected for further development. ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme.

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**). The Scheme proposal was assessed as being the option that best fulfilled the scheme objectives, minimised environmental impact and returned a high BCR to demonstrate value for money, as set out in the Case for the Scheme (**TR010066/APP/7.1**).
Design	I would suggest a triangle or trumpet interchange instead to reduce mileage for users of B4082	N	The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. It also summarises the extensive process of assessing and refining a longlist and shortlist of potential route options, including a public consultation on this process, before a preferred route was formally selected for further development. ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme. The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**). The Scheme proposal was assessed as being the option that best fulfilled the scheme objectives, minimised environmental impact and returned a high BCR to demonstrate value for money, as set out in the Case for the Scheme (**TR010066/APP/7.1**).
Design	Will the planned attenuation ponds have sufficient capacity for the possible future link road to the hospital, bearing in mind that the area is already subject to flooding so may not have any storage capacity?	N	The proposed drainage features have been designed for the Scheme only. Separate surface water attenuation would be required for any adjacent development and for a hospital link, as part of those works. The Drainage and Surface Water Plans

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			(**TR010066/APP/2.7**) and ES Chapter 13 (Road Drainage and the Water Environment) (**TR010066/APP/6.1**) provide further information on the drainage proposals for the Scheme. ES Chapter 15 (Combined and Cumulative Effects) (**TR010066/APP/6.1**) summarises the process of identifying and assessing any likely significant combined and cumulative environmental effects of the Scheme. It considers effects resulting from incremental changes caused by other past, present or reasonably foreseeable actions together with the Scheme. Because there are currently no proposals for a hospital link road, the chapter does not consider its potential cumulative impacts.
Design	Could you fund triple glazing for people on Clifford Bridge Road after 3/4 years of disruption with potentially another 3/4 years on top from this for little gain	N	The Applicant has written to residents near the Scheme regarding compensation that may be available to them due to effects on their property from the Scheme once it has opened and has been in operation for a year. Further information about this type of compensation can be found in the the Applicant document How to Claim for the Effects on Your Property of New or Altered Roads (Part 1 Compensation). This does not affect any legal right to financial compensation.

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	Hope to take some of traffic off Clifford Bridge Rd.	N	The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. Traffic modelling results undertaken for this assessment indicate that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Design	Unsure of effect on Clifford Bridge Road, with diversions, when A46 is closed due to heavy traffic, and articulated lorries.	N	The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. Traffic modelling results undertaken for this

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			assessment indicate that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout. The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. The Outline Traffic Management Plan will be developed into the Traffic Management Plan, secured by Requirement 11 of the draft Development Consent Order (**TR010066/APP/3.1**) which will further detail the specific traffic management measures to be implemented during construction.
Design	4) Queuing traffic at Tollbar Island and A46 Finham junction If traffic levels are to increase on the A46, there should be good consideration of the knock on effects of greater volume of vehicles then using the exit slips for the	N	It is acknowledged that improving the A46 Walsgrave would lead to increased predicted numbers of vehicles on the A46 and this is included in the assessment of the Scheme. This does have the potential to relocate some congestion elsewhere on the road network, for example the M6, but,

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	tollbar island and A46 towards Warwick/ M40. When the traffic flows well at the moment and these junctions are busy, there is often a tailback from the junctions onto the main carriageway.		conversely, it reduces congestion in other areas. Overall, it has a positive impact on user travel time across the wider area, as demonstrated by the transport assessment carried out for the Scheme, and in particular reduces traffic on the local road network as trips re-route back to the strategic road network. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	Relieve congestion Northbound from TGI Fridays junction and backing up from Clifford Bridge Road link.	N	It is acknowledged that improving the A46 Walsgrave would lead to increased predicted numbers of vehicles on the A46 and this is included in the assessment of the Scheme. This does have the potential to relocate some congestion elsewhere on the road network, for example the M6, but, conversely, it reduces congestion in other areas. Overall, it has a positive impact on user travel time across the wider area, as demonstrated by the transport assessment carried out for the Scheme, and in particular reduces traffic on the local road network as trips re-route back to the strategic road

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			network. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	Ease traffic flow	N	It is acknowledged that improving the A46 Walsgrave would lead to increased predicted numbers of vehicles on the A46 and this is included in the assessment of the Scheme. This does have the potential to relocate some congestion elsewhere on the road network, for example the M6, but, conversely, it reduces congestion in other areas. Overall, it has a positive impact on user travel time across the wider area, as demonstrated by the transport assessment carried out for the Scheme, and in particular reduces traffic on the local road network as trips re-route back to the strategic road network. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	Relieve bottleneck congestion	N	TThe Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	There will always be peak time queues.	N	It is acknowledged that improving the A46 Walsgrave would lead to increased predicted numbers of vehicles on the A46 and this is included in the assessment of the Scheme. This does have the potential to relocate some congestion elsewhere on the road network, for example the M6, but, conversely, it reduces congestion in other areas. Overall, it has a positive impact on user travel time across the wider area, as demonstrated by the transport assessment carried out for the Scheme, and in particular reduces traffic on the local road network as trips re-route back to the strategic road network. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	I would like to think this will decrease the traffic on Clifford Bridge Road.	N	The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. Traffic modelling results undertaken for this assessment indicate that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Design	Hoping it will make congestion less which also impacts on health and waste.	N	It is acknowledged that improving the A46 Walsgrave would lead to increased predicted numbers of vehicles on the A46 and this is included in the assessment of the Scheme. This does have the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			potential to relocate some congestion elsewhere on the road network, for example the M6, but, conversely, it reduces congestion in other areas. Overall, it has a positive impact on user travel time across the wider area, as demonstrated by the transport assessment carried out for the Scheme, and in particular reduces traffic on the local road network as trips re-route back to the strategic road network. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) provides a detailed description of how impacts on people and communities close to the junction have been assessed and any changes that would arise from the junction upgrade. ES Chapter 10 (Material Assets and Waste) (**TR010066/APP/6.1**) sets out how the Applicant has assessed the effects of the Scheme on material assets and waste.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	Please do something about the traffic on Clifford bridge especially coming into Coventry from A46 and Binley Road.	N	The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Traffic modelling results undertaken for this assessment indicate that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Design	Reduce congestion	N	The Scheme has been designed to fulfil its key objectives, one of which is to reduce congestion at the Walsgrave junction. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Traffic modelling results undertaken for this assessment indicate that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Design	Agree with the junction location, but uncertain whether the traffic islands can accommodate the anticipated volume of traffic once the land west of the A46 (Coventry side) is potentially developed in the coming years. Infrastructure should be designed with future needs in mind, not retrofitted down the line.	N	Planned developments in the area have been considered as part of the development of the Scheme, but only where land has been allocated for development or it is proposed in the Local Plans of the relevant local authorities. It does not take into account potential developments that have not yet been included in Local Plans, owing to the lack of certainty over such developments and their needs ES Chapter 15 (Combined and Cumulative Effects) (**TR010066/APP/6.1**) sets out the process of identifying and assessing likely significant combined and cumulative environmental effects related to the Scheme.
Design	The extra road to hospital would make it a better design	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	New road to hospital.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	You need to add on access road to the hospital. As the junction is level where the hospital is, I think for. An extra 1 million pounds and access road is installed and helps with medical emergencies coming from the motorway.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the Scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	A road from the new proposed island to the hospital would reduce congestion around the main hospital and improve emergency access to the hospital.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Needs to be linked up with the hospital as this is the biggest problem with traffic in the area bringing everywhere to a standstill.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	It is an improvement but we need to remove hospital	N	The Scheme has been designed to allow a future link

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	traffic from the area for the best improvements for local residents.		road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic

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			highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	As mentioned by my local councillors there is no link road within the Scheme to the adjacent hospital. Many local residents have raised their concerns to our local councillors. Can this be addressed	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Over years The Highways Agency has given a jobs worth response to the desperate need for a second entrance to university hospital Coventry.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Really need second access route to UHCW.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Was the hospital not built with the expectation that retrospective planning permission would be given for alternative/secondary access? Why would this	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the

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	opportunity be missed now?		western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN. Planning permission for the development of the original hospital and any conditions attached to it are outside the responsibility of the Applicant.
Design	Where's the entrance to the hospital that we've been waiting for for years, I feel if this is going ahead and the disruption it will cause let's kill 2 birds with one stone and make a 2nd entrance to UHCW which is needed and has always been in talks , why do this work without that included I just don't get it. A second entrance to the hospital is what is desperately needed. The hospital cannot go on with the congestion it causes, ambulances not getting through we need to offer some sort of alternative for the people who use the hospital and for the residents who live around the hospital and ease the pressure of ambulances using the make shift entrance off school house lane. When the m6 has problems which is most weeks the whole of walsgrave is gridlocked making it difficult for patients getting to the hospital for treatment, yes go ahead but include a 2nd entrance to UHCW and maybe give our NHS a fighting chance under the pressures they already go through	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	The main issue regarding traffic relates to hospital access. This would be a change to fix the biggest traffic issue in the area & create a new access to the hospital. If anything, this would help traffic more than the existing plans.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN. The Applicant has engaged with Coventry City Council throughout the pre-application period, including discussions of the hospital link road. Chapter 3 of this Report includes a summary of engagement with the council, and with other stakeholders. By replacing the existing roundabout with a grade-

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			separated junction, however, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	We would like to add our support strongly to the petition to have a much needed second access to UHCW.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout

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			the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Please can the proposed junction upgrade also include a proposal to include a plan for a second direct access route to UHCW, this is our one opportunity to address the long term traffic congestion at UHCW and the surrounding area.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to

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			off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future

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			planning application(s) affecting the SRN.
Design	The plan looks fine but I'd give more weight to the direct link to the hospital. A significant amount of the traffic at that junction is going from and to the hospital and it's only going to increase in the future. There have already been plans put forward to help with the traffic but they could never have worked because the other 3 sides of the hospital are in built up residential areas with narrow roads, not to mention traffic to the city centre. This would seem like the one chance to fix this long term problem for the future	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	I have visited and review the proposed upgrade planned for the A46 Walsgrave junction with total disbelief. I was born and have lived in Coventry all my life when access to the A&E Department was relocated from the City Centre to the University Coventry & Warwickshire Hospital – Walsgrave Hospital to improve access for the emergency services, especially from the M6. This has created congestion issues, as the structure in place restricts ALL access to the hospital using one route. A second direct route is required urgently. I within the vicinity of the hospital – less than 2 miles any when attending out-patients clinics, traffic congestion can increase a 5 minute journey to 45 minutes or more!! Residents have been asking this question for years. There has been an increase in businesses in the Walsgrave area which significantly impacts on the M6/M1/M69 inter-change. Previous consultations have called for a second direct access to the hospital, but this just seems to have been ignored. At times I have	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure

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	witnessed ambulances trying to gain access to the hospital during traffic congestion, limited as they are not able to manoeuvre through traffic which is practically at 'stand still'. Lives are being put at risk as a second direct route must be considered urgently within the proposed upgrade.		Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Could I ask for an access/ingress be included for the hospital staff.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	The proposal is fine as far as it goes, but the opportunity should also be taken to provide from the new A46 junction a second access route to the hospital, which would alleviate pressure on the Clifford Bridge Road entrance.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant

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			has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	The proposal looks good however it should include an extra entrance to the University Hospital as having just 1 entrance is not enough.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the

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			western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City

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			Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	I understand there are talks/plans to consider a direct access to UHCW. I highly recommend this as I have sat in traffic on the local roads around UHCW since I started working at the trust in 2021. In addition to this, I fear this traffic has increased as the car parking capacity has increased. Our patients always complain about entry into the hospital and are often delayed by this. A separate access direct from the new walsgrave junction for emergency vehicles and staff parking might be a good idea. Staff that travel from around and outside of Coventry can use the main A roads and avoid entering Coventry, thereby reducing congestion. Emergency vehicles travelling on the M6/M69/M1 can admit patients quicker by using this alternative route as well. Peak afternoon traffic out of the hospital is also a nightmare; my colleagues have reported that it can take anywhere between 30-60 minutes to leave the hospital site. This could be mitigated by the use of an alternative exit.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line

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			with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	To please consider a direct access to UHCW. Thank you.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions

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			of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	There is a huge chance that link to hospital will be forgotten and effect on local roads will remain chaotic at peak times.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	There were plans to include a blue light route along the A46 some years ago. This was veto'd because the residents got together to dispute the plans. There was no infrastructure in place (doctors, schools, dentists).Homes were going to be built on flood plain land (with ballast tanks in the houses) The river Sowe had already burst its banks quite	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the

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	severely with water almost coming over the top of the flood plain protection once the new hospital had been built. Naturally, this would have a detrimental effect on household insurance for all the properties alongside the flood plain. I would like to know more detail about the proposed road leading off towards UHCW but have not been given any further information to follow this up.		western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	I would like to know more about the planned 'blue light'	N	The Scheme has been designed to allow a future link

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	route from the top of the 'dog bone' interchange, will there be housing and office buildings planned along this route and how will it be monitored?		road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and Warwickshire and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN. The future development of a hospital link road would be subject to its own planning application, in which factors such as associated infrastructure and the monitoring of any proposed traffic enforcement measures would be set out in detail.
Design	Don't change the junction and provide one dedicated for the hospital	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Ultimately, it would seem the best benefit for the area would be for a junction at the hospital that allowed traffic to exit to it from the A46 while leaving the present junction untouched.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant

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			has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	There MUST be another entrance AND exit to the Hospital with no restrictions ideally going to/from both directions. If this involves compulsory purchase of the land to achieve this so be it.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole

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			(including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the

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			Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	if the link road from the junction to nearby UHCW is built will prove a much needed access point for the Hospital.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of

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			the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Prioritise an alternative entrance/exit for University Hospital**.**	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions

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			of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	make another entrance to the Hospital for all not just blue light & staff carparking. It will get a considerable amount of traffic off the Walsgrave area.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement

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			and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	The entrance to Walsgrave Hospital would also help if that could be actioned earlier.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital

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			Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	There needs to be extra link to hospital. Why is this not included?	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the

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			new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant

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			would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Let's hope it gets passed and then local authority can take a road from the new island to back UHCW so emergency vehicles have easier access!	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making

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			improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	My main point is that there is one road in and out of the hospital, which I have always found to be so wrong when you consider the numbers of people working along within the complex. Then add the people having to attend the hospital, it's so bad that this was ever allowed to happen. The traffic jams and the delays and stress on anyone working or visiting it.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic

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			Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN. The Applicant acknowledges that the current road and junction arrangement, and the congestion levels that regularly affect the Walsgrave junction, can lead to road users seeking alternative routes on local roads. By replacing the existing roundabout with a grade-separated junction, however, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The

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			Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	If there is no secondary entrance and exit from the hospital complex I don't see the reason to change the road from how it is presently.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so

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			throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Make another entrance + exit into the hospital for staff, I believe it is the only way to reduce the volume of traffic. This in turn will decrease the carbon footprint.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the

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			proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Why not put a direct route into the hospital site from A46. Make a flyover from the island at the B4082 road into the hospital.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the

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			western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City

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			Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	get an alternative route into UHCW for emergency vehicles.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Page 11 – the access route for emergency services and staff car parking should be included in the present plans. If not there is the possibility of this section becoming overloaded on the approach roads.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	I support the proposed scheme but think that whilst developing this road an access road should be included into the hospital both in and out to help with the chaos in Clifford Bridge rd morning - night.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	access in and out of hospital needs to be included in plans. It would be so simple to filter traffic from bypass into and out of hospital.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Hospital transport could be delayed & be impactful to	N	The Scheme has been designed to allow a future link

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	health of local residents. The hospital needs another entrance.		road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic

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			highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Why is there no hospital relief road put into place firstly.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant,

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			therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Somebody will have to pay for a new access road to the hospital.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain,

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			manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	The only time there is a traffic build up is when the staff at Walsgrave University clock on and clock off so better solution would be a direct access to A46 from the hospital.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout

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			the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	I am sure the money would be better spent having a direct entrance and exit to Walsgrave University Hospital on the A46.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not

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			obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	Access to UHCW from the A46 is urgently needed to make it easier for people to get to the hospital without using Clifford Bridge Road, Walsgrave Road and Ansty Road.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	The local community suffers from the impact of people trying to get in and out of UHCW. It should be a priority that a new road linking the rear of UHCW to the A46 is built. Emergency vehicles in particular need to get in and out of the hospital as quickly as possible. It's bad enough that the imposition of cycle lanes is affecting the speed of access for emergency vehicles.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of

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			the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Something urgently needs to be done with the A46 to improve access to the hospital. A road connecting the A46 to the back of UHCW avoiding local roads should have been thought of years ago.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Please get the council to build the much-needed link to the hospital. Local routes are already crowded with hospital traffic.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the

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			Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Another exit from hospital directly onto A46 would have been sufficient.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to

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			off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future

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			planning application(s) affecting the SRN.
Design	Would be great if was connected to the hospital that would reduce the traffic problem.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital

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			Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	With a 3rd lot of major works proposed after we have already put up with major disruption due to the Tollbar and Binley junctions, it would make sense to include the access route to the hospital at the same time. The hospital is in desperate need of an additional entrance for visitors as well as the proposed staff and emergency vehicles.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure

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			Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN. The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. The Outline Traffic Management Plan would be developed into the Traffic Management Plan, secured by Requirement 11 of the draft Development Consent Order (**TR010066/APP/3.1**) which will set out the specific traffic management measures to be implemented during construction.

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			The Applicant's communication plan is provided in the Outline Construction Communications Strategy, which is an appendix to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase. This person would engage with key stakeholder groups to ensure information is shared about diversions and closures. The Applicant would also communicate updates during construction using the Scheme webpage and other methods as appropriate.
Design	The island on the west side of the proposed bridge has obviously been designed for a future spur to the hospital and the proposed development in the area. Please add the first few metres of the spur as part of the project. This will avoid any disruption to live running lanes when the link road is built at a future date.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout

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			the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	I am a local resident on the Clifford Bridge estate and will be affected by this development. In the news, the CEO of University Hospital is quoted as saying Speaking to the BBC, Andy Hardy, chief executive officer, said: "The conversation we've had with [the Applicant]... to date is that where their junction will be,	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not

Table 12 - Design theme: Local community and statutory publicity			
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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	there could be a junction directly into the rear of the hospital site. "[That could be] specifically for [a] staff entrance, but also very importantly for ambulance access, which will take away from the congestion we see on a regular basis around Clifford Bridge Road." And further, it had been "an aspiration of our hospital to have another access on to this site for a long, long time". [Coventry Telegraph 6.12.23]. However your published plans do not show any of this and creating a new entrance from the A46 into UHCW would have to alter the plans substantially. Can you comment on this?		obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	Ensure a second entrance into the hospital which is a major emergency facility for Warwickshire and Coventry.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Please ensure there is a second entrance into the hospital.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Would like to see a separate entrance for emergency ambulances to the hospital be catered for from this junction.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	by far the biggest impact to the local residents and road users is the access to UCHW. This will be the main objection to the scheme - the fact that hospital traffic will continue to be channelled down the B4082 rather than you providing a separate entrance to the hospital directly from the A46. This is a prime opportunity and would go a long way to winning support for the scheme from locals. It would greatly benefit visitors and hospital workers and it would have a significant impact on the traffic, noise and pollution which is experienced daily by both drivers and residents.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the

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	I understand you plan to "work with the developer and Coventry City Council" but this should be firmly agreed and part of this project not an ideal.		Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	It would benefit local community and traffic flow but only if the access from the A46 to the hospital is confirmed with a completion date. Without it the not inconsiderable local issues will continue.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to

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			off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			By replacing the existing roundabout with a grade-separated junction, however, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	I have always been puzzled why Ambulances and other Emergency vehicles have "fight" their way through narrow and congested local roads around UHCW, so can't the opportunity be taken to provide a direct "Emergency Vehicles Only" access spur road off the new north-eastern roundabout?	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the

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			proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN. The Applicant acknowledges that the current road and junction arrangement, and the congestion levels that regularly affect the Walsgrave junction, can lead

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			to road users seeking alternative routes on local roads. By replacing the existing roundabout with a grade-separated junction, however, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	if an entrance/exit is provided for the hospital that will be a great benefit.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital

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			Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	another direct access to UHcW hospital	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the

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			new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant

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			would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	I strongly believe that the opportunity should be taken to create a new entrance to UHCW from this new Junction to make ambulance access better a to help reduce local travel congestion which happens every day in the Walsgrave area	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making

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			improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	A good design but should have new access to hospital included	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic

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			Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	I think there should be more thought about a 2nd entrance for the hospital uhcw	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing

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			information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	I cannot overstress the importance of enhancing the proposal to include the 2nd site access to the UHCW	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not

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			obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.

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Design	It is a reasonable first stab at a solution, however a significant enhancement to the proposal would be to include a 2nd access to the UHCW site. This would actually provide a real benefit to local people in addition to the benefit to those just passing through	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the

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			Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	It is vital that a slip road to UHC is added to the plan this will help alleviate the congestion around the hospital... Ansty Rd and Clifford Bridge Rd..... even though improved... definitely needs access from the A46 to provide 2 entry points into the hospital.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of

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			the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	You must add a link to the hospital... We have tried to have this provision for many years and it is always ignored. If you care about the public then you will put a link road to the hospital.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Please please please consider the hospital relief road as part of this scheme	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	University hospital is a major trauma unit serving the whole region. It is essential that the link road to the hospital from the A46 is built asap and at least as part of this major road change.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to

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			off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			planning application(s) affecting the SRN.
Design	There should be a separate road to the hospital included in the proposed new layout. This would reduce the amount of traffic going up to junction two (M6) where currently there are queues waiting to get around this island and with this new layout it can only get worse.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN. The Applicant acknowledges that the current road and junction arrangement, and the congestion levels that regularly affect the Walsgrave junction, can lead to road users seeking alternative routes on local roads. By replacing the existing roundabout with a grade-separated junction, however, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	There should be a separate road to the hospital included in the proposed new layout. This would reduce the amount of traffic going up to junction two (M6) where currently there are queues waiting to get around this island	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN. The Applicant acknowledges that the current road and junction arrangement, and the congestion levels that regularly affect the Walsgrave junction, can lead to road users seeking alternative routes on local roads. By replacing the existing roundabout with a grade-separated junction, however, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	I believe it is most important that a new road directly to the hospital is included in this scheme.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Link road to UHCW will improve traffic flow around and on site	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Agree with concept but it needs a dedicated access route to the hospital to reduce queuing (have queued for 15 mins before, trying to get an infant to A&E!)	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Needs dedicated access from A46 to the hospital to reduce traffic on local roads	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole

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			(including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	There needs to be a second entrance to UHCW	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of

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			the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	Only to reiterate that a second entrance to the hospital is desperately needed and would improve traffic flow and congestion hugely around the local area. It would be a huge benefit and fits in perfectly with the proposed works to be done.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with

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			its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.
Design	It's a great idea, and necessary, but I feel very strongly that there should be a second entrance to the hospital included. It has always been an issue & the hospital traffic causes HUGE delays travelling around Walsgrave, it's an absolute nightmare. It makes complete sense to add a second entrance to the hospital as it would be perfectly positioned and would take a huge amount of traffic away from the residential areas, which is desperately needed.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so

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			throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN. The Applicant acknowledges that the current road and junction arrangement, and the congestion levels that regularly affect the Walsgrave junction, can lead to road users seeking alternative routes on local roads. By replacing the existing roundabout with a grade-separated junction, however, the Scheme would

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			provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.
Design	Perhaps you could consider removing the lay bys and providing refuge areas along the length of the A46?	N	There is insufficient space between the proposed new location of the Walsgrave junction and the M6/M69 junction to provide new laybys. It would not be possible to safely position a layby in this location and it would create unsafe weaving lengths between the junctions and laybys. South of the junction, the Scheme is constrained by the existing Hungerley Hall Farm accommodation overbridge, the Coombe Pool SSSI and the existing Brinklow Road overbridge. The close proximity of Tollbar End, Binley, Walsgrave

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			and the M6/M69 junctions allow opportunities for vehicles to leave the A46 mainline.
Design	I hope the 2 existing layby's on this stretch of road will be kept	N	The existing laybys on the A46 located on the northbound and southbound carriageways north of the existing Walsgrave roundabout would be removed as part of the Scheme. Due to the layout of the Scheme, the laybys need to be removed due to insufficient weaving length between the proposed Walsgrave junction merge/diverges and the M6/M69 merge/diverges. There is insufficient space between the proposed new location of the Walsgrave junction and the M6/M69 junction to provide new laybys. It would not be possible to safely position a layby in this location and it would create unsafe weaving lengths between the junctions and laybys. South of the junction, the Scheme is constrained by the existing Hungerley Hall Farm accommodation overbridge, the Coombe Pool SSSI and the existing Brinklow Road overbridge. The close proximity of Tollbar End, Binley, Walsgrave and the M6/M69 junctions allow opportunities for vehicles to leave the A46 mainline.

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Design	To underscore the potential improvements, I urge you to consider studying the well-established highway systems in Dubai and China. These international models showcase innovative approaches to road development, providing valuable insights that could elevate the A46 Walsgrave Coventry junction. Respectfully, I recommend a thorough reassessment of the current proposal to align it with contemporary standards and address the aforementioned shortcomings. By incorporating elements from cutting-edge road infrastructure globally, we can ensure a forward-thinking and effective solution for our community. I appreciate your attention to these concerns and trust that, through collaborative efforts, we can contribute to the creation of a safer, more efficient road network.	N	The type and size of junction for the Scheme follows a standard arrangement that is common around the United Kingdom. It has been designed in accordance with the standards set out in the Design Manual for Roads and Bridges (DMRB) and has been rigorously assessed in terms of safety and effectiveness. The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. It also summarises the extensive process of assessing and refining a longlist and shortlist of potential route options, including a public consultation on this process, before a preferred route was formally selected for further development. As summarised in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**), the preliminary design of the Scheme has been subject to a Stage 1 Road Safety Audit (RSA), which would be continued through a further three stages as the design of the Scheme is developed.
Design	Toll Bar island was improved, traffic got congested at TGI Island/ A428 now traffic is congested at this island. Would suggest when this is completed M6 J2 island will need improving.	N	It is acknowledged that improving the A46 Walsgrave would lead to increased predicted numbers of vehicles on the A46 and this is included in the assessment of the Scheme. This does have the potential to relocate some congestion elsewhere on

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			the road network, for example the M6, but, conversely, it reduces congestion in other areas. Overall, it has a positive impact on user travel time across the wider area, as demonstrated by the transport assessment carried out for the Scheme, and in particular reduces traffic on the local road network as trips re-route back to the strategic road network. As such, the Applicant does not consider it necessary or cost-effective to implement changes to other junctions on the A46 in order to complement the changes being proposed at the Walsgrave junction. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity and journey time changes brought about by the Scheme.
Design	University hospital is a major trauma unit serving the whole region. It is essential that the link road to the hospital from the A46 is built asap and at least as part of this major road change. For once lets get all the disruption over in one period. Lets not waste this opportunity just because Highways England and Coventry City council are two different entities.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the

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			western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant would continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	At present time the B4082 link road junction has a three lane access onto the A46. On the new junction at the dumbbell there is only one. I feel that two would be better to separate the north and south travelling traffic before it reaches the island.	N	The Scheme proposal, which makes use of a grade-separated junction, was assessed as being the option that best fulfilled the scheme objectives, minimised environmental impact and returned a high BCR to demonstrate value for money, as set out in the Case for the Scheme (**TR010066/APP/7.1**). The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints.
Design	The Hungerley Hall Farm bridge needs to be kept. How does the farmer access the bridge, now that the new road cuts off the access?	Y	Since the completion of the statutory consultation, structural surveys of the Hungerley Hall Farm accommodation overbridge have been carried out and it has been found to be structurally sound. The Applicant proposes to retain the Hungerley Hall Farm accommodation overbridge as part of the Scheme, and will continue to maintain the asset. Should the requirements for farm access change in the future as a result of development in the area, the Applicant is open to discussing the future use of the bridge with any prospective applicant of Local Plan allocation H2:3 and Coventry City Council in regard to its future use as an active travel route, at that point in time. This would allow the bridge to continue to be used for agricultural traffic accessing farmland to the east of the A46 without using the new dumbbell junction or

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the strategic road network.
Design	The plan shows the B4082 running very close to A46. Drivers on A46 northbound will be confused and dazzled by vehicles approaching them on their left. In similar situations, a fence has been provided to stop the glare of approaching headlights, but a 2m high earth bank will be a more positive visual barrier, and prevent vehicles from crossing between carriageways.	N	An anti-glare fence is being considered between the A46 and B4082 to mitigate the risk of headlight glare from each road. The details for this would be developed in the detailed design stage of the Scheme.
Design	My main concern with the scheme and this details may have already been considered but not shown on the material is that the realigned A46 northbound and B4082 southbound will need a barrier between them. This would prevent lights from oncoming traffic dazzling drivers on both roads. The current 3D proposed image only shows a safety barrier (VRS) separating the two roads and this would only provide a little mitigation towards the dazzling lights.	N	An anti-glare fence is being considered between the A46 and B4082 to mitigate the risk of headlight glare from each road. The details for this would be developed in the detailed design stage of the Scheme.
Design	I asked your official why the plan shows the width of the A46 central reservation widened at the bend. I was advised it was to improve sightlines. Visibility is required between 600mm and 2m above road level and a 1m high concrete central barrier would obstruct the view. Please consider an alternative central barrier with a 600mm high concrete wall with steel posts built in at intervals and vehicle barrier beams between those	N	An anti-glare fence is being considered between the A46 and B4082 to mitigate the risk of headlight glare from each road. The details for this would be developed in the detailed design stage of the Scheme. The central reserve is widened on the curved section of the A46 for the Scheme to meet the visibility

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	posts, leaving a vision slot under the beams. This change will allow the central reserve to stay at the minimum width and for the northbound carriageway to have a larger radius. It will also ease the reversal of curvature in A46 where there is little space for any transition. Visibility will also be improved by the crossfall on the bend raising the driver's eye height relevant to the height of the barrier. A 300m radius appears to be possible, while lower radii exist on motorways such as M53 Birkenhead (200m), and A48(M) in Wales (225m) with dense vegetation only 2.5m from the inside of the bend.		standard requirements. DMRB CD 109 Highway Link Design requires a visibility envelope from driver's eye height ranging from 1.05m to 2m to object height ranging from 0.26m to 2m. For dual carriageways, this does not need to extend to the other carriageway, hence the 1m high concrete safety barrier.
Design	If traffic in the new scheme is designed to flow more freely, my suggestion would be that there was a review of traffic joining at this junction and that either some structure (such as hatched boxes to avoid two lanes suddenly merging on the slip road as drivers try to pull across more quickly - Tollbar island has these on the entry to the southbound A46 from the island), or a forced merge into one lane on the slip rather than two was considered - it would be a safer entry to the main carriageway	N	The merges and diverges to join and leave the A46 with the proposed junction slip roads are designed based on traffic volumes and the standards set out in the Design Manual for Roads and Bridges (DMRB). This informs the suitable layout for traffic to safely navigate joining the traffic on the A46. The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints.
Design	Providing the feeder roads are on the same level as the A46 highway I am happy with that.	N	The B4082 is designed to be as close to the existing ground level to minimise earthworks. The A46 is at a lower ground level to the ground along which the B4082 is proposed. The B4082 is designed to

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			connect the existing road to the existing farm bridge and proposed junction. It would be approximately 4m above the A46, slightly below the existing field level, and rise up to meet the proposed western dumbbell roundabout 8m higher than the A46. The slip roads would also rise from the A46 to meet the new dumbbell roundabouts. The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints.
Design	The scheme provides the potential for further development to come forward, through the plan-led system, on land to the east of the A46 with the following associated benefits: • Associated public open space • The potential for new services and facilities.	N	The comments are noted.
Design	Best of the options provided during initial consultation.es	N	The comment is noted.
Design	I have experienced the improvements at the TGI Friday junction.	N	The comment is noted.
Design	The new road works only finished last year work well	N	The comment is noted.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	The scheme provides the potential for further development to come forward, through the plan-led system, on land to the east of the A46 with the following associated benefits: • biodiversity enhancements.	N	The comment is noted.
Design	Since the improvements at Toll Bar and Binley, this has become a traffic pinch point and negates the gains made following years of disruption	N	The comment is noted.
Design	The series of three roundabouts (tollbar, Binley, and walsgrave) has always been a course of great congestion. Since Tollbar and Binley were upgraded, the congestion has all been focussed on Walsgrave; often with traffic queuing back over the Binley flyover, defeating the point of that improvement work! Helping reduce congestion here will make the A46 a reliable corridor in and out of Coventry towards the M1 vastly improvement transport links.	N	The comment is noted.
Design	Earlier improvements to Binley Woods junction and Tollbar have significantly improved traffic flow, and this improvement now seems the natural next step.	N	The comment is noted.
Design	Now that the Binley junction has been completed, the	N	The comment is noted.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	Walsgrave roundabout needs to be removed and the new junction put in place.		
Design	The current roundabout has served its purpose but it is now a bottleneck as the traffic is free flowing through tollbar end and through Binley. This the final junction from the M40 to Leicester M1 and beyond where there is a bottleneck roundabout remaining.	N	The comment is noted.
Design	This is a much needed scheme and can't come quick enough especially now Tollbar End and Binley have been completed.	N	The comment is noted.
Design	Final removal of last roundabout.	N	The comment is noted.
Design	The scheme provides the potential for further development to come forward, through the plan-led system, on land to the east of the A46 with the following associated benefits: • New employment floorspace located next to the strategic highway network and associated high-quality jobs which will help to meet the existing needs of the local area and wider region, which will also help to speed up the economic recovery post Covid-19. • The provision of employment floorspace co-located	N	The comment is noted.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	next to existing and proposed housing to provide for the needs of modern lifestyles. • Associated public open space and biodiversity enhancements. • The potential for new services and facilities.		
Design	Enhance economic growth.	N	The comment is noted.
Design	Question 1e: To what extent do you agree or disagree with the proposed route and junction arrangement for the scheme? Strongly agree. Question 1f: Please provide reasons for your answer. For the reasons also identified in Question 1d, we strongly agree with the proposed route and junction arrangement for the scheme.	N	The comment is noted.
Design	It looks a good route	N	The comment is noted.
Design	Looks good	N	The comment is noted.
Design	Looks nice and tidy	N	The comment is noted.
Design	the new scheme is well planned and laid out, it has	N	The comment is noted.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	been needed for many years		
Design	the proposed scheme is an excellent idea and long past due.	N	The comment is noted.
Design	A good design	N	The comment is noted.
Design	It is a reasonable first stab at a solution	N	The comment is noted.
Design	I think it's a good idea as I have seen the benefits on the previous two junctions on the A46 in the long term.	N	The comment is noted.
Design	very much welcomed in my opinion!	N	The comment is noted.
Design	Needs to happen	N	The comment is noted.
Design	Through traffic needs to be allowed to keep flowing. Local traffic needs to have a way move through the junction without intersecting with faster through traffic.	N	The comment is noted.
Design	The layout looks a bit strange, but given the constraints explained in the earlier consultation this seems like the best solution.	N	The comment is noted.
Design	Removing the roundabout altogether is required. Having a slip road to have access towards B4082 is ideal.	N	The comment is noted.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	Very happy with the proposed route and junction	N	The comment is noted.
Design	I agree	N	The comment is noted.
Design	It is a good design route.	N	The comment is noted.
Design	Agree with the route.	N	The comment is noted.
Design	Best of all the options.	N	The comment is noted.
Design	All in all will be very good	N	The comment is noted.
Design	The A46 is a vital link for business and pleasure to the West Midlands.	N	The comment is noted.
Design	Looks to be the most sensible option.	N	The comment is noted.
Design	This scheme needs to be built. All the adjacent roads on this side of the city will greatly benefit from it.	N	The comment is noted.
Design	Looks good but not my area of expertise.	N	The comment is noted.
Design	Seems logical.	N	The comment is noted.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	Seems very sensible.	N	The comment is noted.
Design	The layout looks good.	N	The comment is noted.
Design	Looks like it will improve things.	N	The comment is noted.
Design	I support the grade separation of the junction.	N	The comment is noted.
Design	About time !	N	The comment is noted.
Design	Please can we have it as soon as possible.	N	The comment is noted.
Design	its been long awaited.	N	The comment is noted.
Design	Just get on with it as fast as possible.	N	The comment is noted.
Design	The sooner it is done the better. Speed up the construction.	N	The comment is noted.
Design	So long to wait. Please do it quicker!	N	The comment is noted.
Design	If proposal is granted just get it done!	N	The comment is noted.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	Just get it built and finished. The sooner the better.	N	The comment is noted.
Design	Please get on with it. Delays result in rising costs.	N	The comment is noted.
Design	Please start this sooner. Why wait till 2026.	N	The comment is noted.
Design	I must say I am disappointed in the 2026 start date and the 2028 completion date, but realise this is all to do with public consultations etc. This upgrade in my opinion is needed now not in five years time.	N	The comment is noted.
Design	It at least seems to leave scope for future access to the hospital.	N	The comment is noted.
Design	Would allow an opportunity for a second entrance into the hospital to ease traffic at the present entrance.	N	The comment is noted.
Design	adding the road to the hospital	N	The comment is noted.
Design	I am glad to see there has been an allowance for a 'back door' into the hospital.	N	The comment is noted.
Design	I particularly support the idea of improved access to	N	The comment is noted.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	and from Walsgrave Hospital, even if only for emergency vehicles and staff cars/car parking. This would certainly improve traffic flow on B4082 at peak times.		
Design	The hospital should benefit this junction when a link road is built.	N	The comment is noted.
Design	Ambulances will be able to access the hospital far better.	N	The comment is noted.
Design	Gives a new point of access to UHCW - desperately needed - dreadful congestion in Clifford Bridge Rd area.	N	The comment is noted.
Design	Increases my southbound journey distance but accept it is the only practical solution.	N	The comment is noted.
Design	The junction needs to be improved to decrease travel times.	N	The comment is noted.
Design	This scheme will enable a housing development of approximately 900 dwellings at Walsgrave Hill to come forward, as allocated in the Coventry Local Plan. This is because the upgraded junction design factors in a 'blue light' route linking the A46 to the University Hospital, which is required in the allocation.	N	The comment is noted.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	Question 5a: Do you have any other comments on the scheme? This scheme will allow for the natural expansion of a mixed-use development to be brought forward through the planning system in a location where existing services, facilities and strategic transport routes can be accessed. It would also allow for employment-led development to be co-located next to existing and proposed housing to link the future workforce with jobs.	N	The comment is noted.
Design	Will remove the risk of a serious accident.	N	The comment is noted.
Design	Will reduce collisions at the roundabout	N	The comment is noted.
Design	will be a safer option for all.	N	The comment is noted.
Design	Previous improvements to the A46 were brilliant and have improved the flow of traffic greatly.	N	The comment is noted.
Design	Proposals should provide improved safer access.	N	The comment is noted.
Design	Should reduce some impact on local roads.	N	The comment is noted.
Design	There has been some impressive work that has gone behind the design for the scheme to address the congestion issues that road users encounter at the junction during the peak hours.	N	The comment is noted.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	The scheme will reduce the congestion and improve efficiency of journeys on the strategic and local road networks, which will continue to face increased traffic flows as the residential and economic growth in Coventry and the surrounding areas continue.	N	The comment is noted.
Design	Will ease traffic significantly	N	The comment is noted.
Design	It should help with traffic congestion.	N	The comment is noted.
Design	This will make traffic flow much better.	N	The comment is noted.
Design	Would allow through traffic to flow and local traffic to access egress A46 safely	N	The comment is noted.
Design	It will help the through traffic on the A46 to flow and that will benefit the through traffic greatly.	N	The comment is noted.
Design	I think it is a reasonable approach to improved traffic flow for through traffic on the A46.	N	The comment is noted.
Design	Will improve flow of traffic	N	The comment is noted.
Design	This is the last around about from Leicester to M40. It make sense to do it and would prevent local traffic	N	The comment is noted.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	joining and up coming on slowing		
Design	Coventry roads are changing in a good way and schemes like this one really change the traffic situation around	N	The comment is noted.
Design	will help the flow of traffic	N	The comment is noted.
Design	the new scheme will benefit road users and local residents as it will cut down of traffic delays.	N	The comment is noted.
Design	It does look like it will free traffic flow	N	The comment is noted.
Design	this new proposal will mean the A46 will not come to a stop/slow down for the round about.	N	The comment is noted.
Design	I think it will work well for all directions of travel.	N	The comment is noted.
Design	The need for an exit slip should reduce if not eliminate queuing times on the A46.	N	The comment is noted.
Design	To avoid the congestion at the Walsgrave junction.	N	The comment is noted.
Design	The Walsgrave scheme will make a difference to the traffic in peak times.	N	The comment is noted.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	As I've expressed in previous boxes, this proposed scheme would have a hugely positive impact on congestion!	N	The comment is noted.
Design	The traffic flow will be much improved (positive).	N	The comment is noted.
Design	Traffic will flow better with less stopping	N	The comment is noted.
Design	Looks like it could improve flow for traffic	N	The comment is noted.
Design	Can clearly see that traffic will flow	N	The comment is noted.
Design	Anything that positively impacts the traffic levels is something I fully support.	N	The comment is noted.
Design	This junction is a major bottle neck and is a route towards a hospital so needs to be resolved.	N	The comment is noted.
Design	It looks like a good way of maintaining flow on the main trunk road and allow traffic to leave and enter the road more smoothly	N	The comment is noted.
Design	Should allow for easier access / departure from the A46, and remove the tailbacks that block Clifford Bridge Road.	N	The comment is noted.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	Proposed scheme prioritises flow of traffic in the direction that majority of people travel	N	The comment is noted.
Design	Continuous flow is most definitely required.	N	The comment is noted.
Design	makes sense to keep the main A46 flowing	N	The comment is noted.
Design	Allows easy entry/exit to the A46 without restricting the flow.	N	The comment is noted.
Design	I'm a local resident and A46 user. I see the high level of through traffic that the new proposals will allow to move much more freely	N	The comment is noted.
Design	The junction needs to be improved to reduce congestion at the roundabout and local roads at rush hour	N	The comment is noted.
Design	The scheme will reduce congestion at the Walsgrave junction as the traffic will be free flowing thus reducing travel time and also reducing the number cars on local roads who are using those road to avoid congestion on the A46.	N	The comment is noted.
Design	Free flowing traffic is essential as our area is heavily congested.	N	The comment is noted.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	This will improve traffic on the A46 and neighbouring roads	N	The comment is noted.
Design	To ease congestion on the A46 and Clifford Bridge Road.	N	The comment is noted.
Design	Will be pleased to see less hold ups at the interchange as has happened at the Binley interchange with the flyover.	N	The comment is noted.
Design	The TGI flyover, whilst needed, has created significant congestion at the next island (Clifford Bridge Rd feeder road) that this scheme needs to alleviate. The new scheme is needed a.s.a.p.	N	The comment is noted.
Design	Reduce the bottle neck, and traffic goes, improved traffic flow.	N	The comment is noted.
Design	To sort out traffic logjam.	N	The comment is noted.
Design	The scheme is needed due to the amount of traffic the road has.	N	The comment is noted.
Design	Anything that keeps traffic moving is better than	N	The comment is noted.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	standing still.		
Design	To reduce traffic congestion	N	The comment is noted.
Design	Speed traffic flow. Reduce congestion.	N	The comment is noted.
Design	Looks reasonable for A46 traffic to travel unimpeded north and south.	N	The comment is noted.
Design	Looks very feasible to direct traffic away from through north/south traffic on A46.	N	The comment is noted.
Design	To reduce delays.	N	The comment is noted.
Design	It will allow the flow of traffic to be faster hence making journeys economic and pleasurable.	N	The comment is noted.
Design	To reduce congestion on link road.	N	The comment is noted.
Design	If the A46 traffic is flowing at 70mph joining and leaving via the new junction should greatly improve the journey.	N	The comment is noted.
Design	I don't know about this but as a busy road the situation must be helped by the proposed junction.	N	The comment is noted.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	Less hassle at B4082/A46 junction hopefully will mean less traffic on local roads.	N	The comment is noted.
Design	To alleviate tailbacks.	N	The comment is noted.
Design	To reduce holdups.	N	The comment is noted.
Design	The traffic on the A46 will be able to travel more freely and not slow down or stop at the roundabout of B4082.	N	The comment is noted.
Design	Good idea – hopeful will improve traffic flow.	N	The comment is noted.
Design	Scheme should improve traffic flow.	N	The comment is noted.
Design	Hopefully will alleviate queues and improve traffic flow.	N	The comment is noted.
Design	Should ultimately improve traffic flow for through traffic and local community.	N	The comment is noted.
Design	The plan to take the B4082 left and between Hungerley Hall Farm and the A46 to the new twin island links is great way to allow traffic to go north or south.	N	The comment is noted.
Design	Only way to correct problems caused by phase 1.	N	The comment is noted.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	We would see flowing traffic along the A46	N	The comment is noted.
Design	It will allow free flow of traffic without decelerating and stopping.	N	The comment is noted.
Design	It will reduce the need for traffic to slow down and back up on the A46.	N	The comment is noted.
Design	It will allow traffic to flow freely along the A46.	N	The comment is noted.
Design	I am 85 years old and will not use the junction much. However anything to lessen the use of traffic on Clifford Bridge Road will be most welcome.	N	The comment is noted.
Design	Taken as a whole the benefits to traffic is that flyovers take away the need to keep slowing down for roundabouts unless you want to leave the A46.	N	The comment is noted.
Design	To prevent the build up of traffic at peak times which increases journey times.	N	The comment is noted.
Design	It looks to be a reasonable solution in that the A46 traffic will keep moving.	N	The comment is noted.
Design	Hopeful that traffic will ease both in AM and PM working	N	The comment is noted.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	hours.		
Design	Reduction in bottleneck.	N	The comment is noted.
Design	Smooth out traffic flow and reduce congestion.	N	The comment is noted.
Design	Only traffic needing to exit at that junction will need to use it. Most traffic will continue on the main road, reducing queues.	N	The comment is noted.
Design	Should solve the traffic jams.	N	The comment is noted.
Design	To improve traffic flow and take traffic away from Clifford Bridge Road.	N	The comment is noted.
Design	Proposals should reduce some impact on local roads.	N	The comment is noted.
Design	Less hassle at B4082/A46 junction hopefully will mean less traffic on local roads.	N	The comment is noted.
Design	It will make it a lot easier to access the B4082.	N	The comment is noted.
Design	It provides all directions access	N	The comment is noted.
Design	So much easier to get onto the A46	N	The comment is noted.
Design	Should make access, north & south, easier.	N	The comment is noted.

Table 12 - Design theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Design	An easier way of entering the highway.	N	The comment is noted.

M5. Environment

Table 13 - Environment theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Environment	The PEIR reports that there are further developments of the scheme design, assessment and consultation still to be undertaken, prior to the submission of the Environmental Statement (ES), including an assessment of air quality impacts. We note, an assessment of the impacts of air quality from the operational phase will be presented in the ES. In addition, the PEIR notes (para 4.3.14) that comments within the Scoping Opinion have not been incorporated into the environmental assessments	UK Health Security Agency	N	The PEIR was based on preliminary environmental information that was available at the time of writing and prior to the full assessment being undertaken and reported within the ES (**TR010066/APP/6.1**). An assessment of the air quality impacts of the Scheme was not included in the PEIR as detailed traffic data was not available at the time of writing. This approach is in line with the Design Manual for Roads and Bridges (DMRB), LA 105 Air Quality (Highways England 2019) which sets out the standards related to air quality for the

Table 13 - Environment theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	contained within this PEIR, due to the limited time between the publication of the PEIR and the receipt of the Scoping Opinion from the Planning Inspectorate. As such the PEIR lacks the detail available for air quality from the traffic assessments and operations.			development and construction of road schemes in the United Kingdom. Similarly, as noted within paragraph 4.3.14, comments within the Scoping Opinion were also not incorporated into the PEIR as the PEIR was written prior to the Scoping Opinion being issued. ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**) describes the process of evaluating air quality impacts associated with the Scheme and the measures taken, where necessary, to mitigate them. Outputs from the strategic transport model developed for the Scheme have been used for this assessment. Full details of the transport model are reported in the Transport Assessment in (**TR010066/APP/7.3**). ES Appendix 4.1 is the Scoping Opinion Response (**TR010066/APP/6.3)**. It sets out all issues raised in the Planning Inspectorate's Scoping Opinion and the Applicant's responses to those issues. The Applicant has considered and incorporated the Planning Inspectorate's comments, where appropriate, within the Air Quality assessment.
Environment	The PEIR acknowledges the A46 is a blue light access route to the local	UK Health Security	N	The construction traffic management phases of

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	hospital, yet this is not considered and reported within the PEIR.	Agency		the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design. The Applicant will engage with Coventry City Council and University Hospital Coventry about proposed road closures and diversion routes. Agreed road closures and diversion routes would be detailed in subsequent iterations of the Traffic Management Plan that are submitted to local authority and the Secretary of State and secured through the draft DCO, Schedule 2 Requirement 11 (**TR010066/APP/3.1**). All road closures and diversion routes would be published at the earliest opportunity on the Scheme website, and dialogue will be maintained with University Hospital Coventry throughout the construction phase. A Transport Assessment (**TR010066/APP/7.3**) has been submitted as part of the DCO submission. This document summarises the Scheme's impact on the strategic and local highway network with respect to traffic congestion and road safety for motorised transport. The report covers the transport

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				modelling assessment of the Scheme's operation in the opening and design year forecast scenarios. The impact of the Scheme on the A46 and local roads, forming blue light routes to the hospital, is summarised below. For trips approaching the hospital from Clifford Bridge Road to the south, we see small travel time improvements in the morning (AM), daytime (Inter) and evening (PM) peaks at 2028 (Scheme opening year). In 2043, we still see these improvements in the morning and inter peaks but there is a small increase in travel time in the PM of around 11 seconds across the route. This is in response to improved travel times on the A46 which switches some traffic accessing this area from Hinckley Road to using the A46 and the B4082 before heading northbound on this section of Clifford Bridge Road. As such, access times to the hospital from the north are reduced as flows here decrease. For trips from the A46 onto the B4082 to access the hospital, travel times, and hence blue light access times, are decreased significantly in congested periods in all peaks in all forecast years. The exception is northbound from the A46 to the hospital in the inter peak in 2028 where

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				travel times initially increase by approximately 1 minute as these northbound trips use the new section of B4082 increasing travel distance. However, after 2028, this route is still quicker with the Scheme as the additional distance needed takes less time than it would to queue at the A46 Walsgrave northbound were the existing alignment retained. As such, the introduction of the Scheme is expected to improve access times to the hospital as well as to future proof a potential blue light access from the new A46 junction arrangement which would not be possible with the existing Walsgrave roundabout.
Environment	**Access to community assets** In para 11.5.7. the PEIR notes that in accordance with DMRB LA 112, community land and assets in the study area are considered to be low, as there are alternative facilities available at a local level within the wider community, within the City of Coventry. This approach does not consider equality of access issues which will be experienced by certain population groups. Any alternatively available options must be located to	UK Health Security Agency	N	Community assets and accessibility are reported in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). The methodology and approach for this assessment are in line with DMRB LA112. An Equality Impacts Assessment (**TR010066/APP/7.6)** has been produced for the Scheme which concludes that there are no disproportionate impacts on protected characterised groups (PCG) as a result of the Scheme.

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	be accessible by the local population affected. We therefore disagree with the PEIR initial findings. **Recommendation** The sensitivity of local community assets should be considered with regard to alternative locally available assets of similar or better standards.			
Environment	Having considered the consultation documents, OHID wish to make the following comments and recommendations. **General** The Preliminary Environmental Information Report (PEIR) notes a significant level of further scheme design, assessment and consultation will be undertaken, prior to the submission of the ES. Additionally, the PEIR notes (para 4.3.14) that comments within the Scoping Opinion have not been incorporated into the environmental assessments contained within this PEIR, due to the limited time between the	UK Health Security Agency	N	The PEIR was based on preliminary environmental information that was available at the time of writing and prior to the full assessment being undertaken and reported within the ES (**TR010066/APP/6.1**). This approach is in line with the Design Manual for Roads and Bridges (DMRB), which set out the standards for the development and construction of road schemes in the United Kingdom. The Applicant has actively engaged with relevant local authorities and other statutory bodies over the development of the ES (**TR010066/APP/6.1**) that is provided as part of its application for development consent. A summary of this engagement is provided in Chapter 3 of this Report (**TR010066/APP/5.1**).

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	publication of the PEIR and the receipt of the Scoping Opinion from the Planning Inspectorate. As such the PEIR provides assumed impacts and lacks the detail available from the traffic assessment, walking cycling and horse-riding survey and input from the community, owners or users of community assets to inform the assessment of sensitivity or significance. This situation also prevents the full consideration of potential benefits and opportunities presented by the scheme, particularly to reduce severance and improve Walking, Cycling and Horse Riding (WCH) infrastructure. The report proposes to provide further detail within the final Environmental Statement. This prevents early dialogue and changes to the scheme design, mitigation or delivery of additional benefits. **Recommendation** Further targeted consultation should be undertaken when the assessment			If the application for development consent is accepted for examination by the Examining Authority, there will be opportunities for local authorities and other interested parties to comment on the approach taken to the assessment of all environmental impacts. If the application for development consent is accepted, there would be further opportunities for interested parties to engage with and influence the Scheme. This would include the Relevant Representations period, during which time the Planning Inspectorate would invite interested parties to provide a written explanation of any objections they have to the Scheme. It is likely that the Planning Inspectorate would then require the Applicant to respond in writing to the issues raised in those Relevant Representations. A Health Impact Assessment, using the sensitivity and magnitude criteria of DMRB LA 112, forms part of ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). This includes an assessment of the impact of the Scheme on WCH facilities. Health outcomes are assessed as opposed to

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	for significant effects on population and human health is more advanced. **Methodology - Determination of significant effects** The PEIR appears to indicate a mixed approach to the assessment of significance using guidance from the DMRB and IEMA (para 4.7.6). The PEIR does not outline how significance will be assessed and makes no specific reference to IEMA methodological approach. At this stage we are unable to comment of this aspect of the assessment, but a clear and evidence-based assessment for significance will be required in accordance with the IEMA guidance.			significant effects, in line with Table 3.32 of DMRB LA112.
Environment	Air Quality We note and welcome the intention to establish the affected road network (ARN). We will await to see the results of this assessment to better understand which ecological receptors may be impacted by the	Natural England	N	The ARN has been established and relevant nature conservation sites and sensitive features identified. An assessment has been undertaken on these sites and features and the results presented in ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**). This chapter also describes the methodology used to assess

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	project. We would advise that National Highways refers to Natural England's guidance on Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations (NEA001). Though this is primarily aimed at assessing impacts on Habitat sites the advice applies equally to Sites of Special Scientific Interest (SSSI).			impacts on ecological receptors. Reference to Natural England's advice on assessing road traffic emissions under Habitats Regulations (NEA001) is noted. There are no Habitats Regulations sites within 200m of the ARN that require assessment. However, the majority of NEA001 aligns with the methodology in DMRB and the Chartered Institute of Ecology and Environmental Management (CIEEM) air quality guidance, which have been followed for the air quality assessment of the impact of the Scheme on environmental receptors, including the SSSI.
Environment	Natural England notes that in section 5.2.8 the air pollutants included in any detailed assessment will include ammonia (NH3) if required. We advise that Natural England would require ammonia to be included in the assessment for impacts on ecological receptors. Ammonia emissions from road traffic could make a significant difference to nitrogen deposition close to roads. As traffic composition transitions toward more petrol and electric cars (i.e., fewer diesel cars on the road) –	Natural England	N	ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) describes the methodology used to assess impacts on ecological receptors. In line with the recommendation made by Natural England, the assessment does take into account ammonia emissions and the impact upon ecological receptors.

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	catalytic converters may aid in reducing NOx emissions but result in increased ammonia emissions – therefore consideration is needed.			
Environment	We note that a preliminary construction dust assessment has been undertaken. We look forward to seeing the construction dust assessment and details of any mitigation measures proposed to avoid and mitigate impacts on designated sites. Until we see this information we can not agree with your conclusion that there will be no significant air quality effects on ecological receptors at the construction phase.	Natural England	N	The final construction dust assessment undertaken for the Scheme is reported in ES Chapter 5 (Air quality) (**TR010066/APP/6.1**). An Outline Air Quality and Dust Management Plan has been developed and forms Appendix B.1 of the First Iteration EMP (**TR010066/APP/6.5**). This identifies best practice construction mitigation measures as well as monitoring requirements during the construction period. This plan would be developed into an Air Quality and Dust Management Plan during detailed design as part of the Second Iteration EMP and would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). With the application of mitigation measures in accordance with the Air Quality and Dust Management Plan there are no likely significant air quality effects on local air quality associated with construction dust.

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Environment	The position of UKHSA is that reducing public exposures to non-threshold pollutants (such as particulate matter and nitrogen dioxide) below air quality standards has potential public health benefits. We support approaches which minimise or mitigate public exposure to non-threshold air pollutants, address inequalities (in exposure), and maximise co-benefits (such as physical exercise) and encourage their consideration during development design, environmental and health impact assessment, and development consent.	UK Health Security Agency	N	ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon air quality, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 105 (Air quality). The Applicant sets out at section 5.10 of ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**) that overall, for human health there are no likely significant effects, due to air quality, during operation and construction of the Scheme from road traffic changes. The majority of receptors located within the Coventry Air Quality Monitoring Area (AQMA) would experience either an improvement or an imperceptible change in Nitrogen Oxide concentrations. This improvement is attributed to an expected reduction in vehicle flows on the nearby B4082 resulting from the operation of the Scheme. The other anticipated impact on air quality is from dust from construction. The risk of construction dust as a result of the Scheme is

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				considered to be 'high' therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix B.1 of the First Iteration EMP (**TR010066/APP/6.5**). This plan would be developed into an Air Quality and Dust Management Plan during detailed design as part of the Second Iteration EMP and would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) has determined that the impact of the air quality on health outcomes, both during construction and operation, are anticipated to result in a neutral health outcome. Further information can be found in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**).
Environment	It is not clear within the PEIR if air quality monitoring is proposed once the road comes into operation. UKHSA would recommend that airborne particulates and nitrogen dioxide measurement data should be used to help validate the outputs of the model and request that post completion monitoring should be	UK Health Security Agency	N	ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon air quality, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 105 (Air quality).

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	considered to validate any predicted levels.			The Applicant sets out at section 5.10 of ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**) that overall, for human health there are no likely significant effects, due to the introduction of the Scheme and therefore post-completion monitoring is not necessary. Air quality data from local monitoring sites have been used during the modelling process and this is detailed in section 5.12 of ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**). The local monitoring sites are shown on ES Figure 5.6 (Local authority monitoring locations) (**TR010066/APP/6.2**). Further detail on the air quality modelling can be found in the following ES Appendices (**TR010066/APP/6.3**): • Appendix 5.1: Air quality modelling process • Appendix 5.2: Air quality verification and model adjustment • Appendix 5.3: Air quality receptor results
Environment	Air Quality – Clarification of air quality assessments is required, with 2028 being expected to be the peak	Transport for West Midlands	N	ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely eignificant effects of the Scheme

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	year for emissions with changes. After this date, electric vehicles should bring about improvements in air quality regardless of vehicle numbers. Whilst NO2 levels may decrease, PM2.5 levels are unlikely to see the same trend and it is important this is fully considered within the consultation and mitigation measures are undertaken to address this.			upon air quality, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 105 (Air quality). The Applicant sets out in ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**) that in accordance with DMRB LA 105 Air Quality, there is no need to model $PM_{2.5}$ as the UK currently meets its legal requirements for the achievement of the $PM_{2.5}$ air quality annual mean limit value (20 µg/m3). Whilst the government has set two new legally binding targets to reduce concentrations of $PM_{2.5}$, the planning reforms required to facilitate the implementation of the new targets into decision-making have not been published at the time of undertaking the assessment. The closest Defra's Automatic Urban and Rural Network (AURN) monitoring sites to the Scheme already meet the 2040 PM2.5 annual mean concentration target (Defra, 2024). The nearest AURN site that exceeds the target (10 µg/m^3) in 2022 is Northampton Spring Park. However, this site is located approximately 40 km from the Scheme and therefore not representative of local conditions due to this distance.

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				In addition, the modelling of PM_{10} can be used to demonstrate that the Scheme does not impact on the $PM_{2.5}$ legal threshold. As stated within ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**), the maximum concentration of PM_{10} was below 20 $\mu g/m^3$. Therefore, if all PM_{10} concentrations were assumed to be $PM_{2.5}$ (which is over-conservative), the $PM_{2.5}$ air quality annual mean limit value would still be met. Therefore, the air quality assessment has adhered to DMRB LA 105 and $PM_{2.5}$ has not been assessed further.
Environment	Designated sites We note that Herald Way Marsh Site of Special Scientific Interest (SSSI) which is within 20m of the A46 and approximately 1.6km from the site has been scoped out. We would advise that you can not scope this site or other sites out until further work has been completed on air quality- i.e. the affected road network has been established. Please see our comments in the previous section on Air Quality.	Natural England	Y	The Applicant has considered the impacts of the Scheme on the Herald Marsh Way Site of Special Scientific Interest (SSSI), as it was within 200m of a triggered road link. The full assessment of the SSSI is detailed within ES Appendix 8.15 (Assessment of Air Quality Impacts on Ecological Features) (**TR010066/APP/6.3**). ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon Biodiversity, both within construction and

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				operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring), DMRB LA 108 (Biodiversity) and DMRB LA 105 (Air Quality).
Environment	Combe Pool SSSI The Preliminary Environmental Report has identified potential impacts on the Combe Pool SSSI. We would advise that further work needs to be carried out to understand potential impacts on the SSSI from road traffic emissions. (See previous section on Air Quality.)	Natural England	N	The Applicant has considered the impacts of the Scheme on the Coombe Pool Special Scientific Interest (SSSI) from construction and operation of the Scheme, which includes road traffic emissions. The full assessment of the air quality impacts on the SSSI is detailed within ES Appendix 8.15 (Assessment of Air Quality Impacts on Ecological Features) (**TR010066/APP/6.3**). ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon Biodiversity, both within construction and operation. The assessment is considered complaint with DMRB LA 104 (Environmental Assessment and Monitoring), DMRB LA 108 (Biodiversity) and DMRB LA 105 (Air Quality).
Environment	We note that disturbance has been identified as a potential impact. Disturbance (physical and noise) during the winter can be particularly	Natural England	N	The Wintering Bird Report is provided as ES Appendix 8.11 (**TR010066/APP/6.3**). To note, no Shoveler were recorded within the study area during any wintering surveys.

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	negative during cold spells when birds are foraging for food, and if disturbance disrupts roosting birds. The wintering bird surveys will likely highlight any roosts, especially of Shoveler.			Disturbance was previously identified in the PEIR and has been included as an impact and assessed for the effects during both construction and operation phases. ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon Biodiversity, both within construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) DMRB LA 108 (Biodiversity). ES Appendix 8.16 (Noise Impacts on Ecological Receptors) (**TR010066/APP/6.3**) presents the assessment of noise impacts upon the SSSI.
Environment	We understand that further birds surveys are being carried out to enable assessment of potential impacts on the SSSI and its notified features. Natural England is working with the project's ecological consultants to ensure that potential impacts are fully considered and any measures required to avoid, mitigate	Natural England	N	This is noted and engagement with Natural England has continued since the preparation of the PEIR and would continue through detailed design. Chapter 3 of the Consultation Report (**TR010066/APP/5.1**) provides a summary of engagement with Natural England. The Wintering Bird Report is provided as ES Appendix 8.10 (**TR010066/APP/6.3**).

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	or compensate are included in the project.			ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon Biodiversity, both within construction and operation. The assessment is considered complaint with DMRB LA 104 (Environmental Assessment and Monitoring) DMRB LA 108 (Biodiversity).
Environment	Protected Species and Wildlife Licensing Natural England expects the Environmental Statement to assess the impact of all phases of the proposal on protected species (including, for example, badgers, birds, bats, great crested newts, otters, reptiles and water voles). Natural England has adopted standing advice for protected species, which includes guidance on survey and mitigation measures.	Natural England	N	ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) includes the details of impacts of all phases of the Scheme on protected species, including: • Bats • Badgers • Barn Owl • Great Crested Newt • Otter and Vole • Wintering Birds Natural England has provided advice in relation to protected species which has been incorporated into the design, approach and assessment, as well as guiding the mitigation. Chapter 3 of the Consultation Report (**TR010066/APP/5.1**) provides a summary of engagement with Natural England. Section 8.4 of ES Chapter 8 (Biodiversity)

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				(**TR010066/App/6.1**) also details the ongoing engagement undertaken with Natural England.
Environment	Great Crested Newts (GCN) The veracity of the decision to scope out any further assessment detailed within the Environmental Scoping Report (ESR) is dependent upon the specific nature of the scheme impacts, the distance from any GCN ponds and the age of the survey data. At the time of the proposed start date (August 2026) the survey data will be 3 breeding season old and, depending on the impact type and location, may be too old to reliably inform GCN licencing requirements for the scheme -(further survey guidance can be found in the Advice on Method statement Tab of the Method Statement for Great Crested Newt Mitigation License). Further survey information, including full population size class surveys, may therefore be necessary to inform the GCN requirements for the scheme more reliably.	Natural England	Y	Further to the Natural England advice provided during ongoing engagement (as detailed in Table 8-1 of the ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**), additional eDNA surveys were undertaken during April 2024. The survey returned negative results for all water features with water in at the time of the survey (noting the wet winter/spring) within 500m of the Order Limits, except for the newly constructed drainage pond associated within the existing Brinklow Road site compound (which is already consented and not part of the Scheme). A mitigation licence from Natural England to facilitate works is not required. This decision has been reached with use of the Natural England Rapid Risk Assessment tool (Natural England, 2023) which concluded an offence from vegetation removal works would be highly unlikely. Further details are provided in section 8.11 of ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**). The Great Crested Newt Report is provided in ES Appendix 8.6 (**TR010066/APP/6.3**) which

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	In any event, Natural England recommends that any currently dry ponds which become suitable for breeding between now and the start of construction are surveyed (in accordance with the methodology recommended in the Great Crested Newt Mitigation Guidelines 2001). A further survey of the pond with inconclusive eDNA result is also recommended.			includes details on assumptions and limitations of data used. Pre-construction GCN surveys would be undertaken in 2025 and the findings would be shared with Natural England. This pre-commencement survey requirement is set out as Commitment BD2 in the Register of Environmental Actions and Commitments, Appendix A of the First Iteration EMP (**TR010066/APP/6.5**).
Environment	The scheme must ensure that activities that require a protected species license do not take place until Natural England has been consulted and a scheme of protection and mitigation measures has been submitted to and approved by Natural England. Habitat mitigation and enhancement must be tailored and bespoke to the species and habitats present. Please note, should a Letter of No Impediment (LONI) be required, this is a chargeable element of work under our Discretionary Advice Service.	Natural England	N	The Applicant is aware that no construction activities can take place until required protected species licences have been approved by Natural England. The Applicant has engaged with Natural England and has received a 'Letter of No Impediment' (ES Appendix 8.14 (Natural England Letter of No Impediment) (**TR010066/APP/6.3**)) with respect to ES Appendix 8.13 (Draft Badger Mitigation Licence) (**TR010066/APP/6.3**) and would submit a final badger licence for the approval of Natural England upon grant of the draft Development Consent Order. Chapter 3 of the Consultation Report (**TR010066/APP/5.1**) provides a summary of

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				engagement with Natural England. Section 8.4 of ES Chapter 8 (Biodiversity) (**TR010066/App/6.1**) also details the ongoing engagement undertaken with Natural England.
Environment	Chapter 8: Biodiversity 8.5.25 – 8.5.28 Impact Great Crested Newts (GCN) Issue We note the presence of GCN mostly outside of the draft Order Limits. Although low numbers in one pond within the draft Order Limits. Solution We would welcome any opportunity to improve habitat within the study area for GCN. For example, by improving the existing ponds suitability for GCN, creation of new optimal habitat, enhancement of corridors and refugia.	Environment Agency	N	The GCN Report includes the recent eDNA results and the impact of the Scheme on GCN. The report is presented as ES Appendix 8.9 (**TR010066/APP/6.3**). The two ponds within the study area identified as ponds utilised by GCN would not be directly impacted by the Scheme. Terrestrial habitat suitable for GCN within 500m of the ponds would be lost (within approximately 420m and 435m), including hedgerows and modified grassland and deciduous woodland within the existing highway boundary. GCN are known to utilise terrestrial habitat within 500m of breeding ponds to forage, rest in shelter and hibernate. A mitigation licence from Natural England to facilitate works is not required. This decision has been reached with use of the Natural England Rapid Risk Assessment tool (Natural England, 2023) which concluded an offence from vegetation removal works would be highly unlikely. Further details are provided in section 8.11 of ES Chapter 8 (Biodiversity)

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				(**TR010066/APP/6.1**). ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) includes the details of mitigation measures, including the creation of terrestrial habitat suitable for GCN (including scrub, woodland, grassland and hedgerow with trees) along the Scheme. Chapter 8 (Biodiversity) of the ES (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon Biodiversity, both within construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity).
Environment	8.5.57 – 8.5.58 Impact Otters Issue Potential to detrimentally affect access to food source, and potential to increase road mortality. Solution We note the presence of otters and welcome any improvements – riparian habitat, riparian connectivity, and mitigation against road mortality. We note that five watercourses within the study	Environment Agency	N	The Otter and Water Vole Report is included as ES Appendix 8.10 of the (**TR010066/APP/6.3**). This identifies the scope of the survey and assessment. ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon Otter, both within construction and operation. The assessment is considered

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	area were found to be dry during both surveys, otter may still use these to travel, especially to get to Coombe Pool upstream which likely holds a significant food source.			compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity). The overall significance of effect on Otter during construction and operation is considered not significant. The potential impacts on Otter during construction are mitigated by the requirements set out in the Register of Environmental Actions and Commitments, Appendix A of the First Iteration EMP (**TR010066/APP/6.5**). To access Coombe Pool, otters would use the existing watercourse of Smite Brook which passes in a culvert under the A46. This watercourse would not be impacted by the proposed Scheme. The dry watercourse close to Coombe Pool would not be directly affected and impacts on otters have been considered for the Coombe Pool area within ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**). Two of the dry watercourses were within arable fields and did not provide connections between areas of suitable habitat and were discounted. The two

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				dry watercourses which connect to the River Sowe are outside the Order Limits and so would not be impacted directly by the works, these watercourses do not connect to further waterbodies and potential disturbance to otter on Smite Brook has been considered within ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**). Update surveys would be undertaken in 2025 and would include a re-visit of all watercourses scoped in, including those which were previously dry. Opportunities for improvements for otters within the Order Limits are limited due to the Scheme avoiding works to watercourses, wherever possible. However, the Scheme would deliver new permanently wet detention basins, which would provide new wet aquatic habitat for the area and is considered an enhancement for aquatic invertebrates, common amphibians and potentially otter, water vole and GCN should these species colonise. Works are proposed to the environmental bund located on the upstream side of the culvert. For these works, the Register of Environmental Actions and Commitments (Appendix A of the

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				First Iteration EMP (**TR010066/APP/6.5**)) d details mitigation measures for protected species. Specific method statements would be developed for the Second Iteration EMP for mitigation measures required for otters.
Environment	8.5.59 – 8.5.61 Impact Water voles Issue Water voles are under threat to habitat loss and degradation. Solution We note that optimal and sub-optimal water vole habitat is present within the study area. We welcome any enhancements of the sub-optimal water vole habitat and connectivity to already optimal habitat to protect local populations. 8.5.62 Comment We note that currently the scheme is not expected to impact any watercourse within the draft Order Limits, and that if this changes effects on fish will be scoped into the ES.	Environment Agency	N	The Otter and Water Vole Report is included as ES Appendix 8.10 (**TR010066/APP/6.3**). This identifies the scope of the survey and assessment. ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon Biodiversity, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity). ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) refers to the water vole survey and concludes that three instances of potential signs of Water Vole were recorded, including two potential burrows and one potential feeding station, however following lack of definitive field signs water vole are considered absent from the study area and the effect of the Scheme on Water Vole is not considered further within ES Chapter 8

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				(Biodiversity) (**TR010066/APP/6.1**). Update surveys would be undertaken in 2025 and would include a re-visit of all watercourses scoped in, including those which were previously dry. Opportunities for improvements for otters within the Order Limits are limited due to the Scheme avoiding works to watercourses, wherever possible. However the Scheme would deliver new permanently wet detention basins, which would provide new wet aquatic habitat for the area and is considered an enhancement for aquatic invertebrates, common amphibians and potentially otter, water vole and GCN should these species colonise. The sub-optimal water vole habitat identified within the survey is outside the Scheme Order Limits and so would not be impacted directly by the works.
Environment	8.5.65 Impact Invasive non-native species (INNS) Issue: Works risk the introduction and spread of INNS.	Environment Agency	N	A requirement for an Invasive Non-Native Species Management (INNS) Plan is included within the Register of Environmental Actions and Commitments, Appendix A of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**). The requirement is to

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	Solution: We note the presence of INNS and look forward to reviewing biosecurity measures and management plan.			produce the INNS Management Plan for the Second Iteration EMP and secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**).
Environment	Smite Brook has historical records of white-clawed crayfish, have surveys concluded these are no longer present? Is there scope to enhance the Smite Brook for white-clawed crayfish?	Environment Agency	N	ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon Biodiversity, during both construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity). The Environmental Assessment Report at the options selection stage identified desk study information recording signal crayfish within the River Sowe in 2012 and concluded that as such the native species is likely absent. ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) confirms that an updated desk study undertaken to inform this ES has not identified any records of either the invasive species or the native species of crayfish. No direct impacts to the channel or banks of Smite Brook are anticipated. Therefore, white-clawed crayfish are not considered further within ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**).

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				There is limited scope to enhance Smite Brook for white-clawed crayfish as the Scheme has no direct impacts to the channel or banks of the Smite Brook and aims to avoid works within watercourses in order to avoid impacts to watercourses and its supporting species.
Environment	8.8.5 Impact Hungerley Hall Farm Ecosite Issue: Potential permanent loss of riparian habitat Solution: Any impact (particularly note the potential permanent loss of riparian habitat) on the Smite Brook, headwaters, and tributaries, within 30m of the watercourse, we will need to be reconsulted.	Environment Agency	N	ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon Biodiversity, during both construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity). ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) has concluded that the effect of the Scheme on the riparian habitat along Smite Brook for Otter is considered not significant. ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) has concluded that the effect of the Scheme on Hungerley Hall Farm Ecosite has been deemed as not significant.
Environment	Table 8.9 We agree that the	Environment	N	ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**)

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	ecological features at risk due to this scheme (both construction and operation) have been identified and we look forward to reviewing further mitigation and compensation plans as they develop in due course.	Agency		presents the assessment used to determine any potential likely significant effects of the Scheme upon Biodiversity, during both construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity). Mitigation and enhancement is also identified within ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**), and recorded in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)).
Environment	Protective Provisions: Any requests to disapply any permits or consents should be sent to us in writing as soon as possible to allow us sufficient time to consider them (minimum 6 months). Depending on the outcome this will have implications on the content of the Development Consent Order (DCO). Timescales: Sufficient time is required to ensure we can appropriately respond to discharge of requirements and protective	Environment Agency	N	The comment is noted. The draft DCO (**TR010066/APP/3.1**) does not seek to disapply any consents which would otherwise require the consent of the Environment Agency. Consents relevant to the Environment Agency are included in the Consents and Agreements Position Statement (**TR010066/APP/3.3**). The Applicant notes the Environment Agency's request to submit such requests for consent as soon as possible and will continue to engage with the Environment Agency to meet necessary timescales. The draft DCO does not include protective provisions for the benefit of the Environment Agency. The timescales for the

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	provision consultations. Please ensure in your DCO a minimum of 21 days is stipulated as a response time for the discharge of requirements and a minimum of 61 days for protective provisions.			discharge of requirements pursuant to Schedule 2 of draft DCO are not less than 21 days
Environment	2. Biodiversity – We fully support actions to protect biodiversity but note that a full understanding of the implications on construction schedules are assessed at an early stage to avoid unnecessarily prolonged occupation of the network, with lessons being learnt from other construction schemes in the Midlands region.	Transport for West Midlands	N	The proposed construction phasing is presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). This would be further developed during detailed design. Where possible, construction works would be completed away from the A46 or local roads, minimising the network occupancy required. Where traffic management is required, this would be arranged between the Applicant and Coventry City Council's Roadspace teams. All proposed traffic management would be communicated via the Scheme website. The contractor that would be responsible for completing the construction of the Scheme previously completed the A46 Binley Junction upgrade, which would allow for lessons learnt to be applied to construction of the Scheme. The construction programme and phasing plan has been assessed with regard to the impact on biodiversity and is presented in ES Chapter 8

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				(Biodiversity) (**TR010066/APP/6.1**). The programme dates and phasing provided in the ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**) is indicative and a working assumption. The Principal Contractor would also review the environmental constraints and update their programme accordingly. This is likely to depend upon when a DCO for the Scheme is granted and the season within which construction works can start. The Second Iteration EMP would also be developed to align with the construction programme and seasonal constraint and would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**).
Environment	Without prejudice to other historic environment matters which may emerge through the production of the ES we noted in particular the following assets:- Grade II* Registered Park and Garden associated with Coombe Abbey	Historic England	N	The identified listed assets are included as receptors within ES Chapter 6 (Cultural Heritage) (**TR010066/APP/6.1**) and their locations are shown on ES Figure 6.1 (Designated Heritage Assets) (**TR010066/APP/6.2**).

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	The listed buildings within the Park, particularly The Woodlands, Grade II* listed, which formed a part of what was the Menagerie. Grade II listed Hungerley Hall Farmhouse and its potentially curtilage listed farm buildings			
Environment	With regards to archaeological matters we referred you to the advice of the local authority's expert advisor on archaeological planning matters and in respect of impacts upon the Grade Ii listed buildings at Hungerley Hall Farm and what may or may not be curtilage thereto we referred you to the local authority's conservation officer. We welcome your ongoing dialogue with those advisors.	Historic England	N	Liaison with Coventry City Council's advisor has been ongoing since July 2023. The Council's Conservation Officer has confirmed that the listed wall is part of the curtilage and the heritage assessments presented in ES Chapter 6 (Cultural Heritage) (**TR010066/APP/6.1**) has taken this into account. A summary of engagement with Coventry City Council is recorded in Chapter 3 of the Consultation Report (**TR010066/APP/5.1**).
Environment	As regards the Grade II* Registered Park and Garden associated with Coombe Abbey we note in the PEIR (6.8.6 through 6.8.14) that work on understanding the impacts of the	Historic England	N	The Applicant has considered the effects of the Scheme on Coombe Abbey Park and are reported in ES Chapter 6 (Cultural Heritage) of (**TR010066/APP/6.1**) and ES Appendix 6.1 (Cultural Heritage Information)

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	proposed scheme on the significance of this asset and associated remains is work in progress. We will engage constructively with you going forwards to better understand and address these matters. As noted in our scoping response highway impacts may be multi-sensory relating to noise, lighting, dust etc in addition to physical and visual effects as explored in our GPA 3 Setting of Heritage Assets.			(**TR010066/APP/6.3**). The assessment of effects takes account of the impacts from sources including noise, lighting, signage, fencing and landscaping, during both construction and operation. The assessment concludes that the Scheme would have a negligible effect (not significant effect) on the Registered Park and Garden and Coombe Abbey (ES Appendix 6.1 (Cultural heritage Information)(**TR010066/APP/6.3**)). The conservation management plan for the park identifies key elements of setting and this has been used to inform the assessment. The Applicant has continued to engage with Coventry City Council, which has provided further information and qualitative comments from the council have been used to inform the assessment. In addition, a field visit was undertaken with the conservation officer for Coventry City Council. The park was surveyed from within the boundary, starting from the main house on the eastern edge to the former menagerie on the

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				western side. Summaries of engagement with Coventry City Council and with Historic England are recorded in Chapter 3 of the Consultation Report (**TR010066/APP/5.1**).
Environment	At 6.5.7 of the PEIR we note reference to the tithe survey and areas of exempt / unmapped parcels, whilst this may relate to glebe land, but in the context of Combe Abbey – a Cistercian foundation this may reflect lands which had been exempt from tithe as a privilege of the order, we can discuss this further with your heritage specialist https://www.british-history.ac.uk/vch/warks/vol2/pp73-75	Historic England	N	This is discussed in ES Chapter 6 (Cultural Heritage) (**TR010066/APP/6.1**). It forms part of the assessment of the contribution of setting to the significance of the Registered Park and Garden and Hungerley Hall Farm. It is presented as a reasonable assumption to make and thus a possible/likely element in the setting of these and other assets via context/historical association.
Environment	We welcome the structured approach to heritage matters set out in the PEIR and look forwards to discussing the results of further work as this becomes available and you continue to engage with the Local Authority's archaeological advisor	Historic England	N	Rugby Borough Council have deferred to Coventry City Council in respect of matters concerning the Coombe Abbey Park. Further archaeological evaluation works have been undertaken with the engagement of the LPA archaeologists and have been indicative of

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	and conservation officer.			a negligible archaeological potential within the Scheme. Results are included as ES Appendix 6.2 (Geophysical Survey Report) and ES Appendix 6.4 (Archaeological Trial Trenching Survey Report) (**TR010066/APP/6.3**). Engagement with the conservation officer has been ongoing throughout the process. Consultation with Coventry City Council and Historic England is recorded in the Consultation Report (**TR010066/APP/5.1**).
Environment	Existing Agricultural Land Classification information is available for some of the site - see www.magic.gov.uk and detailed site survey reports. Defra has published a Construction Code of Practice for the Sustainable Use of Soils on Construction Sites. It provides advice on the use and protection of soil in construction projects, including the movement and management of soil resources, which we strongly recommend is followed. The British Society of Soil Science Guidance Note Benefitting from Soil	Natural England	N	An Agricultural Land Classification survey has been undertaken and is reported in ES Appendix 9.2 (Soil Resource Plan and Agricultural Land Classification) (**TR010066/APP/6.3)** and summarised in ES Chapter 9 (Geology and Soils) (**TR010066/APP/6.1**). This survey has been informed by www.magic.gov.uk and a site-specific survey undertaken by the Applicant. References to Defra's Construction code of practice for the sustainable use of soils on construction sites, and the British Society of Soil Science Guidance Note: Benefitting from soil management in development and construction are included in the Register of Environment Actions and Commitments (Appendix A of the

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	Management in Development and Construction sets out measures for the protection of soils within the planning system and the development of individual sites, which we also recommend is followed.			First Iteration EMP (**TR010066/APP/6.5**)) in relation to the preparation of a Soil Handling Management Plan (SHMP). A SHMP would be prepared as part of the Second Iteration EMP and secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**).
Environment	Groundwater & Contaminated Land: Chapter 9 of the PEIR sets out the geology and soil issues (including contaminated land) which may impact, or may be impacted by, the construction and operation of the scheme. We understand that ground investigations and monitoring are currently underway (since May 2023) and due to report at a later date in 2023. These findings will be vital to the reporting on the baseline for the environmental assessment and when assessing the potential impacts of the new road works.	Environment Agency	N	The Ground Investigation Report is included within the DCO submission as ES Appendix 9.3 (**TR010066/APP/6.3**). ES Chapter 9 (Geology and Soils) (**TR010066/APP/6.1**) uses the results of the ground investigation to inform the baseline of the assessment in relation to land contamination. ES Chapter 13 (Road Drainage and the Water Environment) (**TR010066/APP/6.1**) uses the results of the ground investigation to inform the baseline of the assessment in relation surface water and groundwater contamination.
Environment	Landscape and Visual Amenity The proposal is not located within or in the distinctive setting of any nationally designated landscape. We welcome the reference made to	Natural England	N	The Applicant has considered the impacts of the Scheme on the landscape and visual amenity of the study area. The landscape assessment is reported within ES

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	Natural England's National Character Areas, and advise that the development should complement and where possible enhance local distinctiveness. We would expect to see best practice guidance followed to assess any landscape and visual effects. Please note that Natural England cannot provide bespoke comments on non-designated landscapes.			Chapter 7 (Landscape and Visual Effects) (**TR010066/APP/6.1**) and is in accordance with DMRB LA107. Four distinct project landscape character areas have been defined to create baseline landscape descriptions to inform the mitigation planting and design. The landscape design has been developed to integrate the Scheme into the existing landscape setting and minimise visual intrusion. The environmental mitigation strategy also reinstates landscape features lost due to the Scheme such as replanting of hedgerows within the Scheme, new plantation woodland, as well as general enhancement of the landscape context wherever possible. It also links in with existing landscape and heritage assets, for example by providing isolated trees or small groups, along the road verge to tie into the wider former parkland estate character near to Coombe Abbey Park. The Scheme planting design uses native planting species which are potentially suited to our changing climate (wetter winters and dry summers) i.e. more wet and dry tolerant species for long term climate change resistance.
Environment		UK Health	Y	ES Appendix 11.2 (Legislation and Policy

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	This UKHSA response refers primarily to the content presented in the Preliminary Environment Information Report (PEIR) Volumes 1, 2 and, 3 dated October 2023 Standards and Guidance The UKHSA recommends that in the 'Legislative and policy framework' section of Chapter 10: Noise and Vibration, the following documents are added as relevant standards and guidance o WHO (2018) Environmental Noise Guidelines for the European Region [1] o Defra (2014) Environmental Noise: Valuing impacts on sleep disturbance, annoyance, hypertension, productivity and quiet [7]	Security Agency		Framework) (**TR010066/APP/6.3**) includes reference to The Environmental Noise (England) Regulations 2006 (amended 2018) and Defra's Noise Action Plans. The defined Noise Important Areas within the study area have been considered in the noise assessment and presented in ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**).
Environment	Baseline Sound Environment The UKHSA welcomes the commitment to undertake a baseline noise survey in the winter of 2023/24 (10.2.5). The UKHSA recommends that sound surveys combine traditional	UK Health Security Agency	N	ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon noise and vibration, during both construction and operation. The assessment of environmental impacts for road schemes in England follows the methodology

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	averaged noise levels with a qualitative characterisation of the sound environment, including any particularly valued characteristics (for example, tranquillity within Coombe Abbey Registered Parks and Gardens) and the types of sources contributing to it. Baseline sound surveys should be designed to provide a reliable depiction of local diurnal noise variations for both weekdays and weekends, in a variety of locations, including the difference between day (07:00–19:00), evening (19:00–23:00) and night-time (23:00–07:00) periods. Achieving these aims is likely to require long-term noise monitoring in multiple locations for a period greater than seven days. This information should be used to test the robustness of any conversions between noise metrics (e.g., converting from LA10,18hr to LAeq,16hr, Lnight and Lden), and the assumption that the proportionate traffic flow volumes within the study area between			outlined in the DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and Vibration). The assessment of the impact of construction noise is included with ES Appendix 11.5 (Construction Noise and Vibration Model and Assessment) (**TR010066/APP/6.3**). Due to weather restrictions and traffic management on the road network related to other highway projects during the autumn, winter and spring periods it has not been possible to undertake a 7-day noise monitoring survey, as stated within the Environmental Scoping Report (**TR010066/APP/6.8**). To enable the collection of measurement data, a revised survey methodology was proposed that encompassed a series of shortened measurements as per the methodology set out in the Calculation of Road Traffic Noise (CRTN). This methodology is set out in ES Appendix 11.3 (Baseline Noise Survey Report) (**TR010066/APP/6.3**). The alternative survey has been undertaken which has involved a series of 3-hour measurements at locations where it has been possible to safely access areas adjacent to the road network. These measurements have been

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	daytime and night-time can be considered as typical. A variety of metrics can be used to describe the sound environment with and without the scheme – for example, levels averaged over finer time periods, background noise levels expressed as percentiles, and number of event metrics (e.g., N65 day, N60 night). Where possible, this suite of metrics should be used to inform judgements of significance. There is emerging evidence that intermittency metrics can have an additional predictive value over traditional long-term time-averaged metrics for road traffic noise [8].			used to validate the noise model that has been produced. The survey technique used is in accordance with DMRB LA 111 Noise and vibration, where paragraph 3.45.1 and the accompanying note does not require noise monitoring to be undertaken as a mandatory requirement. Rugby Borough Council and Coventry City Council Environmental Health Officers were consulted prior to the 3-hour surveys being undertaken. The response from Rugby Borough Council indicated that they accepted the change in methodology for the baseline survey. No response was received from Coventry City Council in regard to this enquiry. Engagement with Coventry City Council and Rugby Borough Council is summarised in Chapter 3 of the Consultation report (**TR010066/APP/5.1**).
Environment	Assessment Methodology 10.2.1 states that determination of the receptor sensitivity, magnitude of impact, and resultant significance of effect will be in accordance with	UK Health Security Agency	N	ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon noise and vibration, both during construction and operation. The

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	DMRB LA 111. As well as residents this should include an assessment of the potential health impacts of the noise on non-residential receptors such as Pearl Hyde Community Primary School and University Hospital Coventry (10.5.1). Several Noise Important Areas (NIAs) have been identified near to the study area (10.5.7 and Figure 3 of Volume 3: Non-Technical Summary). NIAs including Binley junction to the south on the A46. NIAs are areas with the highest noise exposure at a national level, and the UKHSA expects careful consideration of any potential changes in the noise levels. The Applicant should explore every opportunity for reducing the existing noise exposure in these areas, thereby leading to an improvement in health and quality of life. LOAELs and SOAELs Tables 10-2 and 10-6 set out the proposed construction and operational noise LOAEL and SOAEL values for the scheme,			assessment of environmental impacts for road schemes in England follows the methodology outlined in the DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and Vibration). The Applicant has undertaken an assessment of construction noise based on a study area within 300m of the Scheme, and operational noise based on a study area within 600m of the new or altered links. These study areas include residential and non-residential receptors at which there is the greatest potential for likely significant effects due to construction and operational noise. Pearl Hyde Community Primary School is included within the operational study area and the assessment and predicts a negligible beneficial impact due to the Scheme. The University Hospital Coventry is located outside both study areas. There are no NIAs within 1km of the Order Limits. The assessment of operational noise demonstrates that there are no likely significant adverse noise effects expected during operation

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	respectively. The Applicant has chosen to use the default values suggested in Table 3.49.1 of DMRB LA 111. UK HSA encourages the Applicant to explain what its choice for LOAELs and SOAELs mean in health terms. The Applicant should prioritise the most recent WHO Guidelines (2018) [9] for this purpose.			due to changes in road traffic noise. This applies to all receptors within the study area and the NIAs identified. This is as a result of slower traffic speeds, changes in traffic flows and the use of low noise surfacing along the A46. Noise levels Operational Daytime SOAEL – 68dB LA10,18h (façade) - Based on the threshold for eligibility under the Noise Insulation Regulations Operational Daytime LOAEL – 55dB LA10,18h (façade) - Based on WHO document 'Guidelines for Community Noise' Operational Night-time SOAEL – 55dB Lnight,outside (free-field) Operational Night-time LOAEL – 40dB Lnight,outside (free-field) Both are based on the WHO Night Noise Guidelines for Europe (2009) 40dB $L_{night,outside}$ is considered by the WHO to protect the public, including most of the vulnerable groups such as children, the chronically ill and elderly from the adverse health effects of night noise.
Environment	Assessment of likely significant effects	UK Health Security	N	ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) presents the assessment

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	The applicant states, "The environmental assessment of significant effects on human health and determination of mitigation measures will be completed in accordance with the requirements of DMRB LA 111. DMRB LA 111 Annex E/1 summarises the national policy requirements of NPSE and NPPF and NPSNN for environmental assessment." (10.2.10) The UKHSA recommends that the assessment acknowledges the growing evidence of the links between road traffic noise and health. Estimates of the positive or negative impacts of the proposed scheme need to be shown. The UKHSA recommends that the numbers of dwellings and people impacted by the scheme are shown in noise exposure bands. It is recommended the Applicant show how many dwellings in each band in context of current exposure and the increase / decrease in each band because of the Scheme.	Agency		used to determine any potential likely significant effects of the Scheme upon noise and vibration, both during construction and operation. The assessment of environmental impacts for road schemes in England follows the methodology outlined in the DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and Vibration). ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) includes the estimates of the positive or negative impacts of the proposed scheme and the numbers of dwellings impacted by the scheme are shown in noise exposure bands (Do Minimum-Do Minimum table (long term without scheme) and Do Minimum-Do Something table (long term with scheme)) The impact that noise has on health has been assessed in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**).

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Environment	Construction Noise The UKHSA notes no quantitative assessment of construction noise impacts has been undertaken at this stage (10.2.7). The applicant proposes to use the ABC method of BS 5228:2014 and that this will be clarified with the relevant local authority. The UKHSA recommends this assessment includes all sensitive receptors including schools, the hospital and amenity spaces. It should consider the number of days, including cumulative, that the receptors will be exposed to construction noise. The UKHSA recommends that a full and detailed Construction Environmental Management Plan (CEMP) is developed and implemented by the Applicant and/or the contractor responsible for construction. The CEMP should include a detailed programme of construction which highlights the times and durations of particularly noisy works, the measures taken to reduce noise at	UK Health Security Agency	N	ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon noise and vibration, both during construction and operation. The assessment of environmental impacts for road schemes in England follows the methodology outlined in the DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and Vibration). SOAEL for construction noise at each location has been determined using the ABC method. The identification of receptors as well as receptor sensitivity, magnitude of impact and significance of effect has been based on DMRB methodology and is documented in ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**). This includes residential and non-residential receptors within the construction study area of 300m from the Order Limits. The assessment has been based upon an indicative programme of construction which highlights the times and durations of particularly noisy works. ES Appendix 11.5 (Construction Noise and Vibration Model and Assessment)

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	source, the strategy for actively communicating this information to local communities, and procedures for responding effectively and promptly to any specific issues or complaints arising. Non-residential noise sensitive receptors The identification of noise sensitive receptors in proximity to the proposed scheme - or route options - is essential in providing a full assessment of potential impacts. Examples of non-residential noise sensitive receptors include but are not limited to: i. Noise Important Areas ii. Schools, hospitals and care homes iii. Community green and blue spaces and areas valued for their tranquillity, such as local and national parks iv. Public Rights of Way (PRoWs) Non-residential receptors are identified in 10.5.5 and include Clifford Bridge Academy, Pearl Hyde Community Primary School and			(**TR010066/APP/6.3**) presents the construction activities and anticipated plant. The Applicant acknowledges that there are some noisy construction activities that require mitigation during construction. The duration and timing of these activities would be re-assessed during detailed design to minimise the impact on residential and non-residential receptors. An Outline Noise and Vibration Management Plan is included within the First Iteration EMP (**TR010066/APP/6.5**). This would be developed during detailed design into a Noise and Vibration Management Plan and form part of the Second Iteration EMP and secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). The Noise and Vibration Management Plan would include the measures taken to reduce noise at source, the strategy for actively communicating this information to local communities, and procedures for responding effectively and promptly to any specific issues or complaints arising. The Register of Environmental Actions and

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	University Hospital Coventry. These are likely to require specific consideration of the existing and future outdoor and indoor noise environment, and its impact on the health and quality of life of the occupants and users The UKHSA recommends that a bespoke assessment is carried out for non-residential noise sensitive receptors, and one-to-one discussions are held with those receptors deemed as highest risk from noise exposure, both in terms of their existing and future external and internal noise exposure, and appropriate mitigation measures.			Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**) sets out the requirements for the Noise and Vibration Management Plan including best practice construction mitigation measures. Internal noise is not considered as part of the noise assessment. Assessments have been undertaken in accordance with DMRB and the findings from the noise modelling generally show a beneficial effect for numerous receptors due to the delivery of the Scheme. This is as a result of slower traffic speeds, changes in traffic flows and the road surfacing that is proposed. Consultation and one-to-one discussions are not proposed as the outcome of the assessment is that mitigation is not required for any human receptors. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is an appendix to the First Iteration EMP (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups. A dedicated Stakeholder and Communications

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				Lead would be appointed who would be responsible for all communications during the construction phase. This would include updates related to the construction programme and information about noisy activities. The Applicant would also communicate updates during construction using the Scheme webpage and other methods as appropriate.
Environment	Amenity space The Applicant has identified a number of Public Right of Way (PRoW) (11.5) and amenity spaces, such as Coombe Abbey Registered Parks and Gardens (Table 15-1). The UKHSA recommend these spaces should be considered as noise sensitive and considered in the noise assessment in the Environmental Statement.	UK Health Security Agency	N	ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon noise and vibration, both during construction and operation. The assessment of environmental impacts for road schemes in England follows the methodology outlined in the DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and Vibration). ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) identifies the noise sensitive receptors within the study area including external areas with recreational or amenity value and presents assessments of likely significant effects. As the impacts upon PRoW and amenity areas

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				would be upon the users, and therefore these impacts have been assessed and reported in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Impacts upon the Coombe Pool SSSI are reported in ES Appendix 8.16 (Assessment of Noise Impacts of Ecological Features) (**TR010066/APP/6.3**) and summarised in ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**).
Environment	Tranquility The applicant should consider the protection of the tranquility of areas that could be impacted by the scheme. Noise levels below the chosen LOAEL could result in adverse effects in very tranquil locations, however it is not clear how this will be considered in the assessment methodology. The National Policy Statement for National Networks (NPSNN) considers proximity of the proposed development to quiet places and other areas that are particularly	UK Health Security Agency	N	ES Chapter 11 (Noise and Vibration) of the (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon noise and vibration, both during construction and operation. The assessment of environmental impacts for road schemes in England follows the methodology outlined in the DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and Vibration). The noise modelling has determined that for the majority of locations there would be an overall decrease in noise levels compared to the existing situation (and the do minimum scenario). This is due to lower traffic speeds, changes in traffic flows and the road surfacing that is proposed.

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	valued for their tranquility, acoustic environment, or landscape quality. The UKHSA encourages the Applicant to consult at the earliest opportunity with national and local stakeholders, including CPRE, Natural England, local authorities and community groups, who are best placed to identify such areas, even if such areas are not yet designated. A qualitative assessment of the impact on tranquility of the scheme is recommended.			Tranquility is considered within the assessment of health impact on green/open space and presented in ES Chapter 12 (Population and Human Health (**TR010066/APP/6.1**). Areas of green/open space, where tranquility has been considered, have been restricted to those adjacent to the scheme as beyond this the noise modelling has determined that there is no change in noise levels.
Environment	Methodology - Determination of significant effects The PEIR appears to indicate a mixed approach to the assessment of significance using guidance from the DMRB and IEMA (para 4.7.6). The PEIR does not outline how significance will be assessed and makes no specific reference to IEMA methodological approach. At this stage we are unable to comment of this aspect of the assessment, but a clear and evidence-based	UK Health Security Agency	N	ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon population and human health, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 112 (Population and human health). A Health Impact Assessment, which applies the sensitivity and magnitude criteria of DMRB LA 112, forms part of ES Chapter 11 (Population

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	assessment for significance will be required in accordance with the IEMA guidance. Recommendation The ES must provide an assessment of significance for those health determinants scoped into the population and human health chapter. The guidance issued by the Institute of Environmental Management & Assessment (IEMA)1 should be used as a basis for the assessment of significance.			and Human Health) (**TR010066/APP/6.1**). Health outcomes are assessed, as opposed to significant effects, in line with Table 3.32 of DMRB LA 112.
Environment	Health Baseline Data and vulnerable populations The report indicates health baseline data will comply with LA112. Local data sets and publications may assist in providing this data to understand baseline and inform sensitivity, for example the Joint Strategic Needs Assessment (JSNA), Health and Wellbeing	UK Health Security Agency	N	ES Chapter 12 (Population and human health) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects and health outcomes of the Scheme upon population and human health, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 112 (Population and human health). An Equality Impact Assessment (EqIA)

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	Strategy and any Integrated Care System (ICS) strategies. The impacts on health and wellbeing and health inequalities of the scheme may have particular effect on vulnerable or disadvantaged populations, including those that fall within the list of protected characteristics. The Environmental Statement and any Equalities Impact Assessment (EqIA) should not be completely separate. LA112 does not include mental health and wellbeing baseline data, but physical and mental health should receive parity of esteem within the assessment. Mental health and wellbeing data should be provided and indicate if any further assessment of suicide risk is required. This is particularly important given the nearby location of a mental health facility. Recommendation In addition to LA112 health data this should include deprivation,			(**TR010066/APP/7.6**) has been produced as a standalone assessment within the DCO application. This considers the potential impact of the Scheme on protected characteristics and has taken into consideration the impacts identified/health outcomes identified within ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Cross references have been included between the EqIA and the ES. The health assessment has been undertaken in accordance with DMRB LA 112, which does not include mental health and wellbeing data. University Hospital Coventry, which includes the Cauldon Centre has been considered in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) as an existing receptor. Suicide prevention measures that can be incorporated into the Scheme would be reviewed at detailed design. Commitment EQIA1 in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)) sets out that a suicide prevention strategy would be produced during detailed design.

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	demographics and other socio-economic factors from local data sources or the review of local publications such as the JSNA. Local mental health and wellbeing data, including suicides, should be reported within the health baseline. Given the location of the nearby mental health facility the ES should report on risk of suicide and if a suicide risk assessment is required. The risk of suicide should be specifically addressed in consultation with Caludon Centre. The Caludon Centre is a purpose-built facility, based on the University Hospital Coventry and Warwickshire (UHCW) site, providing inpatient and outpatient adult mental health care, and learning disability inpatient services. The assessments and findings of the Environmental Statement and any Equalities Impact Assessment (EqIA) should be crossed referenced between the two documents. In particular, to ensure the			

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	comprehensive assessment of potential impacts for health and inequalities for vulnerable populations and where resulting mitigation measures are mutually supportive.			
Environment	Physical activity and active travel / Traffic and Transport The report identifies how walkers, cyclists and horse riders (WCH) will be impacted through the loss or change in formal Public Rights of Way (PRoW), open space and the existing road network. Active travel forms an important part in helping to promote healthy weight environments and as such it is important that any changes have a positive long-term impact where possible. Changes to WCH routes have the potential to impact on usage and create displacement. The PEIR reports on the significant use of roads to access local schools by unaccompanied minors (para 11.5.38 & 11.5.40). These roads should be considered as highly	UK Health Security Agency	N	The Applicant has considered the impacts of the Scheme on WCH routes within 500m of the Order Limits. ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon WCH, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 112 (Population and human health). WCH usage surveys were undertaken in 2023 and highlighted that there are a significant number of unaccompanied minors using the local road network to access local schools, especially the Clifford Bridge Road/B4082 roundabout and the Clifford Bridge Road/Tesco roundabout. The Scheme would provide the following WCH

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	sensitive and given specific consideration within any traffic assessment.			provision: • A new signal-controlled pedestrian crossing on the B4082 eastern arm of the Clifford Bridge Road roundabout. • A safeguarded widened verge on the new B4082 to allow a future route for walkers and cyclists which can be converted in the future. • The retention of the existing Hungerley Hall Farm accommodation overbridge also enables a future walking and cycling route to cross the A46 and access Coombe Abbey Park, subject to structural modifications. No PRoWs are affected by the Scheme, and no works are proposed to the Clifford Bridge Road/Tesco roundabout as this is located outside the Order Limits. The Transport Assessment (**TR010066/APP/7.3**) summarises the traffic modelling undertaken for the Scheme, and allows for the new signal-controlled pedestrian crossing feature within the models. The traffic modelling predicts that there would be reductions in traffic along Clifford Bridge Road in AM and PM peaks, which is likely due to fewer delays on the A46 so behaviour

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				patterns favour the dual carriageway in the Do Something scenario. Although no works are proposed to the Clifford Bridge Road/Tesco roundabout, there are reductions in the traffic flows as a result of the Scheme.
Environment	The impacts on the local road network resulting from construction or operation of the scheme should be identified. It should consider issues of community severance, WCH safety and amenity and impacts on blue light vehicle routes and delays. We welcome the schemes opportunity to enhance the existing infrastructure that supports active travel and physical activity. We expect good consultation with local agencies and the community to further identify improved provision for active travel, physical activity and access to green space. EGiven the likely potential impacts on WCH and the opportunity for enhancements a WCH survey should be completed.	UK Health Security Agency	N	ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon WCH, both during construction and operation, and sets out the enhancements provided by the Scheme. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 112 (Population and human health). The Applicant has undertaken engagement about active travel with Coventry City Council and Warwickshire County Council, representatives from Coombe Abbey Park, and local user groups, including British Horse Society Warwickshire, Coventry and Solihull Local Access Forum; and the Rugby Ramblers. Details of these discussions are provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) and the Consultation

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	Recommendation The overall risk to WCH and impact on active travel should be considered on a case-by-case basis, taking into account, the number and type of users and the effect that the temporary traffic management system will have on their journey and safety. A Traffic and Transport Chapter or other standalone assessment should be provided, and the ES should signpost where this topic is to be assessed, in particular in relation to chapters within the ES where traffic data is used within the assessment, for example air quality, noise, road safety, blue light service delays and active travel. The ES should consider the potential effects on the local highway network, including amenity, safety and severance. The ES should confirm the methodology used for such an assessment. The normal approach would be to use the IEMA GEART			Report (**TR010066/APP/5.1**). A WCH survey and assessment of routes for walkers, cyclists and horse riders has been undertaken and are referenced within ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1).** An Outline Traffic Management Plan (**TR010066/APP/7.5)** forms part of the DCO submission and presents the traffic management required throughout the construction of the Scheme. Existing WCH users would be impacted by the temporary closure of the uncontrolled pedestrian crossing point to install the new signal-controlled pedestrian crossing on the B4082 eastern arm of the Clifford Bridge Road roundabout. Safe and appropriate alternative routes would be provided to ensure access is maintained during construction. A Transport Assessment (**TR010066/APP/7.3**) has been produced and submitted as part of the DCO submission. The purpose of this document is to summarise the Scheme's impact on the strategic and local highway network with respect to traffic congestion and road safety.

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	framework. The significant number of unaccompanied minors should be specifically considered, including an assessment of cycling, which has not been addressed within the PEIR.			ES Chapter 4 (Environmental Assessment Methodology) (**TR010066/APP/6.1**) details the traffic data used and the assessments that have used this and includes cross-references to the Transport Assessment. Section 6 of the Transport Assessment (**TR010066/APP/7.3**) provides a summary of the existing road safety record and the forecast impact of the Scheme on accidents over a 60-year appraisal period. It also provides responses to the Stage 1 road safety audit undertaken for the Scheme, including the designer's response on behalf of the Applicant, in order to demonstrate the suitability of the Scheme design in safety terms. Section 7 of the Transport Assessment (**TR010066/APP/7.3**) provides a summary of the WCH Assessment and Report. With regards to impacts on the existing blue light routes, the traffic modelling, summarised in the Transport Assessment (**TR010066/APP/7.3**) predicts that there would be reductions in traffic along Clifford Bridge Road in AM and PM peaks, which is likely due to fewer delays on the A46 so behaviour patterns favour the dual carriageway

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				in the Do Something scenario. ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) assesses the impacts of the Scheme on the amenity. During construction, temporary changes to the local environment (arising from a combination of noise, air quality, visual, and traffic effects) may potentially result in adverse and beneficial outcomes affecting the amenity and/or health of communities, with appropriate mitigation in place. The ES Chapter 12 ((Population and Human Health) (**TR010066/APP/6.1**) assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant adverse effect upon existing WCH routes.
Environment	Health Outcomes The UKHSA recommends that the noise section within the "Population and human health" chapter (11.5.59-60) gives a much clearer acknowledgement of the strengthening body of evidence that road traffic noise is associated with adverse health effects, including cardiovascular and metabolic health	UK Health Security Agency	N	ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1)** presents the findings of the Health Impact Assessment. ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1)** also details the predicted impacts on green/open space in Table 12-20 and concludes it is not considered that the Scheme would result in significant effects at areas of green/open space on health outcomes. This has been undertaken in accordance with DMRB

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	outcomes [1, 2, 6, 16]. The UKHSA recommends that the Applicant carries out and presents a quantitative assessment of the number of people that will be chronically highly annoyed and sleep disturbed, and any predicted additional cases of cardiovascular disease as a result of the Scheme, using established methodologies [1, 7, 11, 14, 17]. Chapter 11 should also acknowledge that noise from the Scheme could have an adverse impact on people's use of, and the restorative benefits associated with, green space in the study area [18-20]. Table 11-4 lists the public health baseline data. The UKHSA believes this should include the Public Health Outcomes Framework (PHOF) indicators for daytime noise (B14b) and night-time noise (B14c) and include an estimation of the impact of the Scheme on these indicators.			LA112. The noise assessment in ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) identifies the number of properties that would experience a change in noise levels in the short and long term as a result of the Scheme, and what these changes would be. Links have been made within the assessment text to potential health effects. Noise modelling indicates that noise levels would be reduced for the majority of assessed properties due to lower speeds, changes in traffic flows and the type of road surfacing that would be used. Public Health Outcomes Framework (PHOF) indicators are not a requirement of DMRB LA112 and are therefore not included in the assessment. The design, mitigation and enhancement measures are detailed within section 11.10 in ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**). Embedded mitigation within the design includes the use of low noise surfacing to the A46 and the reduction in speed limits to the A46 and B4082. In addition to the re-distribution of traffic on the LRN and SRN this

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				embedded mitigation results in the Scheme having no likely significant effect on noise and vibration during the operation phase.
Environment	Non-technical Summary Report The UKHSA recommends that, once the assessments have been completed, the Population and Health chapters in both the technical and non-technical documentation clearly outline the quantified health impacts attributable to noise from the Scheme.	UK Health Security Agency	N	ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) and the Non-Technical Summary (**TR010066/APP/6.4**) outline the quantified health impacts attributable to noise form the Scheme.
Environment	Appreciating the wider disruption this scheme will likely cause on the KRN, we want to ensure our transport services still allow users to move around our region with ease, and any wider scheme adheres to our established local transport plan policies and the wider needs of communities and the environment. It is therefore important that this scheme references and addresses any impacts it has on people effected in the local area	Transport for West Midlands	N	It is acknowledged that the construction of the Scheme could cause disruption to the travelling public and local community. The Applicant is not planning any works on roads other than the A46, B4082 and Clifford Bridge Road Roundabout and all current routes would be maintained. However, when a closure of the A46 is required, the diversion route would use the local road network. Where possible, it is anticipated that this type of closure and any other disruptive work would be completed outside of peak travel times. The Applicant would engage with stakeholders including Coventry City Council before any traffic management is requested for approval and this

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Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				would be communicated via the Scheme website. The proposed traffic management phases have been modelled to calculate expected journey times and would be optimised further during detailed design to minimise delays, with layouts being amended, where possible. This has been presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The Outline Traffic Management Plan (**TR010066/APP/7.5**) also sets out that the Applicant would engagement with key local stakeholders such as the highways authority and local community groups in advance of any closures. The Applicant would hold monthly traffic management forums to seek input into traffic management proposals as well as receive feedback on the implementation of any measures. Appendix B, Customer Requirements Log, in the Outline Traffic Management Plan (**TR010066/APP/7.5**) summarises how customer requirements have been considered in developing traffic management plans to date and during detailed design when further construction planning would take place.

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				The Outline Construction Communications Strategy, which is an appendix to the First Iteration Environment Management Plan (**TR010066/APP/6.5**) sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase. This person would engage with key stakeholder groups to ensure information is shared about diversions and closures. The Applicant would also communicate updates during construction using the Scheme webpage and other methods as appropriate. The Applicant has assessed the impact of construction including construction traffic (and phases where relevant) on the relevant environmental aspect and is reported in the relevant chapters of the Environmental Assessment (**TR010066/APP/6.1**).
Environment	General Informative: Groundwater & Contaminated Land Environmental information in relation to surface water and groundwater is	Environment Agency	N	The Applicant has considered the impacts of the Scheme on the water quality of surface water and groundwater. The full assessments are detailed in ES Appendix 13.3 (Water Quality

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	provided within PEIR Chapter 12 on Road Drainage and the Water Environment. After setting out the legislative and policy framework and some generic desk top study information, the chapter does not take matters much further yet in terms of possible conceptualisation or threat to the quality and/or quantity of these Controlled Waters and we will await more site specific data next. We do agree with the approach as set out in Section 12.2.10 and welcome the notion that '…The scope of this will be developed in consultation with the Environment Agency…'. We also concur with some of the possible scheme impacts and mitigation measures identified in Chapter 12. It is positive to note that Section 12.8.4 confirms that the effects of the development during operation have the potential to be beneficial to surface water quality. The Environment Agency would like to encourage the developer to pursue these beneficial effects further in the			Assessment) and ES Appendix 13.4 (Groundwater Assessment) (**TR010066/APP/6.3**). ES Chapter 13 (Road Drainage and the Water Environment (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon road drainage and the water environment, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 113 (Road Drainage and the Water Environment). Mitigation measures are provided in the form of detention basins. Two basins would provide water attenuation and water quality treatment, and one basin would provide only water quality treatment. The basins would be planted with suitable local species to provide further water quality and biodiversity enhancements, by reducing nitrate and phosphate concentrations through biological uptake. Engagement with the Environment Agency is

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	design of mitigation measures such as Sustainable Drainage Scheme (SuDs).			summarised in Chapter 3 of the Consultation Report (**TR010066/APP/5.1**).
Environment	Dewatering We are pleased to see that dewatering requirements will be included in ground investigations and a Groundwater Level, Flow and Quality assessment given the potential impacts on lawful water users and surface water features as described in 12.6.11. These potential receptors should be included in the assessments. Dewatering was previously exempt from requiring an abstraction licence. Since 01 January 2018, most cases of new planned dewatering operations above 20 cubic meters a day will require a water abstraction licence from us, prior to the commencement of dewatering activities at the site. If dewatering is required, it will require an abstraction licence if it doesn't meet the criteria for	Environment Agency	N	The Applicant has considered the impacts of the Scheme on groundwater, including the impact of potential temporary dewatering during the construction period. The full assessment is detailed in ES Appendix 13.4 (Groundwater Assessment) (**TR010066/APP/6.3**). ES Chapter 13 (Road Drainage and the Water Environment (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon groundwater, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 113 (Road Drainage and the Water Environment). An action has been added to the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)) for any dewatering activities to be subject to approval from the Environment Agency and obtaining the relevant licences and permits. The Applicant would assess whether dewatering

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	exemption in The Water Abstraction and Impounding (Exemptions) Regulations 2017 Section 5: Small scale dewatering in the course of building or engineering works. It may also require a discharge permit if it falls outside of our regulatory position statement for de-watering discharges. Consumptive abstraction from Groundwater may not be available, more details can be found in the Abstraction Licensing Strategy for the catchment. If the dewatering activity can be demonstrated to be discharged to the same source of supply without intervening use (i.e. non-consumptive), this will increase the likelihood of a licence being granted. Examples of (consumptive) intervening uses include: dust suppression; mineral washing; washing down machinery and potable supply. Any dewatering activities on-site could have an impact upon local			volumes for the site as a whole appear likely to exceed the threshold volumes for a full abstraction licence (applicable if the water is to be used prior to discharge, for example for dust suppression) or a transfer abstraction licence (if the water is discharged to the same catchment with no intervening use). If it appears likely that an abstraction licence would be required for temporary works, then the Applicant would commence the abstraction licensing process, most likely with a bespoke pre-application supported by a preliminary dewatering assessment. The dewatering assessment would consider potential impacts on the water features including water supplies. Similarly, if the preliminary dewatering assessment indicates that the dewatering discharge is unlikely to comply with the Environment Agency's Regulatory Position Statement (RPS) for dewatering discharges, then we would commence the discharge environmental permitting process. Potential dewatering requirements during operation would be reviewed in the context of the

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	wells, water supplies and/or nearby watercourses and environmental interests. More information is available on gov.uk. If dewatering and discharging into surface water is required during development, the following Regulatory Position Statement will apply: 'Temporary dewatering from excavations to surface water.' https://www.gov.uk/government/publications/temporary-dewatering-from-excavations-to-surface-water Further information on how to assess the hydrogeological impacts of dewatering abstractions can be found here: https://www.gov.uk/government/publications/hydrogeological-impact-appraisal-for-dewatering-abstractions.			Environment Agency's RPS for passive dewatering. At the time of writing, it is considered likely that drainage would discharge to the same catchment with no requirement for pumping and that the passive dewatering RPS would apply. Water features, including watercourses, local wells and water supplies were identified during a water features survey undertaken in January 2024. The water features survey report is included as Annex C of ES Appendix 12.4 (Groundwater Assessment) (**TR010066/APP/6.3**). It is intended that baseline groundwater level monitoring would continue through the detailed design phase and that the dataset would be used to inform the dewatering assessment.
Environment	Water Quality Volume 1. Chapter 12. Road drainage and the water environment. 12.7.19 Issue Section 12.7.19 confirms that there will be a	Environment Agency	N	ES Chapter 13 (Road Drainage and the Water Environment (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme's temporary compound area upon road drainage and the water environment during the

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	requirement to discharge surface water drainage from the construction area, as well as the potential need to discharge foul drainage. Although The Environmental Permitting (England and Wales) Regulations 2016 are referenced earlier in the report, there is no mention that environmental permits will be applied for and adhered to. Given the size of the project it is unlikely that that it will be able to meet the Environment Agency's Regulatory Position Statement on "Temporary dewatering from excavations to surface water". Therefore, a water discharge activity permit will likely be required for any discharges of site drainage and foul waste from the construction area. Impact Carrying out a water discharge activity without a permit, or failing to meet the conditions of such a permit, would result in non-compliance with The Environmental Permitting (England and Wales) Regulations 2016.			construction period. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 113 (Road Drainage and the Water Environment). ES Chapter 13 (Road Drainage and the Water Environment (**TR010066/APP/6.1**) identifies the monitoring requirements necessary to mitigate the impacts of the Scheme. The Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)) requires a temporary drainage strategy and Water Monitoring and Management Plan to be incorporated within the Second Iteration EMP. This would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**) which would require consultation with the Environmental Agency prior to approval by the Secretary of State. An ordinary watercourse consent would be sought from the Lead Local Flood Authorities (Coventry City Council and Warwickshire County Council) prior to start of construction works, for the drainage of temporary hardstanding (compounds).

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	Solution The applicant should consider what water discharge activities will be carried out during construction. The requirement for environmental permits and how they will be adhered to, should be considered as part of the EIA and written into the Environmental Management Plan (EMP). Environmental permits can take months to determine once an application has been received. We recommend early consideration and engagement with ourselves to ensure that permit applications do not result in delays to the project. Further information on when a water discharge activity permit is requirement can be found on the Environment Agency's website: Discharges to surface water and groundwater: environmental permits GOV.UK (www.gov.uk) The Environment Agency also offers a bespoke advice service to help ensure that an application is correct			A water discharge activity permit would not be required as foul drainage would not be discharged to watercourses. Septic tanks would be provided and emptied on a regular basis if a connection to the foul sewer cannot be obtained. Additional consents to be obtained are dependent on finalisation of the detailed design, the detailed construction site set up and methodologies, and discussions with stakeholders, for example the Environment Agency and local authorities. These are not sufficiently developed at this stage to confirm the requirements and therefore it is not practicable to include them within the DCO. The Consents and Agreements Position Statement (**TR010066/APP/3.3**) and the First Iteration EMP (**TR010066/APP/6.5**) outline the known consents and agreements required for the Scheme The PC shall update the Consents and Agreements Position Statement (**TR010066/APP/3.3**) and include environmental consents and agreements within the Second Iteration EMP to cover developments through the Scheme detailed design phase and throughout the construction phase, to ensure all relevant

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	first time. Further details can be found here: Get advice before you apply for an environmental permit GOV.UK (www. gov.uk) Impact The production of an EMP does not prevent potential significant impacts from occurring, but rather reduces the likelihood that they will occur. The Environment Agency often encounters development sites where the EMP produced is either insufficient or not followed by the principal or sub contractors. Issue If an insufficient EMP is produced, or the EMP is not followed, then the environmental impacts could be greater than those described in the PEIR and/or the EIA. If risks to the water environment are not managed adequately by the EMP and its implementation, there could be an increased risk of non			consents and permissions are captured. The Second Iteration EMP would be adhered to by the Contractor responsible for construction of the Scheme, and its conditions would be legally binding. The Second and Third Iterations of the EMP are secured through the draft DCO, Schedule 2, Requirements 4 and 5 (**TR010066/APP/3.1**).

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	compliance with The Environmental Permitting (England and Wales) Regulations 2016. Solution With regards to risks to the water environment, the applicant must be confident that the mitigation measures to manage surface water run off and the movement of sediments, oils and chemicals are sufficient to prevent pollution during heavy rainfall events. Section 12.7.17 of the report confirms that groundwater and surface water monitoring plans will be implemented through the EMP. These monitoring plans must be robust and frequent enough to ensure that hazards and impacts to the water environment are detected and resolved quickly. Where sensitive receptors are identified the applicant could consider increased or continuous monitoring were appropriate. This could also be the case during high risk scenarios such as heavy rainfall events.			

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	The monitoring plans should form part of the EMP's reporting and reviewing procedures. Such procedures should be described within the EMP to ensure adequate contractor oversight by the applicant as well as the principal contractor. These procedures will provide assurances that the EMP is being implemented correctly during construction and allows corrective action to be taken proactively if issues are identified.			
Environment	In order for these improvements to be quantified we recommend the use of the Biodiversity Net Gain Metric 4.0, which can be found at: The Biodiversity Metric 4.0 -JP039.	Natural England	N	The Scheme uses Defra's Statutory Biodiversity Metric (2024). ES Appendix 8.1 (Biodiversity Net Gain Report) (**TR010066/APP/6.3**) details the BNG calculations undertaken for the Scheme, based upon the Environmental Masterplan (ES Figure 2.4 (**TR010066/APP/6.2**)).
Environment	Further clarification will be required regarding the approach to the BNG and how it will be delivered. We	Environment Agency	N	ES Appendix 8.1 (Biodiversity Net Gain Report) (**TR010066/APP/6.3**) details the BNG calculations undertaken for the Scheme, based

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	advise the applicant to consider opportunities in Local Nature Recovery Strategies, any mitigation measures listed for the affected waterbodies under Water Framework Directive (WFD) and contribute to the delivery of the River Basin Management Plans.			upon the Environmental Masterplan (ES Figure 2.4 (**TR010066/APP/6.2**)). As a Nationally Significant Infrastructure Project (NSIP) submitting a DCO application in late 2024 the Scheme is not subject to mandatory BNG under the Environment Act 2021, which is due to come into force for NSIPs in November 2025. The Scheme is a transition scheme sitting within the Road Investment Strategy 2 (RIS2) period (2020 – 2025) and as such the Applicant has set the following KPIs for the Scheme relating to BNG: • Delivery of a 10% net gain for area-based habitats • Delivery of a 10% net gain for linear-hedgerow habitats The Scheme is also not required to meet the trading standards which are built into the Metric. The exception to this would be where the ES is reporting a likely significant effect upon any habitats not meeting the trading standards and where further habitat creation and or enhancement would be required to sufficiently mitigate and avoid a significant effect. ES Appendix 8.1 (Biodiversity Net Gain Report)

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				(**TR010066/APP/6.3**) concludes that the Scheme would deliver: • +11.87% net gain for area-based habitats • +15.28% net gain for linear-hedgerow habitats • No loss of linear watercourse baseline units In relation to watercourses, the BNG assessment report states the baseline condition of linear features but watercourses have not formed part of the BNG targets for the Scheme, which have been set internally by the Applicant in accordance with the Applicant's policy. Due to the works being restricted within the Order Limits and works within watercourses being avoided where possible, the opportunities to contribute to improvements are limited.
Environment	Key Issues to be addressed: Flood Risk: We would require further clarification if a new culvert is required as highlighted in 2.4.31. We note from section 2.4.32 the bund is being removed. The reservoir Coombe Pool is owned and operated by Coventry City Council. We cannot therefore offer specific advice on its operation or the impact	Environment Agency	N	At the time of writing the PEIR it was unclear if an existing field drain, flowing in a westerly direction approximately 700m north of the existing Walsgrave Junction, was culverted under the existing A46. Site surveys have since concluded that the eastern field drain connects with the existing A46 drainage system that runs parallel with the carriageway. Therefore, no new culvert is required by the Scheme. Part of the existing bund would be removed due

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	that this application will have on its function. We can however state that any changes must be approved by Coventry City Council in consultation with a panel engineer and any application must conform to the requirements of the Reservoirs Act 1975.			to the alignment of the A46 and visibility requirements. An environmental bund would be provided in order to prevent the Scheme from flooding during a 1:100yr +32% CC flood event. Details are provided in ES Appendix 13.1 (Flood Risk Assessment) (**TR010066/APP/6.3**). The Applicant has engaged with Coventry City Council regarding the Flood Risk Assessment and Coombe Pool reservoir. A summary of engagement is provided within ES Chapter 13 (Road Drainage and the Water Environment) (**TR010066/APP/6.1**), ES Appendix 13.1 (Flood Risk Assessment) (**TR010066/APP/6.3**) and referenced in Chapter 3 of the Consultation Report (**TR010066/APP/5.1**).
Environment	Preliminary Environmental Information Report: Main Report: Volume 1. Issue We have started undertaking a review of the underlying hydraulic model and input data used to assess flood risk and inform the conclusions of the FRA for each of the schemes but we have not yet accepted them as fit for purpose so we cannot	Environment Agency	N	Since statutory consultation the baseline hydraulic model has been approved by the Environment Agency and the findings are reported in ES Appendix 13.1 (Flood Risk Assessment) (**TR010066/APP/6.3**).

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	advise on the accuracy of the flood risk conclusions and any associated mitigation proposals that are relevant to our remit. Impact The predicted impacts of the proposed development flood risk and suitability of any mitigation proposals (in so far as they relate to our remit) cannot be verified at this time.			
Environment	It is noted that there are several receptors located within 200 metres of the construction works and the assessment has established that mitigation measures are unlikely to be required. However, it is also noted (para 5.7.2) no design interventions have been included for air quality but will be considered in the air quality assessment in the ES. The operator should ensure that their proposed Environmental Management Plan provides adequate management of dust emissions where receptors are within 200 metres.	UK Health Security Agency	N	For the construction phase, the Applicant has considered the impacts of the Scheme on a study area of 200m from the construction activities, For the purposes of proving a conservative assessment, the 200m was taken to be from the Scheme Order Limits. ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon air quality, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 105 (Air Quality).

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				The assessment concludes that, in accordance with DMRB LA 105, with the application of best practice construction mitigation measures commensurate to the level of dust risk level and receptor sensitivity, the impact of construction dust is unlikely to trigger a significant air quality effect. An Outline Air Quality and Dust Management Plan has been produced and forms part of the First Iteration EMP (**TR010066/APP/6.5**). This plan would be developed into an Air Quality and Dust Management Plan during detailed design as part of the Second Iteration EMP and would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**), which would require consultation with the Local Planning Authorities prior to approval by the Secretary of State.
Environment	3. Climate adaption and carbon emissions – As part of the drive to reduce the carbon footprint of the scheme, we request that National Highways work alongside the Centre of Excellence for Decarbonisation of Roads (CEDR) which is hosted by TfWM to help identify and, where	Transport for West Midlands	N	ES Chapter 14 (Climate) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon climate, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 114 (Climate).

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	appropriate, utilise low carbon materials. This should also include climate adaptation measures which are required. Due consideration should also be given to the circular economy, using locally sourced materials where possible and exploring opportunities to re-use materials with other major scheme promoters in the region, such as HS2.			A number of general mitigation and adaptation measures would be considered to address potential climate risks, many of which have been identified by the Scheme design. The assessment takes into account the existing resilience measures for each climate risk either already in place or in development for infrastructure and assets. A meeting was held with TfWM on 31 July 2024 where the requirements of the CEDR were discussed. This is recorded in Chapter 3 of the Consultation Report (**TR010066/APP/5.1**). ES Chapter 10 (Material Assets and Waste) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon climate, both during construction and operation. Mitigation measures for the Scheme are included within the Register of Environmental Actions and Comments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)). One action requires the Scheme to consider local and responsible sourcing of material assets.
Environment	Mitigation Paragraph 10.7.1 states that,	UK Health Security	N	ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) presents the assessment

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	"Information regarding detailed design and extent of the Scheme is still evolving at the time of writing this PEIR. This along with limited information regarding traffic flows and construction phasing has prevented any form of quantitative assessment from being undertaken to inform this PEIR chapter." The UKHSA recommends that the Applicant considers a broad set of mitigation measures. The primary focus should be at reducing noise at source and the UKHSA welcomes the intention, but not yet commitment to, the use of low noise road surfaces (10.7.2), speed limits (10.7.2), and road-side barriers (10.7.3). There are many other mitigation measures that can be considered, some of which involve addressing non-acoustic factors that moderate the causal relationship between noise and health [21]. Other potential mitigation measures include insulation of the building envelope, access to quiet (either as a quiet side for dwellings or access	Agency		used to determine any potential likely significant effects of the Scheme upon noise and vibration, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and vibration). Mitigation measures for the construction phase are identified in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)). An Outline Construction Noise and Vibration Management Plan has been produced as part of the First Iteration EMP (**TR010066/APP/6.5**) and would be developed into a Construction Noise and Vibration Management Plan and included as part of the Second Iteration EMP which would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). Temporary noise barriers would be required during certain site activities and the timing and duration of these would be refined during detailed design as well as the type of plant to be used. The Noise and Vibration Management Plan would set out the approvals required from the local authority. A Communication Strategy is

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	to good quality local tranquil spaces [22, 23]), education and communication [21]. Any measures to acoustically insulate buildings need a holistic consideration to the indoor environmental quality, to ensure that control of external noise ingress does not come at the expense of poorer indoor air quality, an increased risk of overheating, or exposure to high levels of noise from mechanical ventilation. The UKHSA welcomes the commitment to a communication strategy informing local residents of potential periods of disruption (10.7.6).			also referenced within the noise and vibration commitments in the Register for Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)), in order for affected local residents and businesses to be kept informed of works. Embedded mitigation within the design includes the use of low noise surfacing to the A46 and the reduction in speed limits to the A46 and B4082. In addition to the re-distribution of traffic on the LRN and SRN this embedded mitigation results in the Scheme having no likely significant effect on noise and vibration during the operation phase. Therefore, noise barriers are not proposed for the operation of the Scheme.
Environment	Water pollution has been identified at construction and operational phases as a potential impact and we welcome this. Birds can be damaged directly through toxicity, but also through habitat degradation e.g. affecting reedbeds, decreased invertebrate abundance, etc.	Natural England	N	ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon Biodiversity, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity). Impacts caused by water pollution due to construction and operation are assessed within

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				Chapter 8 (Biodiversity), which includes habitat degradation due to run-off. No likely significant effect has been determined due to the impact of water pollution in both the construction and operation phases due to mitigation put in place, and stated within ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) and the First Iteration EMP (**TR010066/APP/6.5**).
Environment	We have reviewed Chapter 12: Road drainage and the water environment and we are in agreement with the Flood Risk Assessment (FRA) and hydraulic modelling that is being undertaken to assess the fluvial flood risk impacts from the Smite Brook and River Sowe. The modelling to demonstrate that the scheme is not increasing flood risk elsewhere in accordance with para 163 of the National Planning Policy Framework 2023.	Environment Agency	N	Since statutory consultation the baseline hydraulic model has been approved by the Environment Agency and the findings are reported in the Flood Risk Assessment (ES Appendix 13.1 (**TR010066/APP/6.3**)) in line with DMRB. The Flood Risk Assessment has been issued to the Environment Agency for review. The Flood Risk Assessment demonstrates that the Scheme would be safe for its lifetime and would not increase flood risk elsewhere. This is achieved through: • ensuring the A46 southbound embankment remains set above the 1% plus climate change flood level • improvements to the structure of the A46 southbound embankment to enable it to act as a secondary defence

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Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				• inclusion of SuDS to manage the surface water runoff from the additional areas of hardstanding.
Environment	Soils and best and most versatile' (BMV) agricultural land The PIER acknowledges that some of the site is agricultural land, a mixture of Grade 2 and Grade 3 and we understand that an agricultural survey is proposed to take place in autumn 2023 to confirm the agricultural land classification and we welcome this.	Natural England	N	The Applicant undertook a soil survey in October 2023 based on a 100m grid within the Order Limits. The survey identified agricultural land of Grade 1 and subgrades 3a and 3b quality within the Order Limits. The full results of the survey are presented in ES Appendix 9.2 (Soil Resource Plan and Agricultural Land Classification) (**TR010066/APP/6.3**). This report has informed ES Chapter 9 (Geology and Soils) (**TR010066/APP/6.1**) which presents the assessment used to determine any potential likely significant effects of the Scheme upon geology and soils, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 109 (Geology and soils).
Environment	Environmental Public Health: We are generally satisfied with the proposed methodology and that it is	UK Health Security Agency	N	Noted. The Environmental Assessment Methodology is provided within ES Chapter 4 (**TR010066/APP/6.1**).

Table 13 - Environment theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	in line with current guidance and good practice.			
Environment	Water Quality (WFD): We welcome the acknowledgement of potential adverse impacts during construction and operation and that a detailed WFD assessment will be prepared as highlighted in 4.7.4. We concur with paragraphs 12.2.6 and 12.2.7 "it may also identify opportunities for enhancement measures, where possible, to assist with the implementation of any outstanding River Basin Management Plan measures".	Environment Agency	N	The Applicant has undertaken a detailed WFD assessment and is included as ES Appendix 13.2 (Water Framework Directive Compliance Assessment) (**TR010066/APP/6.3**). ES Chapter 13 (Road Drainage and the Water Environment) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon road drainage and the water environment, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 113 (Road drainage and water environment). Mitigation measures are provided in the form of detention basins. Two basins would provide water attenuation and water quality treatment, and one basin would provide only water quality treatment. The basins would be planted with suitable local species to provide further water quality and biodiversity enhancements, by reducing nitrate and phosphate concentrations through biological uptake.

Table 13 - Environment theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Environment	Biodiversity Net Gain (BNG) Natural England notes and welcomes National Highways intention to provide 10%.	Natural England	N	ES Appendix 8.1 (Biodiversity Net Gain Report) (**TR010066/APP/6.3**) details the BNG calculations undertaken for the Scheme, based upon the Environmental Masterplan (ES Figure 2.4 (**TR010066/APP/6.2**)). As a Nationally Significant Infrastructure Project (NSIP) submitting a DCO application in late 2024 the Scheme is not subject to mandatory BNG under the Environment Act 2021, which is due to come into force for NSIPs in November 2025. The Scheme is a transition scheme sitting within the Road Investment Strategy 2 (RIS2) period (2020 – 2025) and as such the Applicant has set the following KPIs for the Scheme relating to BNG: • Delivery of a 10% net gain for area-based habitats • Delivery of a 10% net gain for linear-hedgerow habitats The Scheme is not required to meet the trading standards which are built into the Metric. The exception to this would be where the ES is reporting a likely significant effect upon any habitats not meeting the trading standards and where further habitat creation and or

Table 13 - Environment theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				enhancement would be required to sufficiently mitigate and avoid a significant effect. ES Appendix 8.1 (Biodiversity Net Gain Report) (**TR010066/APP/6.3**) concludes that the Scheme would deliver: • +11.87% net gain for area-based habitats • +15.28% net gain for linear-hedgerow habitats
Environment	Biodiversity: We welcome the inclusion of 10% Biodiversity Net Gain (BNG) into the design of the scheme.	Environment Agency	N	ES Appendix 8.1 (Biodiversity Net Gain Report) (**TR010066/APP/6.3**) details the BNG calculations undertaken for the Scheme, based upon the Environmental Masterplan (ES Figure 2.4 (**TR010066/APP/6.2**)). As a Nationally Significant Infrastructure Project (NSIP) submitting a DCO application in late 2024 the Scheme is not subject to mandatory BNG under the Environment Act 2021, which is due to come into force for NSIPs in November 2025. The Scheme is a transition scheme sitting within the Road Investment Strategy 2 (RIS2) period (2020 – 2025) and as such the Applicant has set the following KPIs for the Scheme relating to BNG: • Delivery of a 10% net gain for area-based habitats

Table 13 - Environment theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				• Delivery of a 10% net gain for linear-hedgerow habitats The Scheme is not required to meet the trading standards which are built into the Metric. The exception to this would be where the ES is reporting a significant effect upon any habitats not meeting the trading standards and where further habitat creation and or enhancement would be required to sufficiently mitigate and avoid a significant effect. Appendix 8.1 (Biodiversity Net Gain Report) (**TR010066/APP/6.3**) concludes that the Scheme would deliver: • +11.87% net gain for area-based habitats • +15.28% net gain for linear-hedgerow habitats

Table 14 - Environment theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Environment	The Air Quality Supplementary Planning Document (2021) has not been referred to. This document supplements Policy HS5 of the Local Plan (2019).	Rugby Borough Council	N	The Air Quality Supplementary Planning Document (2021) is referenced in ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**).
Environment	Chapter 13 Rugby's adopted Climate Change and Sustainable Construction Supplementary Design Guide (2022) has not been referenced in this section.	Rugby Borough Council	N	Rugby Borough Council's adopted Climate Change and Sustainable Construction Supplementary Design Guide (2022) is referenced in ES Chapter 14 (Climate) (**TR010066/APP/6.1**).
Environment	In relation to cultural heritage receptors the impact on Brinklow castle is not listed as a consideration as highlighted in the scoping response.	Rugby Borough Council	Y	In response to some early concerns expressed by Historic England and Rugby Borough Council, Brinklow Castle scheduled monument has been examined for potential impacts. As reported in ES Chapter 6 (Cultural Heritage) (**TR010066/APP/6.1**) the monument is approximately 5km east of the Scheme and is screened from it by the intervening topography. Its setting does not include the Order limits and its distance and position relative to destinations indicates it would not be subject to impacts from changes to traffic during construction.
Environment	Para. 6.8.4 states that there is a 'There is a medium to low likelihood	Warwickshire County Council	N	The Applicant has undertaken archaeological evaluation works in support the ES with the

Table 14 - Environment theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	of archaeological remains overall and it is considered that any remains would most likely be of low Value'. There is insufficient archaeological information currently available to enable the archaeological potential of this area to be assessed and this conclusion drawn.			close involvement of Warwickshire County Council's archaeological advisor (acting on behalf of Rugby Borough Council). A geophysical survey was undertaken in September 2023 (ES Appendix 6.2 (Geophysical Survey Report) (T**R010066/APP/6.3**)) and a scheme of trial trenching was undertaken in March 2024 (ES Appendix 6.4 (Archaeological Trial Trenching Survey Report) (**TR010066/APP/6.3**)). ES Chapter 6 (Cultural Heritage) (**TR010066/APP.6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon cultural heritage, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 106 (Cultural heritage). Chapter 6 concludes that the Scheme area has a very low archaeological potential. As mitigation an Unexpected Archaeological Finds Protocol has been produced and forms part of the First Iteration EMP (**TR010066/APP/6.5**).
Environment	There is insufficient information available on the archaeological	Warwickshire County Council	N	The PEIR was produced in the context of planned archaeological evaluation works to

Table 14 - Environment theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	sensitivity of this area to determine that the undertaking of archaeological monitoring in areas of 'higher potential' would reduce the impacts to a 'neutral (not significant) effect'. In addition, it is not clear here what is meant by areas of 'higher potential', which areas are considered to be of 'higher potential' and how was this determined.			occur in the future, that would enable conclusions to be drawn and appropriate mitigation to be designed. The Applicant has since undertaken archaeological evaluation works in support the ES with the close involvement of Warwickshire County Council's archaeological advisor (acting on behalf of Rugby Borough Council). A geophysical survey was undertaken in September 2023 (ES Appendix 6.2 (Geophysical Survey Report) (T**R010066/APP/6.3**)) and a scheme of trial trenching was undertaken in March 2024 (ES Appendix 6.4 (Archaeological Trial Trenching Survey Report) (**TR010066/APP/6.3**)). ES Chapter 6 (Cultural Heritage) (**TR010066/APP.6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon cultural heritage, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 106 (Cultural heritage). Chapter 6 concludes that the Scheme area has

Table 14 - Environment theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				a very low archaeological potential. As mitigation an Unexpected Archaeological Finds Protocol has been produced and forms part of the First Iteration EMP (**TR010066/APP/6.5**).
Environment	Chapter 7 Figure 7.2 does not show any of the additional viewpoints RBC requested for inclusion during the scoping opinion response. Table 7-2 therefore does not make an assessment of these additional views.	Rugby Borough Council	N	In summary, these additional viewpoints suggested by Rugby Borough Council have been discounted on the grounds of private locale and lack of potential visibility of the Scheme. The reasoning for discounting each of these viewpoints is provided in ES Appendix 4.1 (Scoping Opinion response) (**TR010066/APP/6.3**). ES Chapter 7 (Landscape and Visual Effects) of (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon landscape and visual effects, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 107 (Landscape and visual effects).
Environment	No detailed reference has been made to trees (protected or otherwise) therefore no further assessment has been made nor will be made until these details are made available.	Rugby Borough Council	N	The Applicant has undertaken an Arboricultural Impact Assessment of the trees and hedgerows within the Scheme Order Limits. The results of the survey and assessment are provided in ES Appendix 7.4 (Arboricultural Impact Assessment) (**TR010066/APP/6.3**). This

Table 14 - Environment theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				document identifies trees to be removed as part of the Scheme and mitigation measures to retain and protect other trees and hedgerows during construction. There are no veteran or ancient trees listed either within the Scheme Order Limits or within influencing distance. One tree was recorded of veteran condition during the tree assessment and protective measures have been proposed for works in relation to the root protection area. Compensatory tree planting is provided throughout the Scheme and is presented on the Environmental Masterplan (ES Figure 2.4) (**TR010066/APP/6.2**). ES Chapter 7 (Landscape and Visual Effects) of (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon landscape and visual effects, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 107 (Landscape and visual effects).
Environment	· Para. 6.8.4 further concludes that 'potential mitigation measures such as minimal intrusion into areas	Warwickshire County Council	N	The PEIR was produced in the context of planned archaeological evaluation works to occur in the future, that would enable

Table 14 - Environment theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	outside the existing A46 footprint and archaeological monitoring in areas of higher potential would reduce impacts on archaeological remains to result in a neutral (not significant) effect'. Whether or not archaeological monitoring would adequately mitigate impacts on archaeological impacts depends, in part, on the type of archaeological feature disturbed, its significance (which is itself dependent on its age, state of preservation, character etc), and the scale of the impact. There is insufficient information available on the archaeological sensitivity of this area to determine that the undertaking of archaeological monitoring in areas of 'higher potential' would reduce the impacts to a 'neutral (not significant) effect'.			conclusions to be drawn and appropriate mitigation to be designed. The Applicant has since undertaken archaeological evaluation works in support the ES with the close involvement of Warwickshire County Council's archaeological advisor (acting on behalf of Rugby Borough Council). A geophysical survey was undertaken in September 2023 (ES Appendix 6.2 (Geophysical Survey Report) (T**R010066/APP/6.3**)) and a scheme of trial trenching was undertaken in March 2024 (ES Appendix 6.4 (Archaeological Trial Trenching Survey Report) (**TR010066/APP/6.3**). ES Chapter 6 (Cultural Heritage) (**TR010066/APP.6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon cultural heritage, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 106 (Cultural heritage). ES Chapter 6 (Cultural Heritage) (**TR010066/APP.6.1**) concludes that the

Table 14 - Environment theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				Scheme area has a very low archaeological potential. As mitigation an Unexpected Archaeological Finds Protocol has been produced and forms part of the First Iteration EMP (**TR010066/APP/6.5**).
Environment	In relation to the residential receptors identified the residential properties at Highfields and Combe Warren (accessed off Brinklow Road) as identified in the scoping response have not been highlighted.	Rugby Borough Council	Y	Highfield and Coombe Warren are now included as residential receptors within ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**).
Environment	Chapter 5 Traffic modelling, for annual average daily traffic (AADT) data required to inform the air quality assessment and modelling.	Rugby Borough Council	N	The Applicant has undertaken an air quality assessment for the operational phase using the Atmospheric Dispersion Modelling System for Roads (ADMS-Roads) software (version 5.0.0.1) and the relevant Defra and National Highway's tools. ES Appendix 5.1 (Air Quality Modelling Process) (**TR010066/APP/6.3**) provides further information and describes the modelling parameters used for the assessment. ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon air quality, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 105

Table 14 - Environment theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				(Air Quality). As detailed in ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**), to determine the study area for the air quality assessment, the following traffic scoping criteria, outlined in DMRB LA 105, were used to identify roads which are likely to be impacted by the Scheme. Roads which triggered the below scoping criteria, based on comparing the DM and DS 2028 scenarios' traffic data, were considered within the air quality assessment: • An annual average daily traffic (AADT) flow change of 1,000 or more • An AADT heavy-duty vehicle (HDV) flow change of 200 or more • A change in speed band • A change in carriageway alignment by greater than 5m.
Environment	· Para. 6.8.7 states that the Scheme 'will not physically impact any other designated or non-designated heritage assets'. I would highlight that there is a potential for as yet unidentified (archaeological) non-designated heritage assets to survive across the site and to be disturbed by this proposed scheme.	Warwickshire County Council	N	The PEIR was produced in the context of planned archaeological evaluation works to occur in the future, that would enable conclusions to be drawn and appropriate mitigation to be designed. The Applicant has since undertaken archaeological evaluation works in support the ES with the close involvement of Warwickshire County Council's archaeological advisor (acting on behalf of

Table 14 - Environment theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				Rugby Borough Council). A geophysical survey was undertaken in September 2023 (ES Appendix 6.2 (Geophysical Survey Report) (**TR010066/APP/6.3**)) and a scheme of trial trenching was undertaken in March 2024 (ES Appendix 6.4 (Archaeological Trial Trenching Report) (**TR010066/APP/6.3**)). ES Chapter 6 (Cultural Heritage) (**TR010066/APP.6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon cultural heritage, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 106 (Cultural heritage). ES Chapter 6 (Cultural Heritage) (**TR010066/APP.6.1**) concludes that the Scheme area has a very low archaeological potential. As mitigation an Unexpected Archaeological Finds Protocol has been produced and forms part of the First Iteration EMP (**TR010066/APP/6.5**).
Environment	Lighting assessments will be required to be undertaken. RBC will	Rugby Borough Council	N	The Applicant has undertaken a lighting assessment to provide an analysis of the

Table 14 - Environment theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	look to review the detailed assessment when it has been undertaken in order to determine any harm to receptors.			potential operational light spill levels associated with the Scheme, to allow an assessment of the potential effects on sensitive receptors. ES Appendix 7.5 (Lighting Assessment) (**TR010066/APP/6.3**) presents this assessment. In summary, as set out in ES Appendix 7.5 (Lighting Assessment) (**TR010066/APP/6.3**) there is no likely significant effect from the Scheme upon lighting, with mitigation provided, which would be incorporated within the detailed design of the lighting.
Environment	Within the Coombe Country Park to the east of the site is a residential property which will need to be considered as a potential noise receptor. Confirmation should be sought from Coventry Council as to their normal construction hours.	Rugby Borough Council	N	ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon noise and vibration, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and vibration). The property to the east of the Scheme within Coombe Abbey Park has been included within the noise assessment, as set out in ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**). The assessment concludes that the Scheme would not have a likely significant effect on that

Table 14 - Environment theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				property.
Environment	To assist with setting work programmes in Rugby the normal hours (for noisy works audible at the site boundary) are Monday to Friday 07:30 to 18:00 and Saturday 08:30 to 13:00, with no noisy activity taking place outside of these times and or on Sundays or public/bank holidays. Works carried out by a statutory undertaker may take place outside these hours however Best Practicable Means (BPM) as defined within the Control of Pollution Act 1974 shall still be employed to control noise and vibration in relation to this site. Reference should be made to the relevant Codes of Practice, including BS 5228-1:2009+A1:2014 and BS 5228-2:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites, Part 1: Noise and Part 2: Vibration. No (noisy) works would be expected to take place on Christmas Day. Contact should be made with council once a methodology and work schedule is available to ensure	Rugby Borough Council	N	Working hours are set out in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)). The core working hours for the construction of the Scheme would be: • Weekdays, excluding bank holidays: 07.00-19.00 (inclusive of shoulder hours) • Saturdays: 07.00-14.00 (inclusive of shoulder hours) • Night hours (Mon-Fri, Sat): 19.00-07.00 Shoulder hours are a period of up to one hour before and up to one hour after normal working hours, and required for start-up and close-down activities, to maximise productivity during the core working hours. These periods would not be considered an extension of core working hours. Where works outside of these hours are unavoidable, the Principal Contractor would consult with the local planning authorities and agree appropriate methods of mitigation that

Table 14 - Environment theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	compliance with the requirements of the Control of Pollution Act 1974.			account for the location of works, hours of work and expected duration. In addition, any Section 61 of the Control of Pollution Act 1974 consents would be obtained where required. ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) includes references to relevant British Standard codes of practice for noise and vibration control as mentioned by the consultee. Annex B2 (Outline Noise and Vibration Management Plan) of the First Iteration EMP (**TR010066/APP/6.5**) provides further details of the schemes compliance with the Control of Pollution Act 1974 and the relevant codes of practice. No construction works would be undertaken on Christmas day. The Scheme would maintain an ongoing dialogue with the Local Authority throughout the construction phase.
Environment	With respect to drainage and flooding impacts, there will be a need for further, detailed, discussion as the design progresses, but in principle the location of proposed	Coventry City Council	N	Further engagement about the proposed drainage strategy has been undertaken with Coventry City Council, described in ES Chapter 13 (Road Drainage and the Water Environment)

Table 14 - Environment theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	balancing ponds seems reasonable subject to design detail and ensuring that maintenance access is accommodated as safely as possible. The City Council has been developing proposals for a Coombe Pool Flood Mitigation Scheme due to the risk to the A46 and immediate city area and therefore measures need to be included in the scheme, funded from combination of Defra and National Highways' designated funds. The scheme was considered as part of the recent Binley works and was not awarded designated funds. Therefore, it is essential that the scheme design should integrate this proposal into the measures being looked at.			(**TR010066/APP/6.1**) and summarised in Chapter 3 of the Consultation Report (**TR010066/APP/5.1**). The design principles and features have been agreed in principle with further consultation required during detailed design, as the design is progressed. The Drainage and Surface Water Plans (**TR010066/APP/2.7**) present the layouts of the drainage networks, detention basins and access. Appendix 13. One detention basin would be owned and maintained by Coventry City Council once the Scheme is complete. This basin would receive water runoff from Coventry City Council assets only. The detention basin would have a maintenance access track around the periphery of the pond, and would be accessed off the existing entrance to Hungerley Hall farm on the B4082. Rights of access over the Hungerley Hall Farm land would be secured through the DCO. The The Applicant is aware of Coventry City Council's proposals for a Coombe Pool Flood Mitigation Scheme. ES Appendix 13.1 (Flood Risk Assessment) (**TR010066/APP/6.3**) evaluates the risk of flooding and its relevant impacts as a result of the Scheme. The Flood

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Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				Risk Assessment includes reference to the Coombe Pool Flood Mitigation scheme. However, it is determined that no mitigation, beyond that embedded within the Scheme design, is required as part of the Scheme to manage reservoir flood risk. It is considered that the residual risk is safely managed as the Coventry City Council emergency planner would already have an emergency plan in place to manage the risk of reservoir flooding and that this should be sufficient to manage the risk post-scheme. The majority of the Scheme lies outside of the 100-year plus climate change flood extent. This results in changes to flood depths local to Walsgrave Junction virtually all within the hydraulic model tolerances of +/- 10mm. The proposed A46 southbound carriageway level of at least 74.0mAOD (the 1% AEP plus climate change and 600mm freeboard) is maintained the full length of the Scheme design. This ensures no flooding of the carriageway itself and ensures the Scheme adheres to DMRB LA 113 guidance for projects on motorways.

Table 14 - Environment theme: Local authorities				
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Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Environment	• The principle of removing the existing surface roundabout at Walsgrave is similarly agreed, and it is noted that this could provide opportunities for enhancement of the local landscape, including providing enhanced habitat for flora and fauna. Other opportunities to provide enhanced habitat, especially at the proposed balancing ponds and associated parcels of land, should again be maximised.	Coventry City Council	N	The Environmental Masterplan (ES Figure 2.4 (**TR010066/APP/6.2**) has been developed in conjunction with the biodiversity team in order to maximise habitat creation where possible. ES Appendix 8.1 (Biodiversity Net Gain Report) (**TR010066/APP/6.3**) details the BNG calculations undertaken for the Scheme, based upon the Environmental Masterplan (ES Figure 2.4 (**TR010066/APP/6.2**). ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon Biodiversity, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity). ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the mitigation and enhancements that the Scheme would deliver. The creation of drainage features, hedgerows, lines of trees, species-rich grassland, woodland and scrub habitats along the Scheme (including the existing Walsgrave roundabout) would create more foraging habitat for birds, bats, badgers, hedgehogs and polecats within the

Table 14 - Environment theme: Local authorities				
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Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				Order Limits. As such, the creation of these areas of scrub and grassland can be considered an enhancement, providing habitat for species including birds, bats, badgers, invertebrates, hedgehogs and polecats.
Environment	• Hungerley Hall Farm will require suitable landscaping and noise mitigation measures to minimise the impact of the new road upon the Grade II listed setting. The historic importance of the building needs to be recognised and sympathetic design principles employed when finalising the design.	Coventry City Council	N	ES Chapter 6 (Cultural Heritage), ES Chapter 7 (Landscape and Visual Effects) and ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) present the assessments used to determine any potential likely significant effects of the Scheme upon their respective topic areas, both during construction and operation. The assessments are considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring), DMRB LA 106 (Cultural heritage), DMRB LA 107 (Landscape and visual effects) and DMRB LA 111 (Noise and vibration). The Environmental Masterplan (ES Figure 2.4 of (**TR010066/APP/6.2**)) presents the landscaping mitigation to Hungerley Hall Farmhouse including woodland planting, hedgerows and isolated trees. ES Chapter 6 (Cultural Heritage) confirms that the planting would screen much of the urbanising effect of the Scheme, to preserve as much rural character within its setting as is feasible. This would soften the character of the impact but cannot completely mitigate it, especially the loss of open space, although not

Table 14 - Environment theme: Local authorities				
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Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				deemed a likely significant effect in relation to changes to setting of Hungerley Hall Farm. The results of the noise assessment can be found in ES Chapter 10 (Noise and Vibration) (**TR010066/APP/6.1**). This concludes that noise mitigation measures would be required during the construction period, however the assessment concludes that there is no likely significant effect due to the Scheme during the operational phase.
Environment	We are pleased to note that para. 6.9.2 confirms that archaeological trial trenching will be undertaken to help provide a comprehensive archaeological baseline. As referenced above, we are currently discussing the scope of the archaeological evaluation with the applicant's archaeological consultant.	Warwickshire County Council	N	The Applicant has undertaken archaeological evaluation works in support the ES with the close involvement of Warwickshire County Council's archaeological advisor (acting on behalf of Rugby Borough Council). A geophysical survey was undertaken in September 2023 (ES Appendix 6.2 (Geophysical Survey Report) (T**R010066/APP/6.3**)) and a scheme of trial trenching was undertaken in March 2024 (Appendix 6.4 Archaeological Trail Trenching Report) (**TR010066/APP/6.3**)). ES Chapter 6 (Cultural Heritage) (**TR010066/APP.6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon cultural heritage,

Table 14 - Environment theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 106 (Cultural heritage). ES Chapter 6 (Cultural Heritage) (**TR010066/APP.6.1**) concludes that the Scheme area has a very low archaeological potential. As mitigation an Unexpected Archaeological Finds Protocol has been produced and forms part of the First Iteration EMP (**TR010066/APP/6.5**).
Environment	We are pleased to note that the Public Consultation brochure acknowledges that this proposal could 'result in direct or indirect impacts on heritage assets like historic buildings, historic landscapes and buried archaeological remains', that these potential impacts are to be assessed, and results of that assessment, plus any proposed mitigation, included in the Environmental Statement.	Warwickshire County Council	N	ES Chapter 6 (Cultural heritage) (**TR010066/APP.6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon heritage assets like historic buildings, historic landscapes and buried archaeological remains, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 106 (Cultural heritage). Mitigation measures of relevance during construction are included within the First Iteration EMP (**TR010066/APP/6.5)**. The First Iteration EMP would be developed into a Second Iteration EMP for implementation during

Table 14 - Environment theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				construction of the Scheme and secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). The Order limits contain land that has not been developed or quarried and therefore, while the probability of further finds is very low, the area is not archaeologically sterile. An Unexpected Archaeological Finds Protocol has therefore been included within the First Iteration EMP (**TR010066/APP/6.5**). An Historic Building Recording Written Scheme of Investigation has also been included within the First Iteration EMP (**TR010066/APP/6.5**) for the works to the listed wall.

Table 15 - Environment theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Environment	Significant dust	BHLF-2AJC-3WX6-R	N	ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**) presents the assessment used to determine any

Table 15 - Environment theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				potential likely significant effects of the Scheme upon air quality, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 105 (Air Quality). The assessment has determined that there is likely to be no significant effects on air quality due to the Scheme. The Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**) includes actions for the contractor to limit and control emissions to air during construction on sensitive receptors. An Outline Air Quality and Dust Management Plan is included in Appendix B.2 within the First Iteration EMP (**TR010066/APP/6.5**) which sets out generic and specific measures that would be used by the Principal Contractor to manage dust and emissions of pollutants to air generated by the construction of the Scheme. This plan would be developed into an Air Quality and Dust Management Plan during detailed design as part of the Second Iteration EMP and would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**).
Environment	I think you may have underestimated the flood risk from	ANON-2AJC-3WJJ-X	N	The Applicant has considered the flood risk from Smite Brook, and the impact of the Scheme on

Table 15 - Environment theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	Smite Brook. It gets within 4 metres of Gainford Rise and Royston Close properties. pictures available on request.			flood risk. The full assessment is detailed within ES Appendix 13.1 (Flood Risk Assessment) (**TR010066/APP/6.3**). ES Chapter 13 (Road Drainage and the Water Environment) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon flood risk, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 113 (Road drainage and water environment). Outputs from the Scheme hydraulic model are consistent with the observations made by the consultee in this comment. The lowest flood event that has been modelled is the 1 in 2 year flood event. This is the flood event that has a 50% chance of occurring in any given year. The extent of this event reaches within 2m of the properties along Gainsford Rise. The proximity of the flood extent to properties does vary along the length of the road however, based on the grid size of the hydraulic mode, in accordance with best practice and industry standard guidance. The Scheme has allowed for the hydraulic model

Table 15 - Environment theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				within the drainage calculations and the assessment has determined that the Scheme would have no likely significant effect on the current flood levels. For the construction phase, a temporary water drainage strategy would be produced as part of a Water Monitoring and Management Plan. This would be developed during detailed design for the Second Iteration EMP and would include measures to prevent flooding to adjacent farmland and properties. The Second Iteration EMP would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**).
Environment	Use a simpler scheme. One that would not impact on the flood plain close to housing.	BHLF-2AJC-3WX8-T	N	ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme. The Applicant has considered the impact of the Scheme on flood risk. The full assessment is detailed within ES Appendix 13.1 (Flood Risk Assessment) (**TR010066/APP/6.3**).

Table 15 - Environment theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				ES Chapter 13 (Road Drainage and the Water Environment) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon flood risk, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 113 (Road drainage and water environment). The assessment has determined that the Scheme would have no likely significant effects on the current flood levels. For the construction phase, a temporary water drainage strategy would be produced as part of a Water Monitoring and Management Plan. This would be developed during detailed design for the Second Iteration EMP and would include measures to prevent flooding to adjacent farmland and properties. The Second Iteration EMP would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**).
Environment	Currently the River Sowe outside the front of our house breaks its banks and floods on average 2-3 times a year. It has got worse in recent years due to the building work at the hospital. This includes	BHLF-2AJC-3WX6-R	N	The Applicant has considered the impact of the Scheme on flood risk. The full assessment is detailed within ES Appendix 13.1 (Flood Risk Assessment) (**TR010066/APP/6.3**). The drainage strategy is set out in ES Appendix 13.6 (Drainage Strategy Report) (**TR010066/APP/6.3**).

Table 15 - Environment theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	a new car park on a flood plain in the last couple of years that has s sin at the entrance "LIABLE TO FLOOD". The new road will only make things much worse. I appreciate that three new Attenuation Basins will be provided but these will be discharged into the River Sowe so how this prevent flooding. It will only exacerbate it if the basins fill up where will it go so as to prevent flooding? This will only get very much worse for the local residents if the junction is built. If as expected houses are added the situation will be untenable, no matter how much "compensation" would be dangled in front of us.			ES Chapter 13 (Road Drainage and the Water Environment) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon flood risk, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 113 (Road drainage and water environment). The assessment has determined that the Scheme would have no likely significant effects on the current flood levels. For the construction phase, a temporary water drainage strategy would be produced as part of a Water Monitoring and Management Plan. This would be developed during detailed design for the Second Iteration EMP and would include measures to prevent flooding to adjacent farmland and properties. The Second Iteration EMP would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). The Scheme's drainage detention basins are designed to accommodate the event of rainfall of a 100-year return period with 20 percent climate change, plus a 300mm freeboard. A sensitivity test would also be carried out for 40 percent

Table 15 - Environment theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				climate change to ensure the proposed basin does not flood. The outflow from the detention basins would be controlled by either an orifice or vortex flow control that would limit the flow to the existing greenfield runoff rate, therefore not increasing the runoff rate to adjacent watercourses.
Environment	When I first moved into the area 28 years ago a "Blue Light" road was proposed then and has obviously been bubbling ever since. The same issues we had then still apply but in fact are more prevalent with the amount of building work that has continued to take place on flood plains since then.	BHLF-2AJC-3WX6-R	N	The Applicant has accommodated the requirement for future hospital link road within the Scheme. The western dumbbell roundabout has been increased in size to accommodate a future link to the hospital, which is identified to be delivered by the adjacent development, site allocation ref H2:3 Walsgrave Hill Farm (Coventry City Council Local Plan 2011-2031). The Applicant has considered the impact of the Scheme on flood risk. The full assessment is detailed within ES Appendix 13.1 (Flood Risk Assessment) (**TR010066/APP/6.3**). The drainage strategy is set out in ES Appendix 13.6 (Drainage Strategy Report) (**TR010066/APP/6.3**). ES Chapter 13 (Road Drainage and the Water Environment) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon flood risk, both during construction and operation. The

Table 15 - Environment theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 113 (Road drainage and water environment). The assessment has determined that the Scheme would have no likely significant effects on the current flood levels. For the construction phase, a temporary water drainage strategy would be produced as part of a Water Monitoring and Management Plan. This would be developed during detailed design for the Second Iteration EMP and would include measures to prevent flooding to adjacent farmland and properties. The Second Iteration EMP would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**).
Environment	Some damage will be done to landscape.	BHLF-2AJC-3WX8-T	N	ES Chapter 7 (Landscape and Visual Effects) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon the landscape and visual effects, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 107 (Landscape and visual effects). The Environmental Masterplan (ES Figure 2.4 (**TR010066/APP/6.2**)) has been developed to

Table 15 - Environment theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				reflect the existing landscape context and to mitigate the impact of vegetation loss due to the Scheme. The assessment determines that there would be likely significant effects due to the Scheme at Year 1 on landscape and visual effects, due to the change in landscape and the establishment of mitigation planting. The assessment also concludes that combining both landscape and visual effects, the Scheme would not result in a likely significant effect on overall landscape and visual amenity. This is due to the mitigation planting being established with an increase in woodland blocks and hedgerow with tree planting along the embankment slopes along the A46 and B4082 link road, strengthening and improving the landscape character and visual amenity in comparison to the baseline scenario.
Environment	If there is street lights will they be seen from the estate	BHLF-2AJC-3WXP-J	N	The Applicant has undertaken a lighting assessment to provide an analysis of the potential operational light spill levels associated with the Scheme, to allow an assessment of the potential effects on sensitive receptors. ES Appendix 7.5 (Lighting assessment) (**TR010066/APP/6.3**) presents this assessment. In summary, there is no likely significant effect

Table 15 - Environment theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				from the Scheme upon lighting with mitigation provided, which would be incorporated within the detailed design of the lighting. ES Chapter 7 (Landscape and Visual Effects) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon the landscape and visual effects, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 107 (Landscape and visual effects) ES Chapter 7 (Landscape and Visual Effects) (**TR010066/APP/6.1**) details the representative viewpoints that have been selected in consultation with the local planning authorities to cover all potentially affected individual visual receptors. The assessment of effects on individual receptors are illustrated through the assessment of effects on representative viewpoints. The locations of the representative viewpoints are presented on ES Figure 7.3 (Visual Context) (**TR010066/APP/6.2**).
Environment	Our client has concerns over the area of land currently proposed for mitigation purposes, namely plots	BHLF-2AJC-3WGU-6	N	A triangular shaped area of land to the east of the A46 immediately north of Coombe Pool SSSI was identified at the options selection stage for

Table 15 - Environment theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	2/13e, 2A/13a & 2A/13b. It will be necessary to understand the requirements for such land, specifically the technical data that has determined the location and extent of the mitigation areas as well as any alternate options that have been explored to remove the need for permanent acquisition of our client's land for this purpose.			compensatory planting, which is a type of mitigation involving the planting of new trees to directly replace those lost elsewhere within the Order Limits. The location has been chosen as it provides the greatest opportunity for habitat connectivity with the SSSI and associated woodland habitats, so is the most suitable location to replace the habitat types being lost. It would provide compensation habitat as close as possible to the areas affected (i.e. the SSSI) and would benefit the same habitats and species affected. Early discussions with Coventry City Council have been held to discuss this mitigation area being managed as part of Coombe Abbey Park. The area chosen as part of the Scheme, also enables future maintenance to be facilitated by Coventry City Council as part of the Coombe Abbey Park Estate. Locations elsewhere would not provide this. Land to the west of the A46 provides fewer opportunities for connectivity due to the existing A46 being a barrier to movement for species that may be present in Coombe Abbey Park to the east. The approach to identifying land for ecological

Table 15 - Environment theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				mitigation has followed the Chartered Institute of Ecology and Environmental Management (CIEEM) Guidelines for ecological impact assessment in the UK and Ireland in relation to their guidance on compensation which is detailed in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**) also provides a detailed description of the Scheme including information about mitigation proposed.
Environment	I am concerned at the size and location of the area across the A46 from Hungerley Farmhouse that has been allocated for biodiversity net gain.	BHLF-2AJC-3WGJ-U	N	A triangular shaped area of land to the east of the A46 immediately north of Coombe Pool SSSI was identified at the options selection stage for compensatory planting, which is a type of mitigation involving the planting of new trees to directly replace those lost elsewhere within the Order Limits. The location has been chosen as it provides the greatest opportunity for habitat connectivity with the SSSI and associated woodland habitats, so is the most suitable location to replace the habitat types being lost. It would provide compensation habitat as close as possible to the areas affected (i.e. the SSSI) and would benefit the same habitats and species affected. Early discussions with Coventry City Council have been held to discuss this mitigation area being managed as part of Coombe Abbey

Table 15 - Environment theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				Park. The requirement for Biodiversity Net Gain is a Scheme wide provision and not wholly reliant on this parcel of land, but it does contribute to the net gain that the Scheme would deliver. The size of the proposed environmental mitigation area is based on the anticipated vegetation loss and is explained in ES Appendix 8.1 (Biodiversity Net Gain Report) (**TR010066/APP/6.3**) and in line with the Environmental Masterplan (ES Figure 2.4 (**TR010066/APP/6.2**)).
Environment	Regarding the location of landscaping between Coombe Park, A46 + Hungerley Hall Farm Bridge, we have concern over the size of this area which is large.	BHLF-2AJC-3WGT-5	N	The size of the proposed environmental mitigation area is based on the anticipated vegetation loss and is explained in ES Appendix 8.1 (Biodiversity Net Gain Report) (**TR010066/APP/6.3**). A triangular shaped area of land to the east of the A46 immediately north of Coombe Pool SSSI was identified at the options selection stage for compensatory planting, which is a type of mitigation involving the planting of new trees to directly replace those lost elsewhere within the Order Limits. The location has been chosen as it provides the greatest opportunity for habitat connectivity with the SSSI and associated

Table 15 - Environment theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				woodland habitats, so is the most suitable location to replace the habitat types being lost. Early discussions with Coventry City Council have been held to discuss this mitigation area being managed as part of Coombe Abbey Park.
Environment	The proposed area of landscaping to the east of the bypass and adjacent to Coombe is oversized and takes up productive farmland.	BHLF-2AJC-3WG9-A	N	The size of the proposed environmental mitigation area is based on the anticipated vegetation loss and is explained in ES Appendix 8.1 (Biodiversity Net Gain Report) (**TR010066/APP/6.3**). A triangular shaped area of land to the east of the A46 immediately north of Coombe Pool SSSI was identified at the options selection stage for compensatory planting, which is a type of mitigation involving the planting of new trees to directly replace those lost elsewhere within the Order Limits. The location has been chosen as it provides the greatest opportunity for habitat connectivity with the SSSI and associated woodland habitats, so is the most suitable location to replace the habitat types being lost. Early discussions with Coventry City Council have been held to discuss this mitigation area being managed as part of Coombe Abbey Park.
Environment	Significant noise	BHLF-2AJC-3WX6-R	N	ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant

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Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				effects of the Scheme upon noise and vibration, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and vibration). Mitigation measures for the construction phase are identified the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)). An Outline Construction Noise and Vibration Management Plan has been produced as part of the First Iteration EMP (**TR010066/APP/6.5**) and would be developed into a Construction Noise and Vibration Management Plan and included as part of the Second Iteration EMP which would be secured through the draft DCO Schedule 2, Requirement 4 (TR010066/APP/3.1). Temporary noise barriers would be required during certain site activities and the timing and duration of these would be refined during detailed design as well as the type of plant to be used. The Noise and Vibration Management Plan would set out the approvals required from the local authority. A Communication Strategy is also referenced within the noise and vibration commitments in the Register for Environmental

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Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)), in order for affected local residents and businesses to be kept informed of works.
Environment	Some damage will be done to landscape, trees, habitat for birds thus spoiling the Sowe Valley.	BHLF-2AJC-3WX8-T	N	ES Chapter 7 (Landscape and Visual Effects) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon the landscape and visual effects, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 107 (Landscape and visual effects) The Environmental Masterplan (ES Figure 2.4 of (**TR010066/APP/6.2**)) has been developed to reflect the existing landscape context and to mitigate the impact of vegetation loss due to the Scheme. There would be an impact to the existing landscape during construction and while the new planting establishes, but this would improve significantly over time. ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity, both during construction and

Table 15 - Environment theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring), DMRB LA 108 (Biodiversity) and DMRB LA 105 (Air Quality). Measures to protect protected species during the construction phase are identified the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**). The Environmental Masterplan (ES Figure 2.4 (**TR010066/APP/6.2**)) has also been developed with ecologists to mitigate the impact of the Scheme on birds, and in particular local barn owls and wintering birds. The Environmental Masterplan provides replacement habitats for those lost to the Scheme and new habitats to the area, including permanent wet detention basins.
Environment	animals getting run over	BHLF-2AJC-3WX1-K	N	The Applicant has considered the impacts of the Scheme on the the mortality of protected species. Mitigation incorporated as part of the design is identified within ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) and includes a badger crossing under the new B4082 link road and retention of the Hungerley Hall Farm

Table 15 - Environment theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				accommodation overbridge. Boundary fencing would also be provided to adjacent farm land. This is shown on the Environmental Masterplan (ES Figure 2.4 (**TR010066/APP/6.2**)). ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring), DMRB LA 108 (Biodiversity) and DMRB LA 105 (Air Quality). Measures to protect protected species during the construction phase are identified the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)).
Environment	Drainage Our client is keen to establish how scheme drainage will be dealt with to ensure that our client's farming enterprise is not impacted by the works. This includes detail on proposed scheme drainage arrangements including its interaction with existing retained	BHLF-2AJC-3WGU-6	N	The Applicant has considered the impact of the Scheme on drainage and flood risk. The drainage strategy is set out in ES Appendix 13.6 (Drainage Strategy Report) (**TR010066/APP/6.3**), and the flood assessment is detailed within ES Appendix 13.1 (Flood Risk Assessment) (**TR010066/APP/6.3**). The drainage layout for the Scheme is presented on the Drainage and

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Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	land drains.			Surface Water Plans (**TR010066/APP/2.7**) ES Chapter 13 (Road Drainage and the Water Environment) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon drainage and flood risk, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 113 (Road drainage and water environment). During detailed design a temporary drainage strategy would be developed to manage surface water, including encountering unknown land drains, during the construction phase. This would form part of the Water Monitoring and Management Plan of the Second Iteration EMP, would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**).
Environment	Permanent and Temporary Land Requirements It is our client's preference that permanent land take is kept to a minimum.	BHLF-2AJC-3WGU-6	N	Permanent land take would be kept to a minimum. The Order Limits have been defined by the required Scheme infrastructure assets, the extent of replacement planting and habitat creation necessitated by the Scheme, and future maintenance requirements for access to Coventry City Council's and the Applicant's assets.

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Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Environment	Permanent and Temporary Land Requirements It is our client's preference that permanent land take is kept to a minimum.	BHLF-2AJC-3WGY-A	N	Permanent land take would be kept to a minimum. The Order Limits have been defined by the required Scheme infrastructure assets, the extent of replacement planting and habitat creation necessitated by the Scheme, and future maintenance requirements for access to Coventry City Council's and the Applicant's assets.
Environment	Hopefully there will be wildlife corridors. We have deer, badgers & foxes regularly on the estate.	BHLF-2AJC-3WXP-J	N	The Environmental Masterplan (ES Figure 2.4 of (**TR010066/APP/6.2**)) has been developed with ecologists to mitigate the impact of the Scheme on protected species, which includes badgers but not deer or foxes. The Environmental Masterplan provides replacement habitats for those lost to the Scheme and new habitats to the area, including permanent wet detention basins. ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity). ES Appendix 8.2 (Badger Report) (**TR010066/APP/6.3**) contains confidential data

Table 15 - Environment theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				relating to detailed survey information which has supported the assessments. Mitigation incorporated as part of the design is identified within ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) and includes a badger crossing under the new B4082 link road and retention of the Hungerley Hall Farm accommodation overbridge.
Environment	Maybe think about adding bat/swift nesting bricks to the concrete structures.	BHLF-2AJC-3WG6-7	N	ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity). ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) also identifies the mitigation required by the Scheme which includes the provision of barn owl boxes within Coombe Abbey Park and bat boxes, at locations to be determined during detailed design. The provision of bird and bat boxes is identified within the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)) which would be secured secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**).

Table 15 - Environment theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				The bridge structure is not deemed an appropriate place to provide bird or bat boxes due to potential bird strike.
Environment	If possible, improve Smite Brook culvert under the A46 for wildlife.	BHLF-2AJC-3WG6-7	N	The Applicant has avoided works to Smite Brook and the River Sowe to minimise the impact on protected species and habitat associated with the watercourses. No works are currently proposed to Smite Brook or the River Sowe, however the Scheme does impact the surrounding habitat. ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity). Chapter 8 also identifies the mitigation required by the Scheme which includes new habitat creation within the Order Limits.
Environment	It is our client's preference that existing land forming part of the A46 be utilised for mitigation purposes including any areas no longer required under the current proposals. Such arrangements should be explored before additional land is acquired for	BHLF-2AJC-3WGU-6	N	Areas of the existing A46 and B4082 have been used for environmental mitigation purpose as shown on the Environmental Masterplan (ES Figure 2.4 (**TR010066/APP/6.2**)). The Environmental Masterplan has considered limitations due to the existing overhead powerlines and a water main that crosses the site.

Table 15 - Environment theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	mitigation purposes. In addition, if there is a need for additional land for mitigation then it will be necessary to explore other means for achieving this including by way of rights or other offsetting arrangements rather than freehold acquisition.			A triangular shaped area of land to the east of the A46 immediately north of Coombe Pool SSSI was identified at the options selection stage for compensatory planting, which is a type of mitigation involving the planting of new trees to directly replace those lost elsewhere within the Order Limits. The location has been chosen as it provides the greatest opportunity for habitat connectivity with the SSSI and associated woodland habitats, so is the most suitable location to replace the habitat types being lost. Early discussions with Coventry City Council have been held to discuss this mitigation area being managed as part of Coombe Abbey.
Environment	An opportunity perhaps to re-purpose the field to the south of the B4082 to wetland/woodland. It seems to be of limited farming value as it is quite small and floods, badly. The gated access to this field, opposite to the Hungerley Hall Farm drive could be removed or remodelled to deter fly-tipping. Would also mitigate traffic noise.	BHLF-2AJC-3WG6-7	N	Areas of the existing A46 and B4082 have been used for environmental mitigation purpose as shown on the Environmental Masterplan (ES Figure 2.4 (**TR010066/APP/6.2**)). The Environmental Masterplan has considered limitations due to the existing overhead powerlines and a water main that crosses the site. A triangular shaped area of land to the east of the A46 immediately north of Coombe Pool SSSI was identified at the options selection stage for compensatory planting, which is a type of mitigation involving the planting of new trees to

Table 15 - Environment theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				directly replace those lost elsewhere within the Order Limits. The location has been chosen as it provides the greatest opportunity for habitat connectivity with the SSSI and associated woodland habitats, so is the most suitable location to replace the habitat types being lost. Early discussions with Coventry City Council have been held to discuss this mitigation area being managed as part of Coombe Abbey. The Applicant would maintain access to the Hungerley Hall Farm buildings and the field south of the B4082 as shown in the Rights of Way and Access Plans (**TR010066/APP/2.4**). ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon noise and vibration, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and vibration). Mitigation measures for the construction phase are identified in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)). An

Table 15 - Environment theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				Outline Construction Noise and Vibration Management Plan has been produced as part of the First Iteration EMP (**TR010066/APP/6.5**) and would be developed into a Construction Noise and Vibration Management Plan and included as part of the Second Iteration EMP which would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). Temporary noise barriers would be required during certain site activities and the timing and duration of these would be refined during detailed design as well as the type of plant to be used. The Noise and Vibration Management Plan would set out the approvals required from the local authority. A Communication Strategy is also referenced within the noise and vibration commitments in the Register for Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)), in order for affected local residents and businesses to be kept informed of works. Embedded mitigation within the design includes the use of low noise surfacing to the A46 and the reduction in speed limits to the A46 and B4082. In addition to the re-distribution of traffic on the LRN and SRN this embedded mitigation results in the Scheme having no likely significant effect on

Table 15 - Environment theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				noise and vibration during the operation phase. ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) has determined that there would be no likely significant effect during construction and operation on human health.
Environment	An alternative [to the proposed area of landscaping to the east of the bypass and adjacent to Coombe] could be the area of grassland to the south alongside the Smite Brook.	BHLF-2AJC-3WG9-A	N	Areas of the existing A46 and B4082 have been used for environmental mitigation purpose as shown on the Environmental Masterplan (ES Figure 2.4 (**TR010066/APP/6.2**)). The Environmental Masterplan has considered limitations due to the existing overhead powerlines and a water main that crosses the site A triangular shaped area of land to the east of the A46 immediately north of Coombe Pool SSSI was identified at the options selection stage for compensatory planting, which is a type of mitigation involving the planting of new trees to directly replace those lost elsewhere within the Order Limits. The location has been chosen as it provides the greatest opportunity for habitat connectivity with the SSSI and associated woodland habitats, so is the most suitable location to replace the habitat types being lost. Early discussions with Coventry City Council have been held to discuss this mitigation area being managed as part of Coombe Abbey.

Table 15 - Environment theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Environment	Use low impact road surfacing materials – surprisingly noisy for my living room – other side of the lake.	BHLF-2AJC-3WQV-H	N	ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and vibration). The assessment includes the use of a low noise road surface to the new A46 road construction. This is also listed as a requirement in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)) which would be secured secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**).
Environment	Early measures need to be agreed and implemented in connection with my property at Hungerley Hall farmhouse to minimise noise impact of construction for the occupiers.	BHLF-2AJC-3WGJ-U	NN	ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon noise and vibration, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and vibration). The assessment has been based upon an indicative programme of construction which

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Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				highlights the times and durations of particularly noisy works. ES Appendix 11.5 (Construction Noise and Vibration Model Assessment) (**TR010066/APP/6.3**) presents the construction activities and anticipated plant. The Applicant acknowledges that there are some noisy construction activities that require mitigation during construction. The duration and timing of these activities would be re-assessed during detailed design to minimise the impact on residential and non-residential receptors. Mitigation measures for the construction phase are identified the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)). An Outline Construction Noise and Vibration Management Plan has been produced as part of the First Iteration EMP (**TR010066/APP/6.5**) and would be developed into a Construction Noise and Vibration Management Plan and included as part of the Second Iteration EMP which would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). Temporary noise barriers would be required during certain site activities and the timing and duration of these would be refined during detailed

Table 15 - Environment theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				design as well as the type of plant to be used. The Noise and Vibration Management Plan would set out the approvals required from the local authority. A Communication Strategy is also referenced within the noise and vibration commitments in the Register for Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)), in order for affected local residents and businesses to be kept informed of works.
Environment	broadly agree	ANON-2AJC-3WJJ-X	N	Comment noted.
Environment	Need to assess impact of proposal.	BHLF-2AJC-3WVA-1	N	The ES (**TR010066/APP/6.1**) follows DMRB LA104, which sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse environmental effects as a result of construction and operation. The Transport Assessment (**TR010066/APP/7.3**) summarises the Scheme's impact on the strategic and local highway network with respect to traffic congestion and road safety for motorised transport. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each

Table 15 - Environment theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Environment	Previous recent experience tells us that there are likely to be unintended consequences which are not currently mitigated against.	N	The ES (**TR010066/APP/6.1**) follows DMRB LA104, which sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse environmental effects as a result of construction and operation. ES Chapter 4 (Environmental assessment methodology) (**TR010066/APP/6.1**) outlines the purpose and main stages of the assessment process and explains the methodology that has been followed and details the approach to mitigation. The mitigation hierarchy (DMRB LA 104 paragraph 3.23) is based on a series of sequential steps undertaken to limit any adverse impacts on the environment and has the following steps in order of priority: • Avoidance and prevention: design and mitigation measures to prevent the effect (e.g., alternative design options or avoidance of environmentally sensitive sites) • Reduction: where avoidance is not possible, then mitigation is used to

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			lessen the magnitude or significance of effects • Remediation: where it is not possible to avoid or reduce a significant adverse effect, these are measures to offset the effect Full details of the mitigation measures included within the Scheme are described in each of the topic-based chapters of the ES (**TR010066/APP/6.1**). Mitigation measures required during construction are identified in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)) and would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). The Transport Assessment (**TR010066/APP/7.3**) summarises the Scheme's impact on the strategic and local highway network with respect to traffic congestion and road safety for motorised transport. The construction traffic management phases of the Scheme are presented in the Outline Traffic

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.
Environment	All these works will do is cause extra jams and extra pollution from the extra jams. Without any roadworks then there won't be any extra jams or pollution.	N	The Applicant sets out at section 5.10 of ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**), that overall, for human health there are no likely significant effects, due to air quality, during operation and construction of the Scheme from road traffic changes. The assessment has been undertaken in accordance with The Applicant's DMRB LA105 (Air quality) definitions, which are explained in ES Chapter 5. The majority of receptors located within the Coventry Air Quality Monitoring Area (AQMA) would experience either an improvement or an imperceptible change in Nitrogen Oxide concentrations. This improvement is attributed to an expected reduction in vehicle flows on the nearby B4082 resulting from the operation of the Scheme. The other anticipated impact on air quality is from dust from construction. The risk of construction dust as a result of the Scheme is considered to be 'high' therefore mitigation measures have been set out in an Outline Air

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Quality and Dust Management Plan at Appendix B.1 of the First Iteration EMP (**TR010066/APP/6.5**). This plan would be developed into an Air Quality and Dust Management Plan during detailed design as part of the Second Iteration EMP and would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) has determined that the impact of the air quality on health outcomes, both during construction and operation, are anticipated to result in a neutral health outcome.
Environment	pollution from cars stuck in traffic	N	The Applicant sets out at section 5.10 of ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**), that overall, for human health there are no likely significant effects, due to air quality, during operation and construction of the Scheme from road traffic changes. The assessment has been undertaken in accordance with the Applicant's DMRB LA105 (Air quality) definitions, which are explained in ES Chapter 5 Air Quality. The majority of receptors located within the Coventry Air Quality Monitoring Area (AQMA) would experience either an improvement or an imperceptible change in Nitrogen Oxide concentrations. This improvement is attributed to

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			an expected reduction in vehicle flows on the nearby B4082 resulting from the operation of the Scheme. The other anticipated impact on air quality is from dust from construction. The risk of construction dust as a result of the Scheme is considered to be 'high' therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix B.1 of the First Iteration EMP (**TR010066/APP/6.5**). This plan would be developed into an Air Quality and Dust Management Plan during detailed design as part of the Second Iteration EMP and would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) has determined that the impact of the air quality on health outcomes, both during construction and operation, are anticipated to result in a neutral health outcome.
Environment	Concerned about dust and pollution from construction	N	The Applicant sets out at section 5.10 of ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**), that overall, for human health there are no likely significant effects, due to air quality, during operation and construction of the Scheme from road traffic changes. The assessment has been

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			undertaken in accordance with the Applicant's DMRB LA105 (Air quality) definitions, which are explained in ES Chapter 5 (Air Quality). The majority of receptors located within the Coventry Air Quality Monitoring Area (AQMA) would experience either an improvement or an imperceptible change in Nitrogen Oxide concentrations. This improvement is attributed to an expected reduction in vehicle flows on the nearby B4082 resulting from the operation of the Scheme. The other anticipated impact on air quality is from dust from construction. The risk of construction dust as a result of the Scheme is considered to be 'high' therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix B.1 of the First Iteration EMP (**TR010066/APP/6.5**). This plan would be developed into an Air Quality and Dust Management Plan during detailed design as part of the Second Iteration EMP and would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) has determined that the

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			impact of the air quality on health outcomes, both during construction and operation, are anticipated to result in a neutral health outcome.
Environment	I do have some concerns – vehicle emission pollution caused by the slip road going up to the 'dog bone' islands.	N	The Applicant sets out at section 5.10 of ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**), that overall, for human health there are no likely significant effects, due to air quality, during operation and construction of the Scheme from road traffic changes. The assessment has been undertaken in accordance with the Applicant's DMRB LA105 (Air quality) definitions, which are explained in ES Chapter 5 (Air Quality). The majority of receptors located within the Coventry Air Quality Monitoring Area (AQMA) would experience either an improvement or an imperceptible change in Nitrogen Oxide concentrations. This improvement is attributed to an expected reduction in vehicle flows on the nearby B4082 resulting from the operation of the Scheme. The other anticipated impact on air quality is from dust from construction. The risk of construction dust as a result of the Scheme is considered to be 'high' therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix B.1 of the First Iteration EMP

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			(**TR010066/APP/6.5**). This plan would be developed into an Air Quality and Dust Management Plan during detailed design as part of the Second Iteration EMP and would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) has determined that the impact of the air quality on health outcomes, both during construction and operation, are anticipated to result in a neutral health outcome.
Environment	Dust (I have a dust allergy).	N	The Applicant sets out at section 5.10 of ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**), that overall, for human health there are no likely significant effects, due to air quality, during operation and construction of the Scheme from road traffic changes. The assessment has been undertaken in accordance with the Applicant's DMRB LA105 (Air quality) definitions, which are explained in ES Chapter 5 (Air Quality). The majority of receptors located within the Coventry Air Quality Monitoring Area (AQMA) would experience either an improvement or an imperceptible change in Nitrogen Oxide concentrations. This improvement is attributed to an expected reduction in vehicle flows on the nearby B4082 resulting from the operation of the

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Scheme. The other anticipated impact on air quality is from dust from construction. The risk of construction dust as a result of the Scheme is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix B.1 of the First Iteration EMP (**TR010066/APP/6.5**). This plan would be developed into an Air Quality and Dust Management Plan during detailed design as part of the Second Iteration EMP and would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) has determined that the impact of the air quality on health outcomes, both during construction and operation, are anticipated to result in a neutral health outcome.
Environment	Any build up of traffic causes pollution, particularly near to Coombe pool.	N	The Applicant sets out at section 5.10 of ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**), that overall, for human health there are no likely significant effects, due to air quality, during operation and construction of the Scheme from road traffic changes. The assessment has been undertaken in accordance with the Applicant's DMRB LA105 (Air quality) definitions, which are

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			explained in ES Chapter 5 (Air Quality). The majority of receptors located within the Coventry Air Quality Monitoring Area (AQMA) would experience either an improvement or an imperceptible change in Nitrogen Oxide concentrations. This improvement is attributed to an expected reduction in vehicle flows on the nearby B4082 resulting from the operation of the Scheme. The other anticipated impact on air quality is from dust from construction. The risk of construction dust as a result of the Scheme is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix B.1 of the First Iteration EMP (**TR010066/APP/6.5**). This plan would be developed into an Air Quality and Dust Management Plan during detailed design as part of the Second Iteration EMP and would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) has determined that the impact of the air quality on health outcomes, both during construction and operation, are

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			anticipated to result in a neutral health outcome. The Transport Assessment (**TR010066/APP/7.3**) summarises the Scheme's impact on the strategic and local highway network with respect to traffic congestion and road safety for motorised transport. The Scheme's traffic benefits include reduced journey times, increased capacity and free-flowing journeys along the A46 at Walsgrave Junction. Further information about the benefits of the Scheme can be found in the Case for the Scheme (**TR010066/APP/7.1**).
Environment	I am a little concerned that improvements may result in increased traffic and attendant pollution, plus there is a concern that it will move stationary traffic into a housing area with the attendant concerns.	N	The Applicant sets out at section 5.10 of ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**), that overall, for human health there are no likely significant effects, due to air quality, during operation and construction of the Scheme from road traffic changes. The assessment has been undertaken in accordance with the Applicant's DMRB LA105 (Air quality) definitions, which are explained in ES Chapter 5 (Air Quality). The majority of receptors located within the Coventry Air Quality Monitoring Area (AQMA) would experience either an improvement or an imperceptible change in Nitrogen Oxide concentrations. This improvement is attributed to

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			an expected reduction in vehicle flows on the nearby B4082 resulting from the operation of the Scheme. The other anticipated impact on air quality is from dust from construction. The risk of construction dust as a result of the Scheme is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix B.1 of the First Iteration EMP (**TR010066/APP/6.5**). This plan would be developed into an Air Quality and Dust Management Plan during detailed design as part of the Second Iteration EMP and would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) has determined that the impact of the air quality on health outcomes, both during construction and operation, are anticipated to result in a neutral health outcome. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. The Scheme's traffic benefits include reduced

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			journey times, increased capacity and free-flowing journeys along the A46 at Walsgrave Junction. The Scheme is predicted to reduce traffic flows on many local roads as traffic reroutes onto the A46, therefore road users on the local road network are predicted to have a more consistent journey. Further information about the benefits of the Scheme can be found in the Case for the Scheme (**TR010066/APP/7.1**).
Environment	The increase in traffic on Clifford Bridge Road will cause a huge increase in pollution for residents in the area.	N	A traffic modelling exercise has been undertaken to review the impact of the Scheme on the local and strategic road networks both for the opening date of the Scheme and for design year 2043. The impact of the Scheme on the surrounding roads, including Clifford Bridge Road, is presented in the Transport Assessment (**TR010066/APP/7.3**). The Scheme's traffic benefits include reduced journey times, increased capacity and free-flowing journeys along the A46 at Walsgrave Junction. The Scheme is predicted to reduce traffic flows on many local roads, including Clifford Bridge Road as traffic reroutes onto the A46, therefore road users on the local road network are predicted to have a more consistent journey.

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Further information about the benefits of the Scheme can be found in the Case for the Scheme (**TR010066/APP/7.1**). The Transport Assessment modelling has been used in the air quality assessment, which is presented in ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**). Chapter 5 presents the assessment used to determine any potential likely significant effects of the Scheme upon air quality, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 105 (Air quality). The Applicant sets out at section 5.10 of Chapter 5 that overall, for human health there are no likely significant effects, due to the introduction of the Scheme.
Environment	When traffic is detoured along Clifford Bridge Road, lorries stop at traffic lights, and spew out fumes, into our house while being static, with engines running.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community. It is acknowledged that the construction of the

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Scheme could cause disruption to all road users. Where possible the most disruptive works, including closures of the A46, would be planned outside of peak travel times to minimise disruption to road users and the local community. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The Scheme does not require any works on Clifford Bridge Road; however, when a closure of the A46, in the vicinity of the Walsgrave junction is required, the diversion route would use Clifford Bridge Road. It has been selected as the shortest diversion route and is already the agreed route between the Applicant and Coventry City Council during existing roadworks on the A46. The Outline Traffic Management Plan (**TR010066/APP/7.5**) details the diversion routes that would be used by the Scheme during any road closures. The Outline Traffic Management Plan (**TR010066/APP/7.5**) also sets out that the Applicant would engagement with key local stakeholders such as the highways authority and local community groups in advance of any closures. The Applicant would hold monthly traffic management forums to seek input into

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			traffic management proposals as well as receive feedback on the implementation of any measures. The Applicant would communicate updates during construction using the Scheme webpage and other methods as appropriate. The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is an appendix to the First Iteration Environment Management Plan (**TR010066/APP/6.5**). The Applicant sets out at section 5.10 of ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**), that overall, for human health there are no likely significant effects, due to air quality, during operation and construction of the Scheme from road traffic changes. The assessment has been undertaken in accordance with the Applicant's DMRB LA105 (Air quality) definitions, which are explained in ES Chapter 5 Air Quality (**TR010066/APP/6.1**). The majority of receptors located within the Coventry Air Quality Monitoring Area (AQMA) would experience either an improvement or an imperceptible change in Nitrogen Oxide concentrations. This improvement is attributed to

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			an expected reduction in vehicle flows on the nearby B4082 resulting from the operation of the Scheme. The other anticipated impact on air quality is from dust from construction. The risk of construction dust as a result of the Scheme is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air Quality and Dust Management Plan at Appendix B.1 of the First Iteration EMP (**TR010066/APP/6.5**). This plan would be developed into an Air Quality and Dust Management Plan during detailed design as part of the Second Iteration EMP and would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) has determined that the impact of the air quality on health outcomes, both during construction and operation, are anticipated to result in a neutral health outcome.
Environment	I would expect more air pollution with older vehicles that do not have a stop / start system, or perhaps the system turned off.	N	ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**) describes the methodology applied to the assessment of changes brought about by the Scheme to air quality.

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Further details on the approach to addressing long-term trends in NO_2 concentrations are provided in ES Appendix 5.1 (Air Quality Modelling Process) (**TR010066/APP/6.3**). The Applicant sets out at section 5.10 of ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**), that overall, for human health there are no likely significant effects, due to air quality, during operation and construction of the Scheme from road traffic changes. The assessment has been undertaken in accordance with the Applicant's DMRB LA105 (Air quality) definitions, which are explained in ES Chapter 5 (Air Quality). The majority of receptors located within the Coventry Air Quality Monitoring Area (AQMA) would experience either an improvement or an imperceptible change in Nitrogen Oxide concentrations. This improvement is attributed to an expected reduction in vehicle flows on the nearby B4082 resulting from the operation of the Scheme. The other anticipated impact on air quality is from dust from construction. The risk of construction dust as a result of the Scheme is considered to be 'high' and therefore mitigation measures have been set out in an Outline Air

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Quality and Dust Management Plan at Appendix B.1 of the First Iteration EMP (**TR010066/APP/6.5**). This plan would be developed into an Air Quality and Dust Management Plan during detailed design as part of the Second Iteration EMP and would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) has determined that the impact of the air quality on health outcomes, both during construction and operation, are anticipated to result in a neutral health outcome.
Environment	I see the "assessment" as just a box ticking chore by yourselves.	N	A Preliminary Environmental Information Report (PEIR) was produced to support the Scheme's statutory consultation (National Highways, 2023), which was held between 25 October 2023 and 20 December 2023. The PEIR presented preliminary results of the environmental assessments undertaken at that stage, to enable consultees to understand the likely significant environmental effects of the Scheme. The assessments were based on the preliminary environmental information available at the time, as is typically the case for statutory consultations carried out for the pre-application stage of a DCO scheme.

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The ES (**TR010066/APP/6.1**) follows DMRB LA 104, which sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse environmental effects as a result of construction and operation. The ES presents the final results of the environmental assessments.
Environment	Standard responses to justify the scheme.	N	A Preliminary Environmental Information Report (PEIR) was produced to support the Scheme's statutory consultation (National Highways, 2023), which was held between 25 October 2023 and 20 December 2023. The PEIR presented preliminary results of the environmental assessments undertaken at that stage, to enable consultees to understand the likely significant environmental effects of the Scheme. The assessments were based on the preliminary environmental information available at the time, as is typically the case for statutory consultations carried out for the pre-application stage of a DCO scheme. The ES (**TR010066/APP/6.1**) follows DMRB LA 104, which sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse environmental effects as a result of construction and operation. The ES presents the final results

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			of the environmental assessments.
Environment	Think a lot of report is blowing smoke and giving very tenuous justifications for unnecessary work.	N	A Preliminary Environmental Information Report (PEIR) was produced to support the Scheme's statutory consultation (National Highways, 2023), which was held between 25 October 2023 and 20 December 2023. The PEIR presented preliminary results of the environmental assessments undertaken at that stage, to enable consultees to understand the likely significant environmental effects of the Scheme. The assessments were based on the preliminary environmental information available at the time, as is typically the case for statutory consultations carried out for the pre-application stage of a DCO scheme. The ES (**TR010066/APP/6.1**) follows DMRB LA 104, which sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse environmental effects as a result of construction and operation. The ES presents the final results of the environmental assessments.
Environment	it seems optimistic regarding the expectations for electric car takeup based on the present costs and economic situation.	N	. There are standard parameters in the

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Department for Transport, Transport Analysis Guidance (TAG) that provide information for economic appraisal on the uptake of electric vehicles, which are frequently updated in line with growth trends. This information is included in the economic appraisal of the Scheme. ES Chapter 14 (Climate) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon climate change, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 114 (Climate Quality). This assessment considers the Scheme's effect on climate (i.e. increases in carbon emissions) as well as the potential vulnerability of the Scheme to climate change (i.e. the resilience of the Scheme assets to projected changes in climate). It is expected that the uptake of electric vehicles would reduce the carbon emissions resulting from the Scheme.
Environment	The approach failed to take into account the prevalence of electric power.	N	There are standard parameters in the Department for Transport, Transport Analysis Guidance (TAG) that provide information for economic appraisal on the uptake of electric

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			vehicles, which are frequently updated in line with growth trends. This information is included in the economic appraisal of the Scheme. ES Chapter 14 (Climate) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon climate change, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 114 (Climate Quality). This assessment considers the Scheme's effect on climate (i.e. increases in carbon emissions) as well as the potential vulnerability of the Scheme to climate change (i.e. the resilience of the Scheme assets to projected changes in climate). It is expected that the uptake of electric vehicles would reduce the carbon emissions resulting from the Scheme.
Environment	Seems very wishy-washy. Nothing of anything concrete here.	N	A Preliminary Environmental Information Report (PEIR) was produced to support the Scheme's statutory consultation (National Highways, 2023), which was held between 25 October 2023 and 20 December 2023. The PEIR presented preliminary results of the environmental assessments undertaken at that stage, to enable consultees to understand the likely significant

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			environmental effects of the Scheme. The assessments were based on the preliminary environmental information available at the time, as is typically the case for statutory consultations carried out for the pre-application stage of a DCO scheme. The ES (**TR010066/APP/6.1**) follows DMRB LA 104, which sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse environmental effects as a result of construction and operation. The ES presents the final results of the environmental assessments.
Environment	It is totally inappropriate to make 2 roundabouts to enforce people to drive past the road they need, it increases the carbon footprint!! I thought we were trying to decrease emissions not increase them. Over 12,000 people work at the hospital site this does not include visitors.	N	ES Chapter 14 (Climate) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon climate change, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 114 (Climate Quality). This assessment considers the Scheme's effect on climate (i.e. increases in carbon emissions) as well as the potential vulnerability of the Scheme to climate change (i.e. the resilience of the Scheme assets to projected changes in

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			climate). A baseline assessment using the Applicant's Carbon Forecasting Tool (v2.5.1) has been carried out as part of the development of the Scheme. This has allowed for the consideration of carbon throughout the design process, resulting in the development of a carbon baseline from which further reductions may be made as part of the detailed design stage and through opportunities during the construction phase. The construction, operation and use of the Scheme is predicted to increase carbon emissions by approximately 377,791 tCO2e over the appraisal period of 60 years (up to 2087). However, the contributions of the Scheme to the UK's carbon budget for the relevant carbon budget periods are not significant, less than 0.003%, and therefore it can be concluded that the greenhouse gas emissions impact of the Scheme would not have any material impact on the UK Government meeting its legally binding carbon reduction targets. The vulnerability of Scheme assets to projected changes in climate during operation has been assessed, and the Scheme has been deemed resilient to the current projections. Therefore, no

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			significant effects as a result of climate change are anticipated. An Outline Carbon Management Plan – Appendix B.8 of the First Iteration EMP (**TR010066/APP/6.5**) has been developed to set out the targets and actions for reducing carbon through the design and construction process. It is not anticipated that land would be used for carbon sequestration.
Environment	Carbon footprint	N	ES Chapter 14 (Climate) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon climate change, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 114 (Climate Quality). This assessment considers the Scheme's effect on climate (i.e. increases in carbon emissions) as well as the potential vulnerability of the Scheme to climate change (i.e. the resilience of the Scheme assets to projected changes in climate). A baseline assessment using the Applicant's Carbon Forecasting Tool (v2.5.1) has been carried out as part of the development of the

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Scheme. This has allowed for the consideration of carbon throughout the design process, resulting in the development of a carbon baseline from which further reductions may be made as part of the detailed design stage and through opportunities during the construction phase. The construction, operation and use of the Scheme is predicted to increase carbon emissions by approximately 377,791 tCO2e over the appraisal period of 60 years (up to 2087). However, the contributions of the Scheme to the UK's carbon budget for the relevant carbon budget periods are not significant, less than 0.003%, and therefore it can be concluded that the greenhouse gas emissions impact of the Scheme would not have any material impact on the UK Government meeting its legally binding carbon reduction targets. The vulnerability of Scheme assets to projected changes in climate during operation has been assessed, and the Scheme has been deemed resilient to the current projections. Therefore, no significant effects as a result of climate change are anticipated. An Outline Carbon Management Plan – Appendix B.8 of the First Iteration EMP

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			(**TR010066/APP/6.5**) has been developed to set out the targets and actions for reducing carbon through the design and construction process. It is not anticipated that land would be used for carbon sequestration.
Environment	Will have short term environment degradation during construction.	N	The ES (**TR010066/APP/6.1**) follows DMRB LA104, which sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse environmental effects as a result of construction and operation. ES Chapter 4 (Environmental Assessment Methodology) (**TR010066/APP/6.1**) outlines the purpose and main stages of the assessment process and explains the methodology that has been followed and details the approach to mitigation. The mitigation hierarchy (DMRB LA 104 paragraph 3.23) is based on a series of sequential steps undertaken to limit any adverse impacts on the environment and has the following steps in order of priority: • Avoidance and prevention: design and mitigation measures to prevent the effect (e.g., alternative design options or avoidance of environmentally sensitive sites)

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			• Reduction: where avoidance is not possible, then mitigation is used to lessen the magnitude or significance of effects • Remediation: where it is not possible to avoid or reduce a significant adverse effect, these are measures to offset the effect Full details of the mitigation measures included within the Scheme are described in each of the topic-based chapters of the ES (**TR010066/APP/6.1**). Mitigation measures required during construction are identified in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)) and would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**).
Environment	Possibly a flyover would improve the road but the re-direction of the smaller road is ridiculous and eats into the ever-decreasing countryside	N	The Applicant has considered the impacts of the Scheme on aspects of the countryside. ES Chapter 6 (Cultural Heritage), ES Chapter 7 (Landscape and Visual Effects) and ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) present the assessments used to determine any potential

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			likely significant effects of the Scheme upon those aspects of the countryside, both during construction and operation. The assessments are considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring), DMRB LA 106 (Cultural heritage), DMRB LA 107 (Landscape and visual effects) and DMRB LA 108 (Biodiversity). The site of the relocated junction was chosen after an extensive process of identifying and testing a range of alternative options, which included a full public consultation in 2022 leading to the Preferred Route Announcement, as described in Chapter 2 of the Consultation Report (**TR010066/APP/5/1**). The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**).
Environment	Excessive destruction of countryside.	N	The Applicant has considered the impacts of the Scheme on aspects of the countryside.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			ES Chapter 6 (Cultural Heritage), ES Chapter 7 (Landscape and Visual Effects) and ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) present the assessments used to determine any potential likely significant effects of the Scheme upon those aspects of the countryside, both during construction and operation. The assessments are considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring), DMRB LA 106 (Cultural heritage), DMRB LA 107 (Landscape and visual effects) and DMRB LA 108 (Biodiversity).
Environment	It's difficult as so many vehicles pass this area. Therefore slow traffic equals raised pollution, habitats for wildlife will be disturbed regardless. 2 major motorways close to this scheme and the bypass, plus the roadworks are going to cause chaos.	N	ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon air quality, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 105 (Air quality). The Applicant sets out at section 5.10 of Chapter 5 that overall, for human health, there are no likely significant effects due to the introduction of the Scheme. ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**)

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			presents the assessment used to determine any potential likely significant effects of the Scheme upon Biodiversity, both within construction and operation. ES Appendix 8.15 (Assessment of Air Quality Impacts of Ecological Features) (**TR010066/APP/6.3**) details the assessment air quality impacts, resulting from the Scheme, upon ecological features. Appendix 8.15 concludes that there are no likely significant effects on ecological features, due to the introduction of the Scheme.
Environment	it does remove a lot of farmland from the local farm.	N	ES Chapter 9 (Geology and Soils) (**TR010066/APP/6.1**) presents the assessments used to determine any potential likely significant effects of the Scheme upon geology and soils (including farmland), both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 109 (Geology and soils). The full results of the soil survey are presented in Appendix 9.2 (Soil Resource Plan and Agricultural Land Classification) (**TR010066/APP/6.3**). The delivery of the Scheme results in the

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			permanent and temporary land take of Grade 1 and Subgrade 3a agricultural land, which is considered to be Best and Most Versatile (BMV) land, as well as some Subgrade 3b agricultural land which is considered non-BMV land.
Environment	Concerned about the impact of the scheme upon the farmland	N	ES Chapter 9 (Geology and Soils) (**TR010066/APP/6.1**) presents the assessments used to determine any potential likely significant effects of the Scheme upon geology and soils (including farmland), both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 109 (Geology and soils). The full results of the soil survey are presented in Appendix 9.2 (Soil Resource Plan and Agricultural Land Classification) (**TR010066/APP/6.3**). The delivery of the Scheme results in the permanent and temporary land take of Grade 1 and Subgrade 3a agricultural land, which is considered to be Best and Most Versatile (BMV) land, as well as some Subgrade 3b agricultural land which is considered non-BMV land.

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Environment	I don't like to see loss of farmland.	N	ES Chapter 9 (Geology and Soils) (**TR010066/APP/6.1**) presents the assessments used to determine any potential likely significant effects of the Scheme upon geology and soils (including farmland), both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 109 (Geology and soils). The full results of the soil survey are presented in ES Appendix 9.2 (Soil Resource Plan and Agricultural Land Classification) (**TR010066/APP/6.3**). The delivery of the Scheme results in the permanent and temporary land take of Grade 1 and Subgrade 3a agricultural land, which is considered to be Best and Most Versatile (BMV) land, as well as some Subgrade 3b agricultural land which is considered non-BMV land.
Environment	Building a road through flood plains	N	The Applicant has considered the impact of the Scheme on drainage and flood risk. he drainage strategy for the Scheme is set out in ES Appendix 13.6 (Drainage Strategy Report) (**TR010066/APP/6.3**), and the flood assessment is detailed within ES Appendix 13.1 (Flood Risk Assessment) (**TR010066/APP/6.3**).

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The drainage layout for the Scheme is presented on the Drainage and Surface Water Plans (**TR010066/APP/2.7**).
Environment	The proposed route will make things much much worse for local residents. Building a road through flood plains, there must be a better route that could be devised n this day and age.	N	ES Chapter 13 (Road Drainage and the Water Environment) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon road drainage and the water environment, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 113 (Road Drainage and the Water Environment). The Applicant has considered the impact of the Scheme on drainage and flood risk. The drainage strategy for the Scheme is set out in ES Appendix 13.6 (Drainage Strategy Report) (**TR010066/APP/6.3**), and the flood assessment is detailed within ES Appendix 13.1 (Flood Risk Assessment) (**TR010066/APP/6.3**). Mitigation measures are provided in the form of detention basins. Two basins would provide water attenuation and water quality treatment, and one basin would provide only water quality treatment. The basins would be planted with suitable local

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			species to provide further water quality and biodiversity enhancements, by reducing nitrate and phosphate concentrations through biological uptake. The new drainage features are designed to mitigate the impact of the Scheme on the local water environment, as detailed in the Drainage strategy report. They are not designed for any other requirement. The drainage layout for the Scheme is presented on the Drainage and Surface Water Plans (**TR010066/APP/2.7**). ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme.
Environment	Concerns on flooding	N	ES Chapter 13 (Road Drainage and the Water Environment) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon road drainage and the water environment, both during construction and operation. The assessment is

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 113 (Road Drainage and the Water Environment). The Applicant has considered the impact of the Scheme on drainage and flood risk. The drainage strategy for the Scheme is set out in ES Appendix 13.6 (Drainage Strategy Report) (**TR010066/APP/6.3**), and the flood assessment is detailed within ES Appendix 13.1 (Flood Risk Assessment) (**TR010066/APP/6.3**). Mitigation measures are provided in the form of detention basins. Two basins would provide water attenuation and water quality treatment, and one basin would provide only water quality treatment. The basins would be planted with suitable local species to provide further water quality and biodiversity enhancements, by reducing nitrate and phosphate concentrations through biological uptake. The new drainage features are designed to mitigate the impact of the Scheme on the local water environment, as detailed in the Drainage strategy report. They are not designed for any

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			other requirement. The drainage layout for the Scheme is presented on the Drainage and Surface Water Plans (**TR010066/APP/2.7**). ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme.
Environment	The River Sowe floods every winter so there will be more run-off to cope with.	N	The Applicant has avoided works to Smite Brook and the River Sowe to minimise the impact on protected species and habitat associated with the watercourses. No works are currently proposed to Smite Brook or the River Sowe, however the Scheme does impact the surrounding habitat. ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			(Biodiversity). Chapter 8 also identifies the mitigation required by the Scheme which includes new habitat creation within the Order Limits. The Applicant has considered the impact of the Scheme on drainage and flood risk. The drainage strategy for the Scheme is set out in ES Appendix 13.6 (Drainage Strategy Report) (**TR010066/APP/6.3**), and the flood assessment is detailed within Appendix ES 13.1 (Flood Risk Assessment) (**TR010066/APP/6.3**). ES Chapter 13 (Road Drainage and Water Environment) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon rivers and waterways, including the River Sowe, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 113 (Road drainage and water environment). The assessment has determined that the Scheme would have no likely significant effects on the current flood levels. Mitigation measures are provided in the form of detention basins. Two basins would provide

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			water attenuation and water quality treatment, and one basin would provide only water quality treatment. The basins would be planted with suitable local species to provide further water quality and biodiversity enhancements, by reducing nitrate and phosphate concentrations through biological uptake. The drainage layout for the Scheme is presented on the Drainage and Surface Water Plans (**TR010066/APP/2.7**). The new drainage features are designed to mitigate the impact of the Scheme on the local water environment, as detailed in the Drainage strategy report.
Environment	The land between the River Sowe and the farm is a floodplain. The provision of two drainage ponds will help to keep this stretch of land usable for farming or a housing development?	N	The Applicant has avoided works to Smite Brook and the River Sowe to minimise the impact on protected species and habitat associated with the watercourses. No works are currently proposed to Smite Brook or the River Sowe, however the Scheme does impact the surrounding habitat. The Applicant has considered the impact of the Scheme on drainage and flood risk. The drainage strategy for the Scheme is set out in ES Appendix 13.6 (Drainage Strategy Report) (**TR010066/APP/6.3**), and the flood assessment is detailed within ES Appendix 13.1 (Flood Risk Assessment) (**TR010066/APP/6.3**).

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			ES Chapter 13 (Road Drainage and the Water Environment) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon rivers and waterways, including the River Sowe, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 113 (Road drainage and water environment). The assessment has determined that the Scheme would have no likely significant effects on the current flood levels. Mitigation measures are provided in the form of detention basins. Two basins would provide water attenuation and water quality treatment, and one basin would provide only water quality treatment. The basins would be planted with suitable local species to provide further water quality and biodiversity enhancements, by reducing nitrate and phosphate concentrations through biological uptake. The drainage layout for the Scheme is presented on the Drainage and Surface Water Plans (**TR010066/APP/2.7**). The new drainage features are designed to mitigate the impact of the Scheme on the local water environment, as detailed in the Drainage

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			strategy report. They are not designed for any other requirement.
Environment	Can't see them making any difference. Nothing about impact on flooding due to surface water as land is part local flood plain.	N	ES Chapter 13 (Road Drainage and the Water Environment) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon road drainage and the water environment, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 113 (Road Drainage and the Water Environment). The Applicant has considered the impact of the Scheme on drainage and flood risk. The drainage strategy for the Scheme is set out in ES Appendix 13.6 (Drainage Strategy Report) (**TR010066/APP/6.3**), and the flood assessment is detailed within ES Appendix 13.1 (Flood Risk Assessment) (**TR010066/APP/6.3**). Mitigation measures are provided in the form of detention basins. Two basins would provide water attenuation and water quality treatment, and one basin would provide only water quality treatment. The basins would be planted with suitable local species to provide further water quality and

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			biodiversity enhancements, by reducing nitrate and phosphate concentrations through biological uptake. The drainage layout for the Scheme is presented on the Drainage and Surface Water Plans (**TR010066/APP/2.7**).
Environment	Concerns re drainage. Risk of River Sowe in the future flooding onto Clifford Park Estate.	N	The Applicant has avoided works to Smite Brook and the River Sowe to minimise the impact on protected species and habitat associated with the watercourses. No works are currently proposed to Smite Brook or the River Sowe, however the Scheme does impact the surrounding habitat. The Applicant has considered the impact of the Scheme on drainage and flood risk. The drainage strategy for the Scheme is set out in ES Appendix 13.6 (Drainage Strategy Report) of (**TR010066/APP/6.3**), and the flood assessment is detailed within ES Appendix 13.1 (Flood Risk Assessment) (**TR010066/APP/6.3**). ES Chapter 13 (Road Drainage and Water Environment) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon rivers and waterways, including the River Sowe, both during construction and operation. The

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 113 (Road drainage and water environment). The assessment has determined that the Scheme would have no likely significant effects on the current flood levels. Mitigation measures are provided in the form of detention basins. Two basins would provide water attenuation and water quality treatment, and one basin would provide only water quality treatment. The basins would be planted with suitable local species to provide further water quality and biodiversity enhancements, by reducing nitrate and phosphate concentrations through biological uptake. The drainage layout for the Scheme is presented on the Drainage and Surface Water Plans (**TR010066/APP/2.7**). The new drainage features are designed to mitigate the impact of the Scheme on the local water environment, as detailed in the Drainage Strategy Report - ES Appendix 13.6 (**TR010066/APP/6.3**). They are not designed for any other requirement.
Environment	Concerned that the east bound roundabout is not needed and will lead to further development on this side. This is of detriment to the green belt.	N	Part of the Scheme and wider study area within Rugby Borough Council is located within the Green Belt, as shown on ES Figure 7.1

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			(Landscape Policy Context) (**TR010066/APP/6.2**). ES Chapter 7 (Landscape and Visual Effects) (**TR010066/APP/6.1**) includes consideration of effects on visual amenity and openness within the Green Belt both for the immediate effect at Year 1 and Year 15, allowing for planting to mature.
Environment	Concerned about the impact of the scheme upon the opening up greenbelt areas for further development.	N	Part of the Scheme and wider study area within Rugby Borough Council is located within the Green Belt, as shown on ES Figure 7.1 (Landscape Policy Context) (**TR010066/APP/6.2**). ES Chapter 7 (Landscape and Visual Effects) (**TR010066/APP/6.1**) includes consideration of effects on visual amenity and openness within the Green Belt both for the immediate effect at Year 1 and Year 15, allowing for planting to mature.
Environment	The proposed route would add needless miles to my journeys at Green Belt cost.	N	Part of the Scheme and wider study area within Rugby Borough Council is located within the Green Belt, as shown on ES Figure 7.1 (Landscape Policy Context) (**TR010066/APP/6.2**). ES Chapter 7 (Landscape and Visual Effects) (**TR010066/APP/6.1**) includes consideration of effects on visual amenity and openness within the Green Belt both for the immediate effect at Year 1 and Year 15, allowing for planting to mature.

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			ES Chapter 7 (Landscape and Visual) (**TR010066/APP/6.1)** includes consideration of effects on visual amenity and openness within the Green Belt both for the immediate effect at Year 1 and Year 15, allowing for planting to mature. The transport benefits of the Scheme include reducing congestion-related delay, improving journey time reliability, increasing the overall capacity of the A46, reducing the number of accidents, improving traffic flow, assisting the region's attractiveness for business and helping promote a competitive regional economy. The benefits are discussed further in the Case for the Scheme (**TR010066/APP/7.1**). As set out in the Transport Assessment (**TR010066/APP/7.3**) the implementation of the Scheme would generate reliability benefits as road capacity is increased and delays are shortened.
Environment	I chose to live in this area because of the easy access to the green belt of a busy city. The importance of this is essential with global warming.	N	Part of the Scheme and wider study area within Rugby Borough Council is located within the Green Belt as shown on ES Figure 7.1 (Landscape Policy Context) (**TR010066/APP/6.2**). ES Chapter 7 (Landscape and Visual Effects) of (**TR010066/APP/6.1**) includes consideration of effects on visual amenity and openness within

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the Green Belt both for the immediate effect at Year 1 and Year 15, allowing for planting to mature. ES Chapter 14 (Climate) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon climate change, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 114 (Climate Quality). This assessment considers the Scheme's effect on climate (i.e. increases in carbon emissions) as well as the potential vulnerability of the Scheme to climate change (i.e. the resilience of the Scheme assets to projected changes in climate).
Environment	Health reasons - I am recovering from a rare type of breast cancer.	N	ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon the population and human health, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Population and human health).

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Environment	Lack of sleep, elderly neighbours' chests and breathing affected.	N	An Equality Impact Assessment (**TR010066/APP/7.6**) (EqIA) has been produced as a standalone assessment within the DCO application. This considers the potential impact of the Scheme on protected characteristics and has taken into consideration the impacts identified/health outcomes identified within ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Cross references have been included between the EqIA and the ES. There is not considered to be a disproportionate impact upon the Age (elderly) population group / protected group. ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon the population and human health, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Population and human health). With regards to air quality, with the implementation of the mitigation measures to reduce dust generation during construction as stated within ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**), the effects are expected to

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			be non-significant. Therefore, changes to air pollution during construction are anticipated to result in a neutral health outcome. For the operation phase, as the levels of NO_2 and PM_{10} are not considered to significantly impact human health, no mitigation is identified as required, and a neutral health outcome is deemed appropriate. An Outline Air Quality and Dust Management Plan has been developed and forms Appendix B.1 of the First Iteration EMP (**TR010066/APP/6.7**). This identifies best practice construction mitigation measures as well as monitoring requirements during the construction period. This plan would be developed into an Air Quality and Dust Management Plan during detailed design as part of the Second Iteration EMP and would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). An Outline Noise and Vibration Management Plan is included within the First Iteration EMP (**TR010066/APP/6.5**). This would be developed during detailed design into a Noise and Vibration Management Plan and form part of the Second Iteration EMP and secured through the draft

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). The Noise and Vibration Management Plan would include the measures taken to reduce noise at source, the strategy for actively communicating this information to local communities, and procedures for responding effectively and promptly to any specific issues or complaints arising. The Register of Environmental Actions and Commitments (Appendix A of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**) sets out the requirements for the Noise and Vibration Management Plan including best practice construction mitigation measures.
Environment	It is obvious that the environmental impact will be huge	N	ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme. The development of the Scheme design adheres

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			to the principles of the design and mitigation hierarchy. The first principle of this hierarchy to avoid potential effects, if at all possible, before seeking to minimise or mitigate for any unavoidable impacts through a well-developed mitigation strategy. Full details of the mitigation measures included within the Scheme are described in each of the topic-based chapters of the ES (**TR010066/APP/6.1**). Mitigation measures required during construction are identified in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)) and would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). The potential impacts of the Scheme on the environment have been assessed according to the requirements of the EIA Regulations. This has included the production of a Preliminary Environmental Information Report, which formed part of the Applicant's pre-application statutory consultation as well as the submission of an ES (**TR010066/APP/6.1**).

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The ES (**TR010066/APP/6.1**) follows DMRB LA104, which sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse environmental effects as a result of construction and operation.
Environment	this scheme is disruptive to the environment	N	ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme. The development of the Scheme design adheres to the principles of the design and mitigation hierarchy. The first principle of this hierarchy to avoid potential effects, if at all possible, before seeking to minimise or mitigate for any unavoidable impacts through a well-developed mitigation strategy. Full details of the mitigation measures included within the Scheme are described in each of the topic-based chapters of the ES (**TR010066/APP/6.1**).

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Mitigation measures required during construction are identified in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)) and would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). The potential impacts of the Scheme on the environment have been assessed according to the requirements of the EIA Regulations. This has included the production of a Preliminary Environmental Information Report, which formed part of the Applicant's pre-application statutory consultation as well as the submission of an ES (**TR010066/APP/6.1**). The ES (**TR010066/APP/6.1**) follows DMRB LA104, which sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse environmental effects as a result of construction and operation.
Environment	I'm concerned about the environmental and health impacts.	N	ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			considered to have the least likely environmental impact, and still met the objectives of the Scheme. The development of the Scheme design adheres to the principles of the design and mitigation hierarchy. The first principle of this hierarchy to avoid potential effects, if at all possible, before seeking to minimise or mitigate for any unavoidable impacts through a well-developed mitigation strategy. The potential impacts of the Scheme on the environment have been assessed according to the requirements of the EIA Regulations. This has included the production of a Preliminary Environmental Information Report, which formed part of the Applicant's pre-application statutory consultation as well as the submission of an ES (**TR010066/APP/6.1**). The ES (**TR010066/APP/6.1**) follows DMRB LA104, which sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse environmental effects as a result of construction and operation. ES Chapter 12 (Population and Human Health)

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			(**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon the population and human health, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Population and human health).
Environment	The impact on the local area of making these changes would be huge	N	ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme. The development of the Scheme design adheres to the principles of the design and mitigation hierarchy. The first principle of this hierarchy to avoid potential effects, if at all possible, before seeking to minimise or mitigate for any unavoidable impacts through a well-developed mitigation strategy. The potential impacts of the Scheme on the environment have been assessed according to the requirements of the EIA Regulations. This

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			has included the production of a Preliminary Environmental Information Report, which formed part of the Applicant's pre-application statutory consultation as well as the submission of an ES (**TR010066/APP/6.1**). The ES (**TR010066/APP/6.1**) follows DMRB LA104, which sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse environmental effects as a result of construction and operation.
Environment	You are creating more environmental issues by another 6 years of traffic & congestion, chopping down more trees, creating more fumes from even more road works.	N	ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme. ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			(Biodiversity). The Applicant has undertaken an Arboricultural Impact Assessment of the trees and hedgerows within the Scheme Order Limits. The results of the survey and assessment are provided in ES Appendix 7.4 (Arboricultural Impact Assessment) (**TR010066/APP/6.3**). This document identifies trees to be removed as part of the Scheme and mitigation measures to retain and protect other trees and hedgerows during construction. There are no veteran or ancient trees listed either within the Scheme Order Limits or within influencing distance. One tree was recorded of veteran condition during the tree assessment and protective measures have been proposed for works in relation to the root protection area. Compensatory tree planting is provided throughout the Scheme and is presented on the Environmental Masterplan (ES Figure 2.4) (**TR010066/APP/6.2**). The Applicant sets out at section 5.10 of ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**), that overall, for human health there are no likely

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			significant effects, due to air quality, during operation and construction of the Scheme from road traffic changes. The assessment has been undertaken in accordance with the Applicant's DMRB LA105 (Air quality). definitions, which are explained in ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**). The development of the Scheme design adheres to the principles of the design and mitigation hierarchy. The first principle of this hierarchy to avoid potential effects, if at all possible, before seeking to minimise or mitigate for any unavoidable impacts through a well-developed mitigation strategy. The potential impacts of the Scheme on the environment have been assessed according to the requirements of the EIA Regulations. This has included the production of a Preliminary Environmental Information Report, which formed part of the Applicant's pre-application statutory consultation as well as the submission of an ES (**TR010066/APP/6.1**). The ES (**TR010066/APP/6.1**) follows DMRB LA104, which sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			environmental effects as a result of construction and operation.
Environment	I can see the logic of it but it is going to have an impact on the environment, it will take many years to recover.	N	ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme. The development of the Scheme design adheres to the principles of the design and mitigation hierarchy. The first principle of this hierarchy to avoid potential effects, if at all possible, before seeking to minimise or mitigate for any unavoidable impacts through a well-developed mitigation strategy. The potential impacts of the Scheme on the environment have been assessed according to the requirements of the EIA Regulations. This has included the production of a Preliminary Environmental Information Report, which formed part of the Applicant's pre-application statutory consultation as well as the submission of an ES (**TR010066/APP/6.1**).

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The ES (**TR010066/APP/6.1**) follows DMRB LA104, which sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse environmental effects as a result of construction and operation.
Environment	Unsightly sight lines: what is there to recommend it to us? The proposed bridge over the A46 we are told will be 9 metres high so will be unavoidable to see from any direction	N	ES Chapter 7 (Landscape and Visual Effects) (**TR010066/APP/6.1**) presents the assessments used to determine any potential likely significant effects of the Scheme upon the landscape and visual effects, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 107 (Landscape and visual effects). The Environmental Masterplan (ES Figure 2.4) (**TR010066/APP/6.2**) has been developed to reflect the existing landscape context and to mitigate the impact of vegetation and habitat loss due to the Scheme. The assessment determines that there would be likely significant effects due to the Scheme at Year 1 on landscape and visual effects, due to the change in landform and the introduction of the new junction and overbridge. The mitigation planting would also only just be establishing at

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			this point. Combining both landscape and visual effects, the Scheme would not result in a likely significant effect on overall landscape and visual amenity. This is due to the mitigation planting being established with an increase in woodland blocks and hedgerow with tree planting along the embankment slopes along the A46 and B4082 link road, strengthening and improving the landscape character and visual amenity in comparison to the baseline scenario.
Environment	Works are far more extensive than necessary.	N	ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme. The Scheme layout, which determines the amount of land required, needs to consider a number of existing constraints including the River Sowe flood plain, the Coombe Pool SSSI, overhead power lines, Hungerley Hall Farm and the accommodation overbridge over the A46. It

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			also needs to adhere to national design standards. The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. The permanent land take for the Scheme has been kept to a minimum. The Order Limits have been defined by the required Scheme infrastructure assets, the extent of replacement planting and habitat creation necessitated by the Scheme, and future maintenance requirements for access to Coventry City Council's and the Applicant's assets. Design changes in the period after the statutory consultation have made it possible to reduce the extent of works and land required for the Scheme, including the removal of a haul road.
Environment	The proposed bridge over the A46 we are told will be 9 metres high so will provide further lights in the area at night time when it is supposed to be to an extent rural on the border of Coventry and Warwickshire.	N	ES Chapter 7 (Landscape and Visual Effects) (**TR010066/APP/6.1**) presents the assessments used to determine any potential likely significant effects of the Scheme upon the landscape and visual effects, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 107 (Landscape and visual effects).

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Applicant has undertaken a lighting assessment to provide an analysis of the potential operational light spill levels associated with the Scheme, to allow an assessment of the potential effects on sensitive receptors. ES Appendix 7.5 (Lighting Assessment) (**TR010066/APP/6.3**) presents this assessment. In summary, there is no likely significant effect from the Scheme upon lighting with mitigation provided, which would be incorporated within the detailed design of the lighting.
Environment	Keep cutting down established trees and replacing with new shrubs will have impact on the environment.	N	Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity). The Applicant has undertaken an Arboricultural Impact Assessment of the trees and hedgerows within the Scheme Order Limits. The results of the survey and assessment are provided in ES Appendix 7.4 (Arboricultural Impact Assessment) (**TR010066/APP/6.3**). This document identifies

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			trees to be removed as part of the Scheme and mitigation measures to retain and protect other trees and hedgerows during construction. There are no veteran or ancient trees listed either within the Scheme Order Limits or within influencing distance. One tree was recorded of veteran condition during the tree assessment and protective measures have been proposed for works in relation to the root protection area. Compensatory tree planting is provided throughout the Scheme and is presented on the Environmental Masterplan (ES Figure 2.4) (**TR010066/APP/6.2**).
Environment	We would be resistant to an increase in noise as the houses pre-date the A47.	N	ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme on noise and vibration, both during construction and operation. The assessment of environmental impacts for road schemes in England follows the methodology outlined in the DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and Vibration). Residential receptors were included in the assessment and no significant effects were identified upon human health during either construction or operation of the Scheme.

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Embedded noise and vibration mitigation within the design includes the use of low noise surfacing for the A46 and the reduction in speed limits to the A46 and B4082. In addition to the re-distribution of traffic on the Local Road Network and Strategic Road Network that the Scheme would generate, this embedded mitigation results in the Scheme having no likely significant effect on noise and vibration during its operational phase. The Applicant acknowledges that there are some noisy construction activities that require mitigation during construction. The duration and timing of these activities would be re-assessed during detailed design to minimise the impact on residential and non-residential receptors. Commitment NV1 in the REAC (**TR010066/APP/6.3**) states that "real time noise and vibration monitoring" would be undertaken for construction of the Scheme. An Outline Noise and Vibration Management Plan is included within the First Iteration EMP (**TR010066/APP/6.5**). This would be developed during detailed design into a Noise and Vibration Management Plan and form part of the Second Iteration EMP and secured through the draft DCO Schedule 2, Requirement 4

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			(**TR010066/APP/3.1**). The Noise and Vibration Management Plan would include the measures taken to reduce noise at source, the strategy for actively communicating this information to local communities, and procedures for responding effectively and promptly to any specific issues or complaints arising. The Register of Environmental Actions and Commitments (Appendix A of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**) sets out the requirements for the Noise and Vibration Management Plan including best practice construction mitigation measures.
Environment	Too much road noise experienced already	N	ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme on noise and vibration, both during construction and operation. The assessment of environmental impacts for road schemes in England follows the methodology outlined in the DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and Vibration).

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Embedded noise and vibration mitigation within the design includes the use of low noise surfacing for the A46 and the reduction in speed limits to the A46 and B4082. In addition to the re-distribution of traffic on the Local Road Network and Strategic Road Network that the Scheme would generate, this embedded mitigation results in the Scheme having no likely significant effect on noise and vibration during its operational phase.
Environment	The road is already very noisy,	N	ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme on noise and vibration, both during construction and operation. The assessment of environmental impacts for road schemes in England follows the methodology outlined in the DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and Vibration). Embedded noise and vibration mitigation within the design includes the use of low noise surfacing for the A46 and the reduction in speed limits to the A46 and B4082. In addition to the re-distribution of traffic on the Local Road Network and Strategic Road Network that the Scheme would generate, this embedded mitigation results in the Scheme having no likely significant effect

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			on noise and vibration during its operational phase.
Environment	I do have some concerns – noise pollution caused by the slip road going up to the 'dog bone' islands.	N	ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme on noise and vibration, both during construction and operation. The assessment of environmental impacts for road schemes in England follows the methodology outlined in the DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and Vibration). Embedded noise and vibration mitigation within the design includes the use of low noise surfacing for the A46 and the reduction in speed limits to the A46 and B4082. In addition to the re-distribution of traffic on the Local Road Network and Strategic Road Network that the Scheme would generate, this embedded mitigation results in the Scheme having no likely significant effect on noise and vibration during its operational phase.
Environment	Noise is also another environmental factor.	N	ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme on noise and vibration, both during construction and operation. The

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			assessment of environmental impacts for road schemes in England follows the methodology outlined in the DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and Vibration). Embedded noise and vibration mitigation within the design includes the use of low noise surfacing for the A46 and the reduction in speed limits to the A46 and B4082. In addition to the re-distribution of traffic on the Local Road Network and Strategic Road Network that the Scheme would generate, this embedded mitigation results in the Scheme having no likely significant effect on noise and vibration during its operational phase.
Environment	Noisy works being performed overnight.	N	The Applicant's standard working hours are 07:00 to 19:00 on Monday to Friday and 07:00 to 13:00 on Saturdays as set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). Sundays and bank holidays are not included in these standard periods. Working hours are included in item G2 of the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**), which is secured through requirement 1 of the draft DCO (**TR010066/APP/3.1**).

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Carrying out works at night could have a negative impact on the local area due to potential light and noise impacts. As such, the majority of the works would be conducted during daylight hours. The Applicant would need to carry out some night time work for certain activities that would not be safe to undertake during standard working hours. The type of activities that would need to be undertaken overnight include the installation/removal of traffic management and tying in new and existing carriageways. This is explained further in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The Applicant's communication plan is set out in the Outline Construction Communications Strategy, which is appendix B.5 in the First Iteration EMP (**TR010066/APP/6.5**). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups. A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase. This would include updates related to the construction programme and information about noisy activities. The Applicant

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			would also communicate updates during construction using the Scheme webpage and other methods as appropriate. The Applicant has carried out an Environmental Impact Assessment, which includes the consideration of noise impacts on people living close to the Scheme. The assessment of the impact of construction noise is included with ES Appendix 11.5 (Construction Noise and Vibration Model and Assessment) (**TR010066/APP/6.3**). An Outline Noise and Vibration Management Plan is included within the First Iteration EMP (**TR010066/APP/6.5**). This would be developed during detailed design into a Noise and Vibration Management Plan and form part of the Second Iteration EMP and secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). The Noise and Vibration Management Plan would include the measures taken to reduce noise at source, the strategy for actively communicating this information to local communities, and procedures for responding effectively and promptly to any specific issues or complaints arising.

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Register of Environmental Actions and Commitments (Appendix A of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**) sets out the requirements for the Noise and Vibration Management Plan including best practice construction mitigation measures.
Environment	Noise pollution during the work affects wildlife in the area	N	As set out in ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**), the Applicant's construction traffic assessment concluded that, provided the anticipated vehicle movements and diversions are in line with the approach as described in the Outline Traffic Management Plan (**TR010066/APP/7.5**), potential significant effects are unlikely. The Applicant has produced an Outline Noise and Vibration Management Plan (**TR010066/APP/6.5**), which forms Appendix B.2 of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**), which sets out a range of measures to ensure the effects of noise are controlled, including that deliveries would be managed to prevent queuing of site traffic. ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			upon biodiversity, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity). ES Appendix 8.16 (Assessment of Noise Impacts on Ecological Features) (**TR010066/APP/6.3**) discusses potential impacts upon ecological features from noise.
Environment	Concerned about the increase in traffic noise due to the location of the new junction.	N	ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme on noise and vibration, both during construction and operation. The assessment of environmental impacts for road schemes in England follows the methodology outlined in the DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and Vibration). Embedded noise and vibration mitigation within the design includes the use of low noise surfacing for the A46 and the reduction in speed limits to the A46 and B4082. In addition to the re-distribution of traffic on the Local Road Network and Strategic Road Network that the Scheme would generate, this embedded mitigation results

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			in the Scheme having no likely significant effect on noise and vibration during its operational phase.
Environment	Already had window shattered by a lorry kicking up a stone at the living room window.	N	The Applicant proposes to use two construction compounds. The proposed main site compound is located on land to the south of the Brinklow Road and the east of the A46 and is accessed via an existing haul road from Brinklow Road. The proposed main site compound has been constructed in accordance with the planning permission granted by Rugby Borough Council. It was permitted by planning permission reference: R20/0462, by Rugby Borough Council. The compound originally had planning permission until 31 December 2026, but the permission was then altered via a non-material amendment application (Rugby Borough Council planning reference: R24/0164) to extend the timescale of the planning permission, so it could be used for the A46 Coventry Junctions (Walsgrave) Scheme. This application was approved on 13 May 2024 by Rugby Borough Council and provides planning permission for the compound until 31 December 2029. A satellite compound is also proposed to provide welfare facilities, a parking area and material storage. Access would be off the A46

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			northbound carriageway via the existing layby and would minimise the use of the local road network, to reduce construction related traffic, including HGVs. The access to the satellite compound is shown on the ES Figure 2.5 (Temporary Works) (**TR010066/APP/6.2**). The additional HGV traffic generated by the Scheme is not anticipated to cause damage to properties. Further information about HGV movements, including estimated movements is set out in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). The Outline Traffic Management Plan (**TR010066/APP/7.5**) describes the proposed traffic management measures that would be implemented to reduce any potential impacts of the construction of the Scheme on road users and the local community.
Environment	River being polluted.	N	The Applicant has considered the impacts of the Scheme on rivers and waterways. ES Chapter 13 (Road Drainage and the Water Environment) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon rivers and waterways, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Assessment and Monitoring) and DMRB LA 113 (Road drainage and water environment). Embedded mitigation measures within the design are identified in ES Chapter 13. Mitigation measures for during construction are identified in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)). A Water Monitoring and Management Plan would be developed during detailed design and included as part of the Second Iteration EMP which would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). The Scheme is not expected to give rise to any likely significant residual effects on waterways or rivers during the operational and construction phases with the adoption of mitigation.
Environment	Locals work hard to keep the River Sowe in a beautiful condition. I'm not sure it can withstand 2 years of construction. Noise and dust will affect it.	N	The Applicant has considered the impacts of the Scheme on rivers and waterways, including the River Sowe. ES Chapter 13 (Road Drainage and the Water Environment) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon rivers and waterways, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			DMRB LA 113 (Road drainage and water environment). Embedded mitigation measures within the design are identified in Chapter 13. Mitigation measures for during construction are identified in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)). A Water Monitoring and Management Plan would be developed during detailed design and included as part of the Second Iteration EMP which would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). The Scheme is not expected to give rise to any likely significant residual effects on waterways or rivers, including the River Sowe, during the operational and construction phases with the adoption of mitigation.
Environment	Some damage will be done to landscape, trees, habitat for birds thus spoiling the Sowe Valley.	N	The Applicant has considered the impacts of the Scheme on the Sowe Valley, within the study areas of the relevant chapters of the ES (**TR010066/APP/6.1**). ES Chapter 7 (Landscape and Visual Effects) presents the assessments used to determine any potential likely significant effects of the Scheme upon the landscape and visual effects, both

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 107 (Landscape and visual effects). ES Chapter 7 also details the representative viewpoints that have been selected in consultation with the local planning authorities to cover all potentially affected individual visual receptors. The assessment of effects on individual receptors are illustrated through the assessment of effects on representative viewpoints, including the River Sowe. The locations of the representative viewpoints are presented on ES Figure 7.3 (Visual Context) (**TR010066/APP/6.2**) The Applicant has undertaken an Arboricultural Impact Assessment of the trees and hedgerows within the Scheme Order Limits. The results of the survey and assessment are provided in ES Appendix 7.4 (Arboricultural Impact Assessment) (**TR010066/APP/6.3**). This document identifies trees to be removed as part of the Scheme and mitigation measures to retain and protect other trees and hedgerows during construction.

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity). ES Chapter 8 identifies the mitigation and enhancements that the Scheme would deliver in relation to biodiversity. The creation of drainage features, hedgerows and lines of trees, species-rich grassland, woodland and scrub habitats along the length of the Scheme would create more foraging habitat for birds, bats, badgers, hedgehogs and polecats within the Order Limits. These are presented on the Environmental Masterplans (ES Figure 2.4) (**TR010066/APP/6.2**).
Environment	Concerns on wildlife in river Sowe	N	The Applicant has considered the impacts of the Scheme on the Sowe Valley, within the study areas of the relevant chapters of the ES (**TR010066/APP/6.1**). ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			on biodiversity, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity). ES Chapter 8 identifies the mitigation and enhancements that the Scheme would deliver in relation to biodiversity. The creation of two drainage features, hedgerows and lines of trees, species-rich grassland, woodland and scrub habitats along the length of the Scheme would create more foraging habitat for birds, bats, badgers, hedgehogs and polecats within the Order Limits. These are presented on the Environmental Masterplan (ES Figure 2.4) (**TR010066/APP/6.2**).
Environment	Coombe is a SSSI. Major work in the vicinity will impact on it hugely.	N	The Applicant has considered the impacts of the Scheme on the Coombe Pool SSSI, as it is located directly next to the Scheme. ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity and the SSSI, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity).

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The assessment detailed within the ES has identified the potential for significant impacts on Coombe Pool SSSI during construction, and in particular the effects on breeding waterbirds, including grey heron, and on wintering waterbirds including shoveler. Appropriate mitigation would be required to address this potential significant impact. This may include measures such as acoustic barriers (or similar), timing of works, and/or careful adjustment of machinery/working practices. Any solution(s) would need to be appropriately modelled to demonstrate suitable mitigation for the potential significant impact identified. The Applicant will continue to discuss the impacts on the SSSI and mitigation required with Natural England. All other likely effects are deemed not significant during the construction and operation period with the appropriate mitigation in place. Mitigation during construction is identified in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)), which would be developed in the Second Iteration EMP, secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**).
Environment	effects to wildlife, disruption to wildlife whilst works are	N	The Applicant has considered the impacts of the

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	undertaken		Scheme on wildlife and habitats within the study area relating to each feature. ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity). The assessment detailed within the ES has identified the potential for significant impacts on Coombe Pool SSSI during construction, and in particular the effects on breeding waterbirds, including grey heron, and on wintering waterbirds including shoveler. Appropriate mitigation would be required to address this potential significant impact. This may include measures such as acoustic barriers (or similar), timing of works, and/or careful adjustment of machinery/working practices. Any solution(s) would need to be appropriately modelled to demonstrate suitable mitigation for the potential significant impact identified. The Applicant will continue to discuss the impacts on the SSSI and mitigation required with Natural England.

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			All other likely effects are deemed not significant during the construction and operation period with the appropriate mitigation in place. Mitigation during construction is identified in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)), which would be developed in the Second Iteration EMP, secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**).
Environment	Building a road through wildlife	N	The Applicant has considered the impacts of the Scheme on wildlife and habitats within the study area relating to each feature. ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity). The assessment detailed within the ES has identified the potential for significant impacts on Coombe Pool SSSI during construction, and in particular the effects on breeding waterbirds,

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			including grey heron, and on wintering waterbirds including shoveler. Appropriate mitigation would be required to address this potential significant impact. This may include measures such as acoustic barriers (or similar), timing of works, and/or careful adjustment of machinery/working practices. Any solution(s) would need to be appropriately modelled to demonstrate suitable mitigation for the potential significant impact identified. The Applicant will continue to discuss the impacts on the SSSI and mitigation required with Natural England. All other likely effects are deemed not significant during the construction and operation period with the appropriate mitigation in place. Mitigation during construction is identified in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)), which would be developed in the Second Iteration EMP, secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**).
Environment	Disturbing the resident wildlife, there must be a better route that could be devised n this day and age.	N	ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			impact, and still met the objectives of the Scheme. The Applicant has considered the impacts of the Scheme on wildlife and habitats within the study area relating to each feature. ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity). The assessment detailed within the ES has identified the potential for significant impacts on Coombe Pool SSSI during construction, and in particular the effects on breeding waterbirds, including grey heron, and on wintering waterbirds including shoveler. Appropriate mitigation would be required to address this potential significant impact. This may include measures such as acoustic barriers (or similar), timing of works, and/or careful adjustment of machinery/working practices. Any solution(s) would need to be appropriately modelled to demonstrate suitable mitigation for the potential significant impact

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			identified. The Applicant will continue to discuss the impacts on the SSSI and mitigation required with Natural England. All other likely effects are deemed not significant during the construction and operation period with the appropriate mitigation in place. Mitigation during construction is identified in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)), which would be developed in the Second Iteration EMP, secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**).
Environment	Concerned that the east bound roundabout is not needed and will lead to further development on this side. This is of detriment to the farm biodiversity	N	The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. It also summarises the extensive process of assessing and refining a longlist and shortlist of potential route options, including a public consultation on this process, before a preferred route was formally selected for further development. ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			considered to have the least likely environmental impact, and still met the objectives of the Scheme. The preferred route, consisting of a new junction with two roundabouts, was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (**TR010066/APP/7.4**). The Scheme proposal, which makes use of a grade-separated junction, was assessed as being the option that best fulfilled the scheme objectives, minimised environmental impact and returned a high BCR to demonstrate value for money, as set out in the Case for the Scheme (**TR010066/APP/7.1**). ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity, both during construction and operation. The assessment is considered

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity). The assessment detailed within the ES has identified the potential for significant impacts on Coombe Pool SSSI during construction, and in particular the effects on breeding waterbirds, including grey heron, and on wintering waterbirds including shoveler. Appropriate mitigation would be required to address this potential significant impact. This may include measures such as acoustic barriers (or similar), timing of works, and/or careful adjustment of machinery/working practices. Any solution(s) would need to be appropriately modelled to demonstrate suitable mitigation for the potential significant impact identified. The Applicant will continue to discuss the impacts on the SSSI and mitigation required with Natural England. All other likely effects are deemed not significant during the construction and operation period with the appropriate mitigation in place. Mitigation during construction is identified in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)), which would be developed in the Second Iteration EMP, secured

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**).
Environment	Excessive destruction of habitat.	N	The Applicant has considered the impacts of the Scheme on wildlife and habitats within the study area relating to each feature. ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity). The assessment detailed within the ES has identified the potential for significant impacts on Coombe Pool SSSI during construction, and in particular the effects on breeding waterbirds, including grey heron, and on wintering waterbirds including shoveler. Appropriate mitigation would be required to address this potential significant impact. This may include measures such as acoustic barriers (or similar), timing of works, and/or careful adjustment of machinery/working practices. Any solution(s) would need to be appropriately modelled to demonstrate suitable mitigation for the potential significant impact identified. The Applicant will continue to discuss

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the impacts on the SSSI and mitigation required with Natural England. All other likely effects are deemed not significant during the construction and operation period with the appropriate mitigation in place. Mitigation during construction is identified in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)), which would be developed in the Second Iteration EMP, secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**).
Environment	I think it will disturb + ruin our natural habitat.	N	The Applicant has considered the impacts of the Scheme on wildlife and habitats within the study area relating to each feature. ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity). The assessment detailed within the ES has identified the potential for significant impacts on Coombe Pool SSSI during construction, and in

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			particular the effects on breeding waterbirds, including grey heron, and on wintering waterbirds including shoveler. Appropriate mitigation would be required to address this potential significant impact. This may include measures such as acoustic barriers (or similar), timing of works, and/or careful adjustment of machinery/working practices. Any solution(s) would need to be appropriately modelled to demonstrate suitable mitigation for the potential significant impact identified. The Applicant will continue to discuss the impacts on the SSSI and mitigation required with Natural England. All other likely effects are deemed not significant during the construction and operation period with the appropriate mitigation in place. Mitigation during construction is identified in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)), which would be developed in the Second Iteration EMP, secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**).
Environment	Major work will cause huge disruption to wildlife at Coombe.	N	The Applicant has considered the impacts of the Scheme on wildlife and habitats within the study area relating to each feature. ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**)

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity). The assessment detailed within the ES has identified the potential for significant impacts on Coombe Pool SSSI during construction, and in particular the effects on breeding waterbirds, including grey heron, and on wintering waterbirds including shoveler. Appropriate mitigation would be required to address this potential significant impact. This may include measures such as acoustic barriers (or similar), timing of works, and/or careful adjustment of machinery/working practices. Any solution(s) would need to be appropriately modelled to demonstrate suitable mitigation for the potential significant impact identified. The Applicant will continue to discuss the impacts on the SSSI and mitigation required with Natural England. All other likely effects are deemed not significant during the construction and operation period with the appropriate mitigation in place. Mitigation during construction is identified in the Register of

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)), which would be developed in the Second Iteration EMP, secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**).
Environment	Damage to wildlife.	N	The Applicant has considered the impacts of the Scheme on wildlife and habitats within the study area relating to each feature. ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity). The assessment detailed within the ES has identified the potential for significant impacts on Coombe Pool SSSI during construction, and in particular the effects on breeding waterbirds, including grey heron, and on wintering waterbirds including shoveler. Appropriate mitigation would be required to address this potential significant impact. This may include measures such as acoustic barriers (or similar), timing of works, and/or careful adjustment of machinery/working

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			practices. Any solution(s) would need to be appropriately modelled to demonstrate suitable mitigation for the potential significant impact identified. The Applicant will continue to discuss the impacts on the SSSI and mitigation required with Natural England. All other likely effects are deemed not significant during the construction and operation period with the appropriate mitigation in place. Mitigation during construction is identified in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)), which would be developed in the Second Iteration EMP, secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**).
Environment	Even if it goes ahead the exhaust fumes will have no effect on pollution as prevailing wind is southwest so blow over the eastern countryside.	N	A Transport Assessment (**TR010066/APP/7.3**) has been submitted as part of the DCO submission. This document summarises the Scheme's impact on the strategic and local highway network with respect to traffic congestion and road safety for motorised transport. The report covers the transport modelling assessment of the Scheme's operation in the opening year (2028) and design year (2043) forecast scenarios. Traffic would increase, and the Transport

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			Assessment allows for this increase in flows in the opening and design year forecasts, and assesses how the Scheme would impact the local and strategic road networks. The Applicant sets out at section 5.10 of ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**), that overall, for human health there are no likely significant effects, due to air quality, during operation and construction of the Scheme from road traffic changes. The assessment has been undertaken in accordance with the Applicant's DMRB LA105 (Air quality). definitions, which are explained in Chapter 5 Air Quality of the ES. The prevailing winds are considered within the air quality assessment model, and the Church Lawford wind rose for 2018 is presented in ES Figure 5.1 (Wind rose based on hourly data obtained from Church Lawford monitoring station (2018)) (**TR010066/APP/6.2**) depicting that the majority of winds occur from the south-west direction. The majority of receptors located within the Coventry Air Quality Monitoring Area (AQMA) would experience either an improvement or an imperceptible change in Nitrogen Oxide concentrations. This improvement is attributed to

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			an expected reduction in vehicle flows on the nearby B4082 resulting from the operation of the Scheme.
Environment	Strongly encourage significant weighting to increasing the amount of tree-planting, bio-diversity.	N	As a Nationally Significant Infrastructure Project (NSIP) submitting a DCO application in late 2024 the Scheme is not subject to mandatory BNG under the Environment Act 2021, which is due to come into force for NSIPs in November 2025. The Scheme is a transition scheme sitting within the Road Investment Strategy 2 (RIS2) period (2020 – 2025) and as such the Applicant has set the following KPIs for the Scheme relating to BNG: • Delivery of a 10% net gain for area-based habitats • Delivery of a 10% net gain for linear-hedgerow habitats The Scheme is also not required to meet the trading standards which are built into the Metric. The exception to this would be where the ES is reporting a likely significant effect upon any habitats not meeting the trading standards and where further habitat creation and or enhancement would be required to sufficiently mitigate and avoid a significant effect. ES Appendix 8.1 (Biodiversity Net Gain Report) (**TR010066/APP/6.3**) concludes that the Scheme

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			would deliver: • +11.87% net gain for area-based habitats • +15.28% net gain for linear-hedgerow habitats ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity). ES Chapter 8 also identifies the mitigation and enhancements that the Scheme would deliver in relation to biodiversity. The creation of two drainage features, hedgerows and lines of trees, species-rich grassland, woodland and scrub habitats along the length of the Scheme would create more foraging habitat for birds, bats, badgers, hedgehogs and polecats within the Order Limits. These are presented in the Environmental Masterplan (ES Figure 2.4) (**TR010066/APP/6.2**).
Environment	Wildlife corridors and additional tree planting schemes.	N	ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			upon biodiversity, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity). The biodiversity assessment has been undertaken and reported by a team of competent biodiversity specialists, and adheres to all relevant standards and requirements. ES Chapter 8 also identifies the mitigation and enhancements that the Scheme would deliver in relation to biodiversity. The creation of two drainage features, hedgerows and lines of trees, species-rich grassland, woodland and scrub habitats along the length of the Scheme would create more foraging habitat for birds, bats, badgers, hedgehogs and polecats within the Order Limits. These are presented in the Environmental Masterplan (ES Figure 2.4) (**TR010066/APP/6.2**).
Environment	There are Barn Owls at Hungerly Hall Farm in out buildings.	N	The presence of barn owls in the Scheme study area has been assessed and reported on in the Barn Owl Survey Report (ES Appendix 8.4 (**TR010066/APP/6.3**). ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) summarises the assessment and its findings. It explains that although baseline surveys for barn owls at

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			Hungerley Hall Farm were limited due to lack of internal access to farm buildings due to health and safety concerns, this did not compromise the overall ecological assessment. The lack of complete survey data was accounted for in the proposed mitigation outlined in Chapter 8.
Environment	Have ecologists been involved in the scheme? Are measures being put in place?	N	ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity). The biodiversity assessment has been undertaken and reported by a team of competent biodiversity specialists, and adheres to all relevant standards and requirements. ES Chapter 8 identifies the mitigation and enhancements that the Scheme would deliver in relation to biodiversity. The creation of two drainage features, hedgerows and lines of trees, species-rich grassland, woodland and scrub habitats along the length of the Scheme would create more foraging habitat for birds, bats, badgers, hedgehogs and polecats within the Order Limits. These are presented on the

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			Environmental Masterplan (ES Figure 2.4) (**TR010066/APP/6.2**).
Environment	The only issue I have is that if wildlife is affected, does it recover is it permanently lost?	N	ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity). The biodiversity assessment has been undertaken and reported by a team of competent biodiversity specialists, and adheres to all relevant standards and requirements. The assessment detailed within the ES has identified the potential for significant impacts on Coombe Pool SSSI during construction, and in particular the effects on breeding waterbirds, including grey heron, and on wintering waterbirds including shoveler. Appropriate mitigation would be required to address this potential significant impact. This may include measures such as acoustic barriers (or similar), timing of works, and/or careful adjustment of machinery/working practices. Any solution(s) would need to be appropriately modelled to demonstrate suitable

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			mitigation for the potential significant impact identified. The Applicant will continue to discuss the impacts on the SSSI and mitigation required with Natural England. All other likely effects are deemed not significant during the construction and operation period with the appropriate mitigation in place. Mitigation during construction is identified in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)), which would be developed in the Second Iteration EMP, secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). ES Chapter 8 identifies the mitigation and enhancements that the Scheme would deliver in relation to biodiversity. The creation of two drainage features, hedgerows and lines of trees, species-rich grassland, woodland and scrub habitats along the length of the Scheme would create more foraging habitat for birds, bats, badgers, hedgehogs and polecats within the Order Limits. These are presented on the Environmental Masterplan (ES Figure 2.4) (**TR010066/APP/6.2**).
Environment	Coventry City Council are currently developing their Climate Change Strategy. Why should this project be	N	ES Appendix 8.1 (Biodiversity Net Gain Report) (**TR010066/APP/6.3**) details the Biodiversity Net

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	neutral? Why not make it a positive Biodiversity project?		Gain (BNG) calculations undertaken for the Scheme, based upon the Environmental Masterplan (ES Figure 2.4) (**TR010066/APP/6.2**). As a Nationally Significant Infrastructure Project (NSIP) submitting a DCO application in late 2024 the Scheme is not subject to mandatory BNG under the Environment Act 2021, which is due to come into force for NSIPs in November 2025. The Scheme is a transition scheme sitting within the Road Investment Strategy 2 (RIS2) period (2020 – 2025) and as such the Applicant has set the following KPIs for the Scheme relating to BNG: • Delivery of a 10% net gain for area-based habitats • Delivery of a 10% net gain for linear-hedgerow habitats The Scheme is also not required to meet the trading standards which are built into the Metric. The exception to this would be where the ES is reporting a likely significant effect upon any habitats not meeting the trading standards and where further habitat creation and or enhancement would be required to sufficiently mitigate and avoid a significant effect.

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			ES Appendix 8.1 (Biodiversity Net Gain Report) (**TR010066/APP/6.3**) concludes that the Scheme would deliver: • +11.87% net gain for area-based habitats • +15.28% net gain for linear-hedgerow habitats
Environment	With such a large area of ground being covered, consideration should be given to how to maximise carbon sequestration or increasing bio-diversity within the area of works. E.g. wildflower meadows in the many green spaces created, work with country parks team to understand best foliage for drainage systems, rather than being simply concrete pits with a bit of grass etc.	N	ES Appendix 8.1 (Biodiversity Net Gain Report) (**TR010066/APP/6.3**) details the Biodiversity Net Gain (BNG) calculations undertaken for the Scheme, based upon the Environmental Masterplan (ES Figure 2.4) (**TR010066/APP/6.2**). As a Nationally Significant Infrastructure Project (NSIP) submitting a DCO application in late 2024 the Scheme is not subject to mandatory BNG under the Environment Act 2021, which is due to come into force for NSIPs in November 2025. The Scheme is a transition scheme sitting within the Road Investment Strategy 2 (RIS2) period (2020 – 2025) and as such the Applicant has set the following KPIs for the Scheme relating to BNG: • Delivery of a 10% net gain for area-based habitats • Delivery of a 10% net gain for linear-hedgerow habitats

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Scheme is also not required to meet the trading standards which are built into the Metric. The exception to this would be where the ES is reporting a likely significant effect upon any habitats not meeting the trading standards and where further habitat creation and or enhancement would be required to sufficiently mitigate and avoid a significant effect. ES Appendix 8.1 (Biodiversity Net Gain Report) (**TR010066/APP/6.3**) concludes that the Scheme would deliver: • +11.87% net gain for area-based habitats +15.28% net gain for linear-hedgerow habitats
Environment	Strongly encourage significant weighting to emissions and environmental impact of the construction. E.g. the use of HVO fuel (85% emissions reductions vs Diesel.	N	The Applicant's suppliers are incentivised to utilise HVO wherever possible and include it as part of their contract. The ES (**TR010066/APP/6.1**) follows DMRB LA104, which sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse environmental effects as a result of construction and operation. ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**) describes the Applicant's approach to the construction of the Scheme. The

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			approach to construction would be further refined and finalised during the detailed design stage.
Environment	Use the same type of road surfacing material as in existing scheme to reduce noise on new roundabouts and access roads.	N	Low noise surfacing would be used for the A46. Item NV4 of the Register of Environmental Actions and Commitments (Appendix A of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**), sets out that all areas of new surfacing as part of the Scheme shall be surfaced with a with a low noise road surface. Bridges will be surfaced with hot rolled asphalt (HRA). The surface material shall be specified to reduce road traffic noise when compared with conventional surfacing. ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**) describes the Applicant's approach to the construction of the Scheme. The approach to construction would be further refined and finalised during the detailed design stage.
Environment	Use concrete instead of tarmac as it's longer lasting.	N	The Scheme has been designed in accordance with the Design Manual for Roads and Bridges (DMRB), which are the national standards covering the design of roads and their associated infrastructure. The Applicant would follow DMRB standard CD226, which guides the formation of pavements. It is generally best practice to use similar materials so that any new infrastructure can tie in with the existing infrastructure.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**) describes the Applicant's approach to the construction of the Scheme. The approach to construction would be further refined and finalised during the detailed design stage.
Environment	If you do make changes, improve drainage	N	The Applicant has considered the impact of the Scheme on drainage and flood risk. The drainage strategy is set out in ES Appendix 13.6 (Drainage Strategy Report) Appendices (**TR010066/APP/6.3**), and the flood assessment is detailed within ES Appendix 13.1 (Flood Risk Assessment (**TR010066/APP/6.3**). The drainage layout for the Scheme is presented on the Drainage and Surface Water Plans (**TR010066/APP/2.7**). Works would involve replacing existing drainage with new networks where impacted by the Scheme. ES Chapter 13 (Road Drainage and the Water Environment)(**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon drainage and flood risk, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Assessment and Monitoring) and DMRB LA 113 (Road drainage and water environment). Water quality mitigation would involve the provision of vegetated detention basins for prior to discharging to the adjacent watercourses. Vegetated detention basins would also reduce nitrate and phosphate concentrations through biological uptake.
Environment	Drainage is required.	N	The Applicant has considered the impact of the Scheme on drainage and flood risk. The drainage strategy is set out in ES Appendix 13.6 (Drainage Strategy Report) (**TR010066/APP/6.3**), and the flood assessment is detailed within ES Appendix 13.1 (Flood Risk Assessment) (**TR010066/APP/6.3**). The drainage layout for the Scheme is presented on the Drainage and Surface Water Plans (**TR010066/APP/2.7**). Works would involve replacing existing drainage with new networks where impacted by the Scheme. ES Chapter 13 (Road Drainage and the Water Environment) (**TR010066/APP/6.1**) presents the assessment used to determine any potential

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			likely significant effects of the Scheme upon drainage and flood risk, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 113 (Road drainage and water environment). Water quality mitigation would involve the provision of vegetated detention basins for prior to discharging to the adjacent watercourses. Vegetated detention basins would also reduce nitrate and phosphate concentrations through biological uptake.
Environment	Environmental effect would be minimal compared to pollution caused by China, US, etc.	N	The ES (**TR010066/APP/6.1**) follows DMRB LA104, which sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse environmental effects as a result of construction and operation. ES Chapter 14 (Climate) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon climate change, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 114 (Climate Quality).

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			This assessment considers the Scheme's effect on climate (i.e. increases in carbon emissions) as well as the potential vulnerability of the Scheme to climate change (i.e. the resilience of the Scheme assets to projected changes in climate).
Environment	The environmental impact during the construction of this scheme will be offset by the improved traffic flow when complete and into the future.	N	The ES (**TR010066/APP/6.1**) follows DMRB LA104, which sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse environmental effects as a result of construction and operation. ES Chapter 14 (Climate) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon climate change, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 114 (Climate Quality). This assessment considers the Scheme's effect on climate (i.e. increases in carbon emissions) as well as the potential vulnerability of the Scheme to climate change (i.e. the resilience of the Scheme assets to projected changes in

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			climate). The Scheme would decrease the number of accidents, improve resilience and journey time reliability and is consistent with national and local planning objectives for transport, economy and the environment. Through the increased capacity and improved journey time reliability, the Scheme would also assist in making the region more attractive for businesses and would provide the required infrastructure for future development including housing and employment.
Environment	Apart from queues forming closer to the hospital, I do not think there will be any change in the impact.	N	The ES (**TR010066/APP/6.1**) follows DMRB LA104, which sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse environmental effects as a result of construction and operation. Each chapter identifies mitigation measures that are required during the construction phase. These are recorded in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)) which would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). The Transport Assessment (**TR010066/APP/7.3)**

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			sets out the assessment of the Scheme's predicted impacts on traffic levels. In general, the impact of the Scheme is to reduce the level of traffic on the local road network and to improve journey times in this area. As set out in the Case for the Scheme (**TR010066/APP/7.1**) The Scheme would decrease the number of accidents, improve resilience and journey time reliability and is consistent with national and local planning objectives for transport, economy and the environment. Through the increased capacity and improved journey time reliability, the Scheme would also assist in making the region more attractive for businesses and would provide the required infrastructure for future development including housing and employment.
Environment	Studies into the environmental impact of these projects create delays and add cost. They also lead to penny pinching, where it really matters; namely the road! Nature always recovers / finds ways to mitigate changes that construction projects inflict upon it.	N	The ES (**TR010066/APP/6.1**) follows DMRB LA104, which sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse environmental effects as a result of construction and operation. Each chapter identifies mitigation measures that are required during the construction phase. These are recorded in the Register of Environmental Actions and Commitments

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			(Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)) which would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**).
Environment	reduce poor air quality	N	ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon the population and human health, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Population and human health). With regards to air quality, with the implementation of the mitigation measures to reduce dust generation during construction as stated within Chapter 5 (Air quality) (**TR010066/APP/6.1**), the effects are expected to be non-significant. Therefore, changes to air pollution during construction are anticipated to result in a neutral health outcome. For the operation phase, as the levels of NO_2 and PM_{10} are not considered to significantly impact human health, no mitigation is identified as required, and a neutral health outcome is deemed appropriate.

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Applicant has developed an Environmental Masterplan (Figure 2.4 (**TR010066/APP/6.2**)) which sets out the landscaping design for the Scheme, which involves the provision of woodland blocks, hedgerows and lines of trees, species-rich grassland, woodland and scrub habitats along the length of the Scheme.
Environment	if possible could there be more planting of trees, shrubs and greenery to try and alleviate some of the harmful toxins from motor vehicles?	N	ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon the population and human health, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Population and human health). With regards to air quality, with the implementation of the mitigation measures to reduce dust generation during construction as stated within ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**), the effects are expected to be non-significant. Therefore, changes to air pollution during construction are anticipated to result in a neutral health outcome. For the operation phase, as the levels of NO_2 and PM_{10} are not considered to significantly impact human health, no mitigation is identified

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			as required, and a neutral health outcome is deemed appropriate. The Applicant has developed an Environmental Masterplan (ES Figure 2.4) (**TR010066/APP/6.2**) which sets out the landscaping design for the Scheme, which involves the provision of woodland blocks, hedgerows and lines of trees, species-rich grassland, woodland and scrub habitats along the length of the Scheme.
Environment	Reducing congestion and allowing the traffic to flow will reduce the harmful emissions.	N	ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon the population and human health, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Population and human health). With regards to air quality, with the implementation of the mitigation measures to reduce dust generation during construction as stated within ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**), the effects are expected to be non-significant. Therefore, changes to air pollution during construction are anticipated to result in a neutral health outcome.

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			For the operation phase, as the levels of NO_2 and PM_{10} are not considered to significantly impact human health, no mitigation is identified as required, and a neutral health outcome is deemed appropriate. The Transport Assessment (**TR010066/APP/7.3)** sets out the assessment of the Scheme's predicted impacts on traffic levels. In general, the impact of the Scheme is to reduce the level of traffic on the local road network and to improve journey times in this area.
Environment	I think the junction position could be altered to reduce the loss of farmland. I think the B4082 could run much closer to the A46 before it reaches the junction to maintain more farmland.	N	ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme. The Scheme layout needs to consider a number of existing constraints including the River Sowe flood plain, the Coombe Pool SSSI, overhead power lines, Hungerley Hall Farm and the accommodation overbridge over the A46.The Scheme design also needs to adhere to national

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			design standards. The delivery of the Scheme does result in the permanent and temporary land take of Grade 1 and Subgrade 3a agricultural land, which is considered to be Best and Most Versatile (BMV) land, as well as some Subgrade 3b agricultural land which is considered non-BMV land. ES Chapter 9 (Geology and Soils) (**TR010066/APP/6.1**) presents the assessments used to determine any potential likely significant effects of the Scheme upon geology and soils (including farmland), both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 109 (Geology and soils). The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. The permanent land take for the Scheme has been kept to a minimum. The Order Limits have been defined by the required Scheme infrastructure assets, the extent of replacement planting and habitat creation necessitated by the Scheme, and future maintenance requirements for access

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			to Coventry City Council's and the Applicant's assets.
Environment	Only take the space that is needed.	N	ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme. The Scheme layout needs to consider a number of existing constraints including the River Sowe flood plain, the Coombe Pool SSSI, overhead power lines, Hungerley Hall Farm and the accommodation overbridge over the A46.The Scheme design also needs to adhere to national design standards. The Scheme Design Report (**TR010066/APP/7.4**) provides a detailed description of the Scheme, including the design principles, objectives and constraints. The permanent land take for the Scheme has been kept to a minimum. The Order Limits have been defined by the required Scheme infrastructure assets, the extent of replacement planting and

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			habitat creation necessitated by the Scheme, and future maintenance requirements for access to Coventry City Council's and the Applicant's assets.
Environment	any improvement in the roads should be minimalistic and serve its purpose with as least environmental impact as is possible	N	The ES (**TR010066/APP/6.1**) follows DMRB LA104, which sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse environmental effects as a result of construction and operation. Each chapter identifies mitigation measures that are required during the construction phase. These are recorded in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)) which would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**).
Environment	Consider environmental concerns alongside the need for economic growth and people's preference/need to use transport.	N	The ES (**TR010066/APP/6.1**) follows DMRB LA104, which sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse environmental effects as a result of construction and operation. Each chapter identifies mitigation measures that

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			are required during the construction phase. These are recorded in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)) which would be secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). As set out in the Case for the Scheme (**TR010066/APP/7.1**), the Scheme would decrease the number of accidents, improve resilience and journey time reliability and is consistent with national and local planning objectives for transport, economy and the environment. Through the increased capacity and improved journey time reliability, the Scheme would also assist in making the region more attractive for businesses and would provide the required infrastructure for future development including housing and employment.
Environment	Ensure animal shelters and crossings are built	N	ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring), DMRB LA 108 (Biodiversity) and DMRB LA 105 (Air Quality).

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Measures to protect protected species during the construction phase are identified the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)). Mitigation incorporated as part of the design is identified within ES Chapter 8, including a badger crossing under the new B4082 link road. This is shown on the Environmental Masterplan (ES Figure 2.4) (**TR010066/APP/6.2**). The Environmental Masterplan has been designed in conjunction with the biodiversity team to provide additional new wildlife habitats, such as scrub, trees, hedgerows and species-rich grassland for foraging.
Environment	As long as wildlife is considered as I am seeing more wildlife killed on this road now more than ever before. We need something to consider this as the wildlife environment is getting smaller - they have nowhere to go.	N	ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring), DMRB LA 108 (Biodiversity) and DMRB LA 105 (Air Quality). Measures to protect protected species during the construction phase are identified the Register of Environmental Actions and Commitments

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			(Appendix A of the First Iteration EMP (**TR010066/APP/6.5**)). Mitigation incorporated as part of the design is identified within ES Chapter 8, including a badger crossing under the new B4082 link road and retention of the Hungerley Hall Farm accommodation overbridge. This is shown on the Environmental Masterplan (ES Figure 2.4) (**TR010066/APP/6.2**). The Environmental Masterplan has been designed in conjunction with the biodiversity team to provide additional new wildlife habitats, such as scrub, trees, hedgerows and species-rich grassland for foraging.
Environment	I am no expert but talking to experts to provide trees, wildlife tunnels? Ways of preventing wildlife to go on road... if there is such a way.	N	ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring), DMRB LA 108 (Biodiversity) and DMRB LA 105 (Air Quality). Measures to protect protected species during the construction phase are identified the Register of Environmental Actions and Commitments (Appendix A of the First Iteration Environmental

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Management Plan (**TR010066/APP/6.5**)). Mitigation incorporated as part of the design is identified within Chapter 8, including a badger crossing under the new B4082 link road. This is shown on the Environmental Masterplan (ES Figure 2.4) (**TR010066/APP/6.2**). The Environmental Masterplan has been designed in conjunction with the biodiversity team to provide additional new wildlife habitats, such as scrub, trees, hedgerows and species-rich grassland for foraging.
Environment	plant more trees and hedgerows.	N	The Applicant has undertaken an Arboricultural Impact Assessment of the trees and hedgerows within the Scheme Order Limits. The results of the survey and assessment are provided in ES Appendix 7.4 (Arboricultural Impact Assessment) (**TR010066/APP/6.3**). This document identifies trees to be removed as part of the Scheme and mitigation measures to retain and protect other trees and hedgerows during construction. There are no veteran or ancient trees listed either within the Scheme Order Limits or within influencing distance. One tree was recorded of veteran condition during the tree assessment and protective measures have been proposed for works in relation to the root

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			protection area. Compensatory tree planting is provided throughout the Scheme and is presented on the Environmental Masterplan (ES Figure 2.4) (**TR010066/APP/6.2**). The Environmental Masterplan has been designed in conjunction with the biodiversity team to provide additional new habitats for such as, scrub, trees, hedgerows and species rich grassland for foraging.
Environment	Helping the local woodland and pond near by	N	ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring), DMRB LA 108 (Biodiversity) and DMRB LA 105 (Air Quality). The Applicant has undertaken an Arboricultural Impact Assessment of the trees and hedgerows within the Scheme Order Limits. The results of the survey and assessment are provided in ES Appendix 7.4 (Arboricultural Impact Assessment) (**TR010066/APP/6.3**). This document identifies trees to be removed as part of the Scheme and mitigation measures to

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			retain and protect other trees and hedgerows during construction. There are no veteran or ancient trees listed either within the Scheme Order Limits or within influencing distance. One tree was recorded of veteran condition during the tree assessment and protective measures have been proposed for works in relation to the root protection area. Compensatory tree planting is provided throughout the Scheme and is presented on the Environmental Masterplan (ES Figure 2.4) (**TR010066/APP/6.2**). The Environmental Masterplan has been designed in conjunction with the biodiversity team to provide additional new habitats for such as, scrub, trees, hedgerows and species rich grassland for foraging. Measures to protect protected species during the construction phase are identified the Register of Environmental Actions and Commitments (Appendix A of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**)).
Environment	Replace any trees felled for the new road.	N	ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity, both during construction and

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring), DMRB LA 108 (Biodiversity) and DMRB LA 105 (Air Quality). The Applicant has undertaken an Arboricultural Impact Assessment of the trees and hedgerows within the Scheme Order Limits. The results of the survey and assessment are provided in ES Appendix 7.4 (Arboricultural Impact Assessment) (**TR010066/APP/6.3**). This document identifies trees to be removed as part of the Scheme and mitigation measures to retain and protect other trees and hedgerows during construction. There are no veteran or ancient trees listed either within the Scheme Order Limits or within influencing distance. One tree was recorded of veteran condition during the tree assessment and protective measures have been proposed for works in relation to the root protection area. Compensatory tree planting is provided throughout the Scheme and is presented on the Environmental Masterplan (ES Figure 2.4) (**TR010066/APP/6.2**). The Environmental Masterplan has been designed in conjunction with the biodiversity team to provide additional

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			new habitats for such as, scrub, trees, hedgerows and species rich grassland for foraging. Measures to protect protected species during the construction phase are identified the Register of Environmental Actions and Commitments (Appendix A of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**)).
Environment	Plant lots of trees and wildflowers.	N	ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring), DMRB LA 108 (Biodiversity) and DMRB LA 105 (Air Quality). The Applicant has undertaken an Arboricultural Impact Assessment of the trees and hedgerows within the Scheme Order Limits. The results of the survey and assessment are provided in ES Appendix 7.4 (Arboricultural Impact Assessment) (**TR010066/APP/6.3**). This document identifies trees to be removed as part of the Scheme and mitigation measures to retain and protect other trees and hedgerows

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			during construction. There are no veteran or ancient trees listed either within the Scheme Order Limits or within influencing distance. One tree was recorded of veteran condition during the tree assessment and protective measures have been proposed for works in relation to the root protection area. Compensatory tree planting is provided throughout the Scheme and is presented on the Environmental Masterplan (ES Figure 2.4) (**TR010066/APP/6.2**). The Environmental Masterplan has been designed in conjunction with the biodiversity team to provide additional new habitats for such as, scrub, trees, hedgerows and species rich grassland for foraging. Measures to protect protected species during the construction phase are identified the Register of Environmental Actions and Commitments (Appendix A of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**)).
Environment	Plant trees, hedges	N	ES Chapter 8 (Biodiversity) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity, both during construction and operation. The assessment is considered

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			compliant with DMRB LA 104 (Environmental Assessment and Monitoring), DMRB LA 108 (Biodiversity) and DMRB LA 105 (Air Quality). The Applicant has undertaken an Arboricultural Impact Assessment of the trees and hedgerows within the Scheme Order Limits. The results of the survey and assessment are provided in ES Appendix 7.4 (Arboricultural Impact Assessment) (**TR010066/APP/6.3**). This document identifies trees to be removed as part of the Scheme and mitigation measures to retain and protect other trees and hedgerows during construction. There are no veteran or ancient trees listed either within the Scheme Order Limits or within influencing distance. One tree was recorded of veteran condition during the tree assessment and protective measures have been proposed for works in relation to the root protection area. Compensatory tree planting is provided throughout the Scheme and is presented on the Environmental Masterplan (ES Figure 2.4) (**TR010066/APP/6.2**). The Environmental Masterplan has been designed in conjunction with the biodiversity team to provide additional new habitats for such as, scrub, trees,

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			hedgerows and species rich grassland for foraging. Measures to protect protected species during the construction phase are identified the Register of Environmental Actions and Commitments (Appendix A of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**)).
Environment	Leave the trees especially by Tesco junction.	N	Details of the extent of tree removal as a result of the Scheme are presented in ES Appendix 7.4 (Arboricultural Impact Assessment) (**TR010066/APP/6.3**). The Scheme does not affect the trees at the roundabout junction adjacent to the Tesco Superstore close to the Scheme, as the Order Limits do not extend that far.
Environment	It is important to me and my wife that we do not see the feeder road or hear the traffic noise from it. I would like to see that area of the roads once finished are shielded by new trees and hedges, this will keep the wildlife in the area. We have lived here 44 years and the view from our house is very pleasant and we want it to keep the same.	N	The Applicant has assessed the impact of the Scheme on noise and the local landscape. ES Chapter 7 (Landscape and Visual Effects) and ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) present the assessments used to determine any potential likely significant effects of the Scheme upon noise and vibration, and landscape and visual effects, respectively, both during construction and operation. The assessments are considered compliant with

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			DMRB LA 104 (Environmental Assessment and Monitoring), DMRB LA 107 (Landscape and visual effects) and DMRB LA 111 (Noise and vibration). Due to the use of low noise road surfacing on the A46, lower speeds on the A46 and B4082, and a general re-routing of traffic, Chapter 11 concludes that there are no likely significant effects on noise and vibration, due to the Scheme. Compensatory tree planting is provided throughout the Scheme and is presented on the Environmental Masterplan (ES Figure 2.4) **TR010066/APP/6.2**). The Environmental Masterplan has also been designed in conjunction with the biodiversity team to provide additional new habitats for such as, scrub, trees, hedgerows and species rich grassland for foraging.
Environment	Coombe lake and tree line should not be damaged in any way.	N	The Applicant has assessed the impact of the Scheme on Coombe Pool. ES Chapter 8 (Biodiversity) and ES Chapter 13 (Road Drainage and the Water Environment) (**TR010066/APP/6.1**) present the assessments used to determine any potential likely significant effects of the Scheme upon biodiversity, and

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			road drainage and water environment, respectively, both during construction and operation. The assessments are considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring), DMRB LA 1087 (Biodiversity) and DMRB LA 113 ((Road drainage and water environment). The Applicant sets out in ES Chapter 8 and ES Chapter 13 that, for biodiversity and road drainage, there are no likely significant effects, due to the introduction of the Scheme during operation. During the construction phase mitigation would be needed at Coombe Pool due to noisy construction activities at certain times of the year. The mitigation would involve the provision of temporary noise barriers, as well as the selection of appropriate construction machinery and programming. This would be determined at detailed design. Details of the extent of tree removal as a result of the Scheme is presented in ES Appendix 7.4 (Arboricultural Impact Assessment) (**TR010066/APP/6.3**). The Scheme would

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			require the removal of trees between the A46 and the Coombe Abbey Park. Tree removal would not encroach within the SSSI or TPO order.
Environment	Bigger & more effective sound barriers	N	ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon noise and vibration, both during construction and operation. The assessment of environmental impacts for road schemes in England follows the methodology outlined in the DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and Vibration). Temporary noise barriers would be required at Hungerley Hall Farm and Coombe Pool SSSI during certain site activities and the timing and duration of these would be further assessed during detailed design as well as the type of plant to be used. Other noise mitigation measures during the construction phase are set out in the Outline Noise and Vibration Management Plan, as part of the First Iteration EMP (**TR010066/APP/6.5**). Embedded mitigation within the design includes the use of low noise surfacing to the A46 and the reduction in speed limits to the A46 and B4082.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			In addition to the re-distribution of traffic on the Local Road Network and Strategic Road Network this embedded mitigation results in the Scheme having no likely significant effect on noise and vibration during the operation phase. Therefore, permanent noise barriers are not proposed for the operation of the Scheme.
Environment	Plant further trees, screen noise to Hungerly farm.	N	Compensatory tree planting is provided throughout the Scheme and is presented on the Environmental Masterplan (ES Figure 2.4) (**TR010066/APP/6.2**). The Environmental Masterplan has also been designed in conjunction with the biodiversity team to provide additional new habitats for such as, scrub, trees, hedgerows and species rich grassland for foraging. Planting is proposed in front of Hungerley Hall farm to screen it from the Scheme. The noise assessment has concluded that noise mitigation is not required at Hungerley Hall Farm during the operation of the Scheme. Therefore, permanent noise barriers would not be provided. ES Chapter 11 (Noise and vibration) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon noise and vibration, both during construction and operation.

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and vibration).
Environment	Unsure how much noise will be generated by the elevated junction.	N	ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon noise and vibration, both during construction and operation. The assessment of environmental impacts for road schemes in England follows the methodology outlined in the DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and Vibration). The Applicant acknowledges that there are some noisy construction activities that require mitigation during construction. The duration and timing of these activities would be re-assessed during detailed design to minimise the impact on residential and non-residential receptors. An Outline Noise and Vibration Management Plan is included within the First Iteration EMP (**TR010066/APP/6.5**). This would be developed during detailed design into a Noise and Vibration Management Plan and form part of the Second

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Iteration EMP and secured through the draft DCO Schedule 2, Requirement 4 (**TR010066/APP/3.1**). The Noise and Vibration Management Plan would include the measures taken to reduce noise at source, the strategy for actively communicating this information to local communities, and procedures for responding effectively and promptly to any specific issues or complaints arising. The Register of Environmental Actions and Commitments (Appendix A of the First Iteration Environmental Management Plan (**TR010066/APP/6.5**) sets out the requirements for the Noise and Vibration Management Plan including best practice construction mitigation measures.
Environment	I think environmental impacts have been over prioritised	N	The Scheme falls within paragraph 10(f) of Schedule 2 to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) (construction of roads). The selection criteria in Schedule 3 of the EIA Regulations have been used to screen the Scheme, which identified the potential for significant effects. The application for the Development Consent Order for the Scheme must therefore be accompanied by an ES and

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the EIA process must be followed. The ES has been provided in accordance with the requirements of Regulation 14 of the EIA Regulations. The EIA Regulations are secondary legislation to complement the Planning Act 2008. The EIA Regulations provide the details and requirements as to when and how to carry out an EIA to support a DCO application. A Preliminary Environmental Information Report (PEIR) was produced to support the Scheme's statutory consultation (National Highways, 2023), which was held between 25 October 2023 and 20 December 2023. The PEIR presented preliminary results of the environmental assessments undertaken to enable consultees to understand the likely significant environmental effects of the Scheme. The assessments were based on the preliminary environmental information available at the time. The ES (**TR010066/APP/6.1**) follows DMRB LA 104, which sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse environmental effects as a result of construction and operation. The ES present the final results of the environmental assessments.

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Environment	Fully in agreement with the proposals [to assess environmental impacts].	N	The comment is noted.
Environment	Seems very thorough.	N	The comment is noted.
Environment	The junction needs to be improved to reduce pollution from idling traffic queuing at the roundabout	N	The comment is noted.
Environment	Reduce pollution from queueing traffic at roundabout.	N	The comment is noted.
Environment	I would expect less pollution if vehicles did not have to stop and accelerate.	N	The comment is noted.
Environment	I am sure pollution will reduce in my area as traffic will not have to stop at the island.	N	The comment is noted.
Environment	Looks like a comprehensive assessment and well presented.	N	The comment is noted.
Environment	Seems thorough	N	The comment is noted.
Environment	Outline proposal appear well targeted.	N	The comment is noted.

Table 16 - Environment theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Environment	We agree with the environmental impacts assessed in the Preliminary Environmental Impact Report (PEIR). The PEIR follows the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, which states specific factors that the proposed development may significantly affect need to be identified, described and assessed. These factors have all been accounted for in the PEIR.	N	The comment is noted.
Environment	I am glad to see you're considering the use of alternative fuels during construction	N	The comment is noted.
Environment	Best use of road surface which is the least noisy	N	The comment is noted.
Environment	I'm happy that the proposed junction appears to have no negative impact on Combe Abbey Park.	N	The comment is noted.
Environment	Reasonable mitigation	N	The comment is noted.
Environment	I am glad to see the increase in tree coverage to the east of the A46 upon completion	N	The comment is noted.

M6. Existing conditions

Table 17- Existing conditions theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	noise from traffic decelerating and accelerating	ANON-2AJC-3WJJ-X	N	ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon noise and vibration, during both construction and operation. The assessment of environmental impacts for road schemes in England follows the methodology outlined in the DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and Vibration).
Existing conditions	Current layout causes noise.	BHLF-2AJC-3WG6-7	N	The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the scheme. The document presents the Scheme objectives and those are met; and summarises the overall transport benefits, which include an overall reduction in noise levels as well as improvements to journey time savings and traffic flows. ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon noise and vibration, during both construction and operation. The assessment of environmental impacts for road

Table 17- Existing conditions theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				schemes in England follows the methodology outlined in the DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and Vibration). The Assessment concludes that there would be no perceptible change in road traffic noise levels at identified "Noise Important Areas" and that reductions in operational noise would occur at some receptors as a result of the Scheme.
Existing conditions	its gridlock in the morning forcing more traffic onto local roads.	ANON-2AJC-3WJJ-X	N	The Applicant acknowledges that the current road arrangement and traffic flows can push traffic from the A46 onto local roads. The Scheme provides a through route for the A46 traffic, providing an alternative to local roads. The Transport Assessment (**TR010066/APP7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Traffic modelling results undertaken for this assessment indicate that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave Junction

Table 17- Existing conditions theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				would no longer be affected by congestion at the roundabout. Delays currently occur in the AM peak on both the A46 northbound and southbound approaches to the junction. This causes some vehicles to avoid the delay/queue by rerouting onto local roads. Traffic modelling of the future years shows this gets worse as traffic increases with time. With the introduction of the Scheme, delays and queues on the A46 in the morning peak decrease compared to the predicted conditions if the junction were left as it is. This means that less traffic is likely to reroute onto local roads to avoid delay if the Scheme is in place, as shown by a reduction in flow in the traffic model on Clifford Bridge Road in the future year between the 'with the Scheme' and 'without the Scheme' scenarios. More details of the impact on journey times and traffic flows changes due to the introduction of the scheme are available in the Transport Assessment (**TR010066/APP/7.3**).
Existing conditions	its great not having to use roundabouts.	BHLF-2AJC-3WXP-J	N	The Walsgrave Junction is now regularly operating at over its designed traffic capacity, owing to a general increase in traffic levels since the junction was designed. As such, a grade-separated junction rather than a new or amended roundabout design has been determined to be the more effective solution to the capacity issues it now faces.

Table 17- Existing conditions theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Traffic modelling results undertaken for this assessment indicate that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave Junction would no longer be affected by congestion at the roundabout.
Existing conditions	Very dangerous to get around the roundabout.	BHLF-2AJC-3WX1-K	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout designed to industry standards Design Manual for Roads and Bridges (DMRB). DMRB is a suite of documents which contains requirements and advice relating to works on motorways and all-purpose trunk roads for which the Applicant is the overseeing organisation. Further detail on the design can be found in the Scheme Design Report (**TR010066/APP/7.4**).

Table 17- Existing conditions theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				The Scheme is also predicted to result in an overall decrease in the number of accidents and casualties, as discussed in Chapter 9 of the Transport Assessment (**TR010066/APP/7.3**). The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the scheme. The document presents the Scheme objectives and those are met; and summarises the overall transport benefits, which include improvements to safety and maintenance as well as improvements to journey time savings and traffic flows.
Existing conditions	Very congested roundabout at times.	BHLF-2AJC-3WQV-H	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to

Table 17- Existing conditions theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the scheme. The document presents the Scheme objectives and those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Current layout causes traffic bottlenecks.	BHLF-2AJC-3WG6-7	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.

Table 17- Existing conditions theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	The roundabout is often overloaded and difficult to enter.	BHLF-2AJC-3WG6-7	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Large volume of traffic coming onto the Clifford Bridge Road (both directions) and speed of traffic coming from A46 to Clifford	BHLF-2AJC-3WVA-1	N	The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to

Table 17- Existing conditions theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	Bridge Road. Currently large amount of traffic are ignoring current speed limits.			change as a result of the Scheme. The modelling indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave Junction would no longer be affected by congestion at the roundabout. Delays currently occur in the AM peak on both the A46 northbound and southbound approaches to the junction. This causes some vehicles to avoid the delay/queue by rerouting onto local roads. Traffic modelling of the future years shows this gets worse as traffic increases with time. With the introduction of the Scheme, delays and queues on the A46 in the morning peak decrease compared to the predicted conditions if the junction were left as it is. This means that less traffic is likely to reroute onto local roads to avoid delay if the Scheme is in place, as shown by a reduction in flow in the traffic model on Clifford Bridge Road in the future year between the 'with the Scheme' and 'without the Scheme' scenarios. More details of the impact on journey times and traffic flows changes due to the introduction of the scheme are available in the Transport Assessment.

Table 17- Existing conditions theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	Currently there's major congestion, both on the A46 roundabout and traffic feeding the A46, from Clifford Bridge Road. Traffic trying to get to the A46, queues along Clifford Bridge Road (in both directions) blocking the roundabout on Clifford Bridge Road.	BHLF-2AJC-3WVN-E	N	The Applicant acknowledges that the current road and junction arrangement, and the congestion levels that regularly affect the Walsgrave Junction, can lead to road users seeking alternative routes on local roads. By replacing the existing roundabout with a grade-separated junction, however, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road. The Transport Assessment (**TR010066/APP/7.3**) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave Junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the

Table 17- Existing conditions theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				current junction and establishes a local need for the scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	It is currently fine.	BHLF-2AJC-3WX6-R	N	The Applicant remains committed to the view that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. These issues include excessive queueing, journey time delays, and high incidences of vehicle collisions, all of which inhibit local and regional economic development. The Case for the Scheme (**TR010066/APP/7.1**) provides an overview of how existing conditions at the junction have been assessed, the reasons why an upgrade is needed, and the ways in which the Scheme proposals would change existing conditions.
Existing conditions	The A46 where you are proposing to build a new junction flows adequately the majority of the time. It is when there is an accident on either the M6 or M1	BHLF-2AJC-3WX6-R	N	The Applicant remains committed to the view that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. These issues include excessive

Table 17- Existing conditions theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	that significantly increases the number of vehicles or there are roadworks or an accident on the A46 that there are problems.			queueing, journey time delays, and high incidences of vehicle collisions, all of which inhibit local and regional economic development. The Case for the Scheme (**TR010066/APP/7.1**) provides an overview of how existing conditions at the junction have been assessed, the reasons why an upgrade is needed, and the ways in which the Scheme proposals would change existing conditions. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	Long traffic queues at rush hour with some traffic going on local roads to avoid the queues adding to pollution in the local area.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon air quality, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 105 (Air quality). The Applicant sets out at section 5.10 of Chapter 5 that overall, for human health there are no likely significant effects, due to air quality, during operation and construction of the Scheme from road traffic changes.

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	Lots of pollution	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**) provides a detailed description of how existing air quality conditions close to the junction have been assessed and any changes that would arise from the junction upgrade.
Existing conditions	Build up of air pollution	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. ES Chapter 5 (Air Quality) (**TR010066/APP/6.1**) provides a detailed description of how existing air quality conditions close to the junction have been assessed and any changes that would arise from the junction upgrade.
Existing conditions	The cars waiting to get into or out of the hospital is not great for the local environment I would say.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The ES (**TR010066/APP/6.1**) follows DMRB LA 104, which sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse environmental

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			effects as a result of construction and operation. The ES present the final results of the environmental assessments. ES Chapter 5 (Air Quality) provides a detailed description of how existing air quality conditions close to the junction have been assessed and any changes that would arise from the junction upgrade.
Existing conditions	Local housing and facilities are impacted.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon population and human health, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring)

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			and DMRB LA 112 (Population and human health).
Existing conditions	The existing changes have resulted in flooding near Tollbar End.	N	The Applicant continues to monitor the effects of the Tollbar End improvement works, including any potential flooding concerns. Where required, remedial works would be carried out to address any unwanted effects of the junction improvements, though no such effects have so far been identified in respect of flooding. ES Chapter 13 (Road Drainage and the Water Environment) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon road drainage and the water environment, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 113 (Road Drainage and the Water Environment). A Flood Risk Assessment (ES Annex 13.1) (**TR010066/APP/6.3)** for the Scheme forms part of the ES. It demonstrates that the Scheme would be safe for its lifetime and would not increase flood risk elsewhere. This is achieved through:

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			• ensuring the A46 southbound embankment remains set above the 1% plus climate change flood level • improvements to the structure of the A46 southbound embankment to enable it to act as a secondary defence • inclusion of SuDS to manage the surface water runoff from the additional areas of hardstanding.
Existing conditions	Existing roundabout is difficult.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Needs improvement.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Walsgrave island is still a nightmare to get through	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	The existing A46 Walsgrave junction does not facilitate access to either the area to the west of the A46; allocated within the CLP for approximately 900 dwellings (Site Ref. H2:3 Walsgrave Hill Farm), nor the land that SEGRO are promoting to the east of the A46 for development through the future Rugby Local Plan for strategic employment-led development.	N	The Case for the Scheme (**TR010066/APP/7.1)** highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document presents the Scheme objectives and those are met, including supporting and facilitating economic growth, generating employment and residential development. The Scheme is considered to provide the enabling transport infrastructure to allow for delivery of the Coventry Local Plan housing allocation H2:3, and is included within the Council Infrastructure Delivery Plan and Local Plan allocation statement for the site. The Applicant has engaged with the promoter of land adjacent to the A46 during the development of the Scheme. Chapter 3 of the Consultation Report includes a summary of this engagement.
Existing conditions	driver frustration**.**	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	EXITING THE ROUNDABOUT	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Being a "local" I am used to the layout of the junction. However, I often can tell if someone is not from the area as often they are in the wrong lane!	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**)

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Within the flyover, traffic speed down to the island, no chance of getting out, even to the left towards the M69.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	The sight lines are poor when exiting the B4082.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. As summarised in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**), the preliminary design of the Scheme has been subject to a Stage 1 Road Safety Audit (RSA), which would be continued through a further two stages as the design of the Scheme is developed.
Existing conditions	Too difficult to merge with approaching traffic, even off peak.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. As summarised in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**), the preliminary design of the Scheme has been subject to a Stage 1 Road Safety Audit (RSA), which would be continued through a further two stages as the design of the Scheme is developed.
Existing conditions	Always lots of traffic, often hard to pull out.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			grade-separated junction rather than a roundabout. As summarised in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**), the preliminary design of the Scheme has been subject to a Stage 1 Road Safety Audit (RSA), which would be continued through a further two stages as the design of the Scheme is developed.
Existing conditions	The existing changes to the A46 have resulted in far too much road noise for local residents even at night, the sound barriers are not effective enough.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) provides an overview of how existing conditions at the junction have been assessed, the reasons why an upgrade is needed, and the ways in which the Scheme proposals would change existing conditions. ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon noise and vibration, during both construction and operation. The assessment of environmental impacts for road schemes in England follows the methodology outlined in the DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and Vibration).

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Assessment concludes that there would be no perceptible change in road traffic noise levels at identified "Noise Important Areas" and that reductions in operational noise would occur at some receptors as a result of the Scheme.
Existing conditions	The existing changes have resulted in excessive traffic noise for local residents.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) provides an overview of how existing conditions at the junction have been assessed, the reasons why an upgrade is needed, and the ways in which the Scheme proposals would change existing conditions. ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon noise and vibration, during both construction and operation. The assessment of environmental impacts for road schemes in England follows the methodology outlined in the DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and Vibration). The Assessment concludes that there would be no perceptible change in road traffic noise levels at identified "Noise Important Areas" and that

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			reductions in operational noise would occur at some receptors as a result of the Scheme.
Existing conditions	noisy.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon noise and vibration, during both construction and operation. The assessment of environmental impacts for road schemes in England follows the methodology outlined in the DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and Vibration). The Assessment concludes that there would be no perceptible change in road traffic noise levels at

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			identified "Noise Important Areas" and that reductions in operational noise would occur at some receptors as a result of the Scheme.
Existing conditions	Noise level at my house is quite high when a northerly direction wind.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. ES Chapter 11 (Noise and Vibration) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon noise and vibration, during both construction and operation. The assessment of environmental impacts for road schemes in England follows the methodology outlined in the DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and Vibration). The Assessment concludes that there would be no

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			perceptible change in road traffic noise levels at identified "Noise Important Areas" and that reductions in operational noise would occur at some receptors as a result of the Scheme. ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon population and human health, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 112 (Population and human health).
Existing conditions	Regarding noise level: this comes from the gap where the B4082 joins. Vehicles accelerating north are noisier, especially motorcycles and sports cars. Sounds more like a racetrack.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. ES Chapter 11 (Noise and Vibration)

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			(**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon noise and vibration, during both construction and operation. The assessment of environmental impacts for road schemes in England follows the methodology outlined in the DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and Vibration). The Assessment concludes that there would be no perceptible change in road traffic noise levels at identified "Noise Important Areas" and that reductions in operational noise would occur at some receptors as a result of the Scheme.
Existing conditions	Long traffic queues at rush hour with some traffic going on local roads to avoid the queues adding to congestion.	N	The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Traffic modelling results undertaken for this assessment indicate that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave Junction would no longer be affected by congestion at the roundabout.

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	The traffic needs to flow at all times. Major hold ups mean local roads are being used at peak times.	N	The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Traffic modelling results undertaken for this assessment indicate that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave Junction would no longer be affected by congestion at the roundabout.
Existing conditions	Delays are frequent, and encourage diversions onto less suitable roads.	N	The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Traffic modelling results undertaken for this assessment indicate that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			back to the A46 since both the northbound and southbound movements at Walsgrave Junction would no longer be affected by congestion at the roundabout.
Existing conditions	Any roundabouts on the mainline of major trunk roads are a mistake, and lead to the issues faced here.	N	The Walsgrave Junction is now regularly operating at over its designed traffic capacity, owing to a general increase in traffic levels since the junction was designed. As such, a grade-separated junction rather than a new or amended roundabout design on the mainline of the A46 has been determined to be the more effective solution to the capacity issues it now faces. The Transport Assessment (**TR010066/APP7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme.
Existing conditions	The island at bottom of New (ish)stretch, by Tesco is dangerous.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**) provides an assessment of the Scheme's impact on safety. It provides a summary of the existing road safety record on the A46 and a forecast impact of the Scheme on accidents. It also provides responses to the road safety audit (RSA) undertaken for the Scheme, including the designer's response on behalf of the Applicant, in order to demonstrate the suitability of the Scheme design in safety terms.
Existing conditions	I find it occasionally unsafe due to the speed of approaching traffic on the island.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**) provides an assessment of the Scheme's impact on safety. It provides a summary of the existing road safety record on the A46 and a forecast impact of the Scheme on accidents. It also provides responses to the road safety audit (RSA) undertaken for the Scheme, including the designer's response on behalf of the Applicant, in order to demonstrate the suitability of the Scheme design in safety terms.
Existing conditions	Some drivers approach the junction/island at too high speed.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**) provides an assessment of the Scheme's impact on safety. It provides a summary of

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the existing road safety record on the A46 and a forecast impact of the Scheme on accidents. It also provides responses to the road safety audit (RSA) undertaken for the Scheme, including the designer's response on behalf of the Applicant, in order to demonstrate the suitability of the Scheme design in safety terms.
Existing conditions	Present improvements have only moved the bottleneck of traffic to this island making an accident spot.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**) provides an assessment of the Scheme's impact on safety. It provides a summary of the existing road safety record on the A46 and a forecast impact of the Scheme on accidents. It also provides responses to the road safety audit (RSA) undertaken for the Scheme, including the designer's

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			response on behalf of the Applicant, in order to demonstrate the suitability of the Scheme design in safety terms.
Existing conditions	Accident spot	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**) provides an assessment of the Scheme's impact on safety. It provides a summary of the existing road safety record on the A46 and a forecast impact of the Scheme on accidents. It also provides responses to the road safety audit (RSA) undertaken for the Scheme, including the designer's response on behalf of the Applicant, in order to demonstrate the suitability of the Scheme design in safety terms.

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	safety when entering / exiting roundabout from / towards Clifford Bridge Road due to speed and volume of traffic and lack of visibility from vegetation.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**) provides an assessment of the Scheme's impact on safety. It provides a summary of the existing road safety record on the A46 and a forecast impact of the Scheme on accidents. It also provides responses to the road safety audit (RSA) undertaken for the Scheme, including the designer's response on behalf of the Applicant, in order to demonstrate the suitability of the Scheme design in safety terms.
Existing conditions	the roundabout is dangerous	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**) provides an assessment of the Scheme's impact on safety. It provides a summary of the existing road safety record on the A46 and a forecast impact of the Scheme on accidents. It also provides responses to the road safety audit (RSA) undertaken for the Scheme, including the designer's response on behalf of the Applicant, in order to demonstrate the suitability of the Scheme design in safety terms.
Existing conditions	Poor, cannot pull out at roundabout safely in any direction	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the overall transport benefits, which include improvements to journey time savings and traffic flows. Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**) provides an assessment of the Scheme's impact on safety. It provides a summary of the existing road safety record on the A46 and a forecast impact of the Scheme on accidents. It also provides responses to the road safety audit (RSA) undertaken for the Scheme, including the designer's response on behalf of the Applicant, in order to demonstrate the suitability of the Scheme design in safety terms.
Existing conditions	The wide lanes and lack of lane markings mean this roundabout is often approached at considerable speed and makes it difficult to read and understand people's direction. This creates a dangerous junction with considerable congestion.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. Chapter 7 of the Transport Assessment

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			(**TR010066/APP/7.3**) provides an assessment of the Scheme's impact on safety. It provides a summary of the existing road safety record on the A46 and a forecast impact of the Scheme on accidents. It also provides responses to the road safety audit (RSA) undertaken for the Scheme, including the designer's response on behalf of the Applicant, in order to demonstrate the suitability of the Scheme design in safety terms.
Existing conditions	Increased likelihood of accidents.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**) provides an assessment of the Scheme's impact on safety. It provides a summary of the existing road safety record on the A46 and a forecast impact of the Scheme on accidents. It also provides responses to the road safety audit (RSA)

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			undertaken for the Scheme, including the designer's response on behalf of the Applicant, in order to demonstrate the suitability of the Scheme design in safety terms.
Existing conditions	The congestion in the mornings can back up onto the M69 - high risk of an accident when cars are travelling at high speed.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**) provides an assessment of the Scheme's impact on safety. It provides a summary of the existing road safety record on the A46 and a forecast impact of the Scheme on accidents. It also provides responses to the road safety audit (RSA) undertaken for the Scheme, including the designer's response on behalf of the Applicant, in order to demonstrate the suitability of the Scheme design in safety terms.

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	Frequent accidents occur.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**) provides an assessment of the Scheme's impact on safety. It provides a summary of the existing road safety record on the A46 and a forecast impact of the Scheme on accidents. It also provides responses to the road safety audit (RSA) undertaken for the Scheme, including the designer's response on behalf of the Applicant, in order to demonstrate the suitability of the Scheme design in safety terms.
Existing conditions	dangerous junction.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved.

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**) provides an assessment of the Scheme's impact on safety. It provides a summary of the existing road safety record on the A46 and a forecast impact of the Scheme on accidents. It also provides responses to the road safety audit (RSA) undertaken for the Scheme, including the designer's response on behalf of the Applicant, in order to demonstrate the suitability of the Scheme design in safety terms.
Existing conditions	Walsgrave junction needs to improve road safety.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the overall transport benefits, which include improvements to journey time savings and traffic flows. Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**) provides an assessment of the Scheme's impact on safety. It provides a summary of the existing road safety record on the A46 and a forecast impact of the Scheme on accidents. It also provides responses to the road safety audit (RSA) undertaken for the Scheme, including the designer's response on behalf of the Applicant, in order to demonstrate the suitability of the Scheme design in safety terms.
Existing conditions	Dangerous junction at peak times. Trying to turn right from the B4082 on to the A46 south is a nightmare as traffic on the A46 North at the Walsgrave junction hardly stops for you to get onto the roundabout and travels very quickly.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**) provides an assessment of the Scheme's impact on safety. It provides a summary of the existing road safety record on the A46 and a forecast impact of the Scheme on accidents. It also provides responses to the road safety audit (RSA) undertaken for the Scheme, including the designer's response on behalf of the Applicant, in order to demonstrate the suitability of the Scheme design in safety terms.
Existing conditions	Plenty of Delays and Accidents that happen around the Walsgrave Junction (known as the tesco's junction). This could be eliminated if the traffic allowed to flow through.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**) provides an assessment of the Scheme's impact on safety. It provides a summary of the existing road safety record on the A46 and a forecast impact of the Scheme on accidents. It also

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			provides responses to the road safety audit (RSA) undertaken for the Scheme, including the designer's response on behalf of the Applicant, in order to demonstrate the suitability of the Scheme design in safety terms.
Existing conditions	It does not cope with the present traffic flow. It constitutes a high risk area for accidents.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**) provides an assessment of the Scheme's impact on safety. It provides a summary of the existing road safety record on the A46 and a forecast impact of the Scheme on accidents. It also provides responses to the road safety audit (RSA) undertaken for the Scheme, including the designer's response on behalf of the Applicant, in order to demonstrate the suitability of the Scheme design in safety terms.

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	I have certainly witnessed "foolishness" and accidents.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**) provides an assessment of the Scheme's impact on safety. It provides a summary of the existing road safety record on the A46 and a forecast impact of the Scheme on accidents. It also provides responses to the road safety audit (RSA) undertaken for the Scheme, including the designer's response on behalf of the Applicant, in order to demonstrate the suitability of the Scheme design in safety terms.
Existing conditions	Too many accidents.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved.

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**) provides an assessment of the Scheme's impact on safety. It provides a summary of the existing road safety record on the A46 and a forecast impact of the Scheme on accidents. It also provides responses to the road safety audit (RSA) undertaken for the Scheme, including the designer's response on behalf of the Applicant, in order to demonstrate the suitability of the Scheme design in safety terms.
Existing conditions	I think the new road near TGI Fridays has caused issues due to the laying of tarmac + also getting help to people if They're stuck on the roadsides.	N	Work to construct the Binley junction improvement scheme was carried out in accordance with the relevant commitments made as part of the consenting of that Scheme. Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**) provides an assessment of the Scheme's impact on safety. It provides a summary of the existing road safety record on the A46 and a forecast impact of the Scheme on accidents. It also

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			provides responses to the road safety audit (RSA) undertaken for the Scheme, including the designer's response on behalf of the Applicant, in order to demonstrate the suitability of the Scheme design in safety terms.
Existing conditions	At the present time there are no hard shoulders and no refuge areas on the carriageway. At least once per week I encounter a stranded vehicle that cannot fully leave the carriageway while it awaits recovery, this often causes tailbacks or dangerous lane blockages (depending on whether the traffic is north or southbound). There is one lay-by either side on the A46 between the Walsgrave roundabout and the M69 and this is often a source of vehicles (slow moving lorries) rejoining the carriageway, which if traffic is flowing more quickly and freely is likely to be quite dangerous.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**) provides an assessment of the Scheme's impact on safety. It provides a summary of the existing road safety record on the A46 and a forecast impact of the Scheme on accidents. It also provides responses to the road safety audit (RSA) undertaken for the Scheme, including the designer's response on behalf of the Applicant, in order to demonstrate the suitability of the Scheme design in

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			safety terms. The existing laybys on the A46 located on the northbound and southbound carriageway north of the existing Walsgrave roundabout would be removed as part of the Scheme. Due to the layout of the Scheme, the laybys need to be removed due to insufficient weaving length between the proposed Walsgrave Junction merge/ diverges and the M6/M69 merge/diverges.
Existing conditions	Extremely dangerous roundabout.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**) provides an assessment of the Scheme's impact on safety. It provides a summary of the existing road safety record on the A46 and a

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			forecast impact of the Scheme on accidents. It also provides responses to the road safety audit (RSA) undertaken for the Scheme, including the designer's response on behalf of the Applicant, in order to demonstrate the suitability of the Scheme design in safety terms.
Existing conditions	It's dangerous as many cars do not stop to wait for cars already on the roundabout especially lorries.	N	The Applicant acknowledges that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**) provides an assessment of the Scheme's impact on safety. It provides a summary of the existing road safety record on the A46 and a forecast impact of the Scheme on accidents. It also provides responses to the road safety audit (RSA) undertaken for the Scheme, including the designer's response on behalf of the Applicant, in order to demonstrate the suitability of the Scheme design in

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			safety terms.
Existing conditions	Further down the A46 where the new underpass was installed, there is now a 50mph speed limit. Every day, without fail, there are drivers exceeding the speed limit by significant amounts which is dangerous given the traffic joining and leaving that junction. There is no speed enforcement.	N	The Applicant has engaged with representatives from Warwickshire police force to discuss the Scheme, with specific focus on the enforcement strategy for the A46 between Toll Bar and M69/M6 Junction.
Existing conditions	Delays are frequent	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**)

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Traffic is a nightmare	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	It is a nightmare during rush hour. Very busy and needs updating	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	The island at bottom of New (ish)stretch, by Tesco is a bottle neck	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Even at off peak times there can be traffic build up.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Traffic queues even at non peak times due mainly to the number of lorries and hgvs.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			improvements to journey time savings and traffic flows.
Existing conditions	Delays at peak times	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			flows.
Existing conditions	there is too much of a bottle neck at the island, leading towards and from Binley, and to the local roads, despite poor markings and drivers being in the incorrect lane.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	traffic congestion	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	time added to the work journeys.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing	It does get busy	N	The Applicant acknowledges that the existing A46

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
conditions			Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	The traffic on the current round about is awful	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Traffic	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Congestion	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Congestion	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	The present junction causes long queues	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	The highway and queues to enter the roundabout are bad at nearly all times of day.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout.

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Queues are too long	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout.

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Queues are too long and as a result of the Binley upgrade this junction is no longer fit for purpose.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**)

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Junction not fit for purpose causing congestion.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	I have been driving to Coventry since 2008 and the traffic is still bad.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Traffic holdups at the island, waiting for traffic to clear to enable progress around the island	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Traffic build up can double journey length at peak times	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	The roundabout is always very busy and slows traffic down significantly	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Bottlenecks at roundabout causing delays.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Traffic backs up on A46 at peak times	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Traffic on the A46 and entering from Clifford bridge road is in dire need of relief.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Because the existing late 1980s roundabout causes significant congestion on a daily basis.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**)

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	The junction is frequently congested not just in peak hours.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Traffic gets very heavy at times around the local area- even at off peak times, and so the better flow of traffic along the A46 would greatly help.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	It's a struggle to get onto the A46 at times, because the flow is so heavy at the roundabout, you don't get a chance to go!	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Too much build up off traffic since Toll Bar and TGI upgrades.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Improvements needs to be made to traffic flow.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			improvements to journey time savings and traffic flows.
Existing conditions	traffic congestion.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			flows.
Existing conditions	traffic build up.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	Traffic should flow along the A46 unimpeded, without the requirement to stop at the Walsgrave junction.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	Bottleneck getting to Tollbar.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing	Bottle neck for traffic. Current design cannot	N	The Applicant acknowledges that the existing A46

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
conditions	handle the volume of traffic and hasn't done so for a while.		Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Traffic congestion.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	I tend to only use it at off peak times, but clearly at peak times it is a problem	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	The flow at the existing roundabout is poor.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Traffic congestion.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	stops traffic flow	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	The existing traffic island is too small and causes a lot of hold ups	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Existing layout is clearly a bottleneck.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Current layout doesn't prioritise the flow of traffic in the direction that majority of people travel (i.e. along A46). Existing roundabout is large enough to handle the flow of traffic.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	The existing junction often gets too busy and causes tailbacks	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout.

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	The existing roundabout means that traffic has to stop or slow down.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout.

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Even in off peak times you can hit traffic jams.	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**)

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Due to traffic queues	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Traffic flow is halted by the roundabout (going both ways).	N	The Applicant acknowledges that the existing A46 Walsgrave Junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	If I'm going towards the M69/coming off, I have to queue up at the roundabout as the majority of the time I am not heading towards UHCW. However on my normal work commutes to UHCW, I tend to find the left hand lane free (heading northbound) but I always do notice the traffic backlog in the middle and right hand lanes.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Q most mornings and afternoons	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	too many hold ups	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Long traffic queues at rush hour	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Long queues in peak traffic time	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	The previous two updates at Tollbar and Binley have not reduced the congestion that occurs but only seem to have moved it end further along the A46 while encouraging more vehicles to use it, resulting in more congestion.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Build up of traffic	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**)

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Long delays due to volume of traffic.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Traffic congestion	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Too much traffic - cars and HGV's - causing congestion at Walsgrave junction.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Walsgrave junction needs improvement due to congestion	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	The traffic backs up to the hospital on a bad night.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			improvements to journey time savings and traffic flows.
Existing conditions	At times the traffic can be queueing back past the Binley flyover.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			flows.
Existing conditions	Traffic jams and congestion.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	JUNCTION IS UNABLE TO COPE WITH TRAFFIC CAUSING LONG QUEUES.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	The amount of traffic at peak times and in the event of an accident is diabolical, going to the A46 from Clifford Bridge and to Clifford Bridge.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing	Snarl up of traffic at the A46 island (back of	N	The Applicant acknowledges that the existing A46

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
conditions	Tesco)		Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Tailback of traffic onto local roads especially Clifford Bridge Road.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	I would like to think this will decrease the traffic on Clifford Bridge Road, because it has certainly vastly increased since all the roadworks have	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	been ongoing on the Binley Road!!		using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. This would include a reduction of trips re-routing onto local roads such as Clifford Bridge Road. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Causes too many holdups.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	The A46 impacted by congestion and heavy traffic	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	The volume of traffic is too much as it slows down at the round-about of the B4082.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Heavy build-up of traffic at various times not just peak hours.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Needs sorting out to improve traffic flow.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Increased congestion, particularly at peak times, as a result of traffic flow to and from A46.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Junction now seems too small to cope with increased traffic flow on A46, which often approaches at high "motorway" speeds.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Traffic congestion.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout.

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	congestion at peak times.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout.

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Cannot understand why all changes to date happened to A46 Walsgrave by overpass since that and work done by Binley Park Inn traffic system, Clifford Bridge Road has been constantly overloaded with traffic along with roundabout and link road to A46 now constant traffic jams at 4pm-630pm. Why? Some people have made lots of money off all this.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Peak time is a problem due to traffic quantity. Ques up to Clifford Bridge / Brinklow Rd junction as well as southbound from M69. No control in place.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. For the A46 Walsgrave, a traffic light configuration would make it easier to turn in/out of the B4082. However, due to the space available and the signal staging required for the junction to operate safely, the resultant timings would lead to significantly more lost time (i.e. non-green signal) for A46 movements. This would significantly increase queue lengths over what is already experienced on the A46. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, including Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout. Traffic signal control would not provide sufficient capacity to alleviate the queues currently experienced at the junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Build of traffic at the Walsgrave island, the A46 is now busier.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Uncontrolled island causes congestion on both the A46 and the B4082.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout. Traffic signal control would not provide sufficient capacity to alleviate the queues currently experienced at the junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	I don't travel around that area at peak times due to congestion.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	There is currently a queue at rush hour in the morning and evening.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	There is currently a queue at rush hour in the morning and evening.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	Can be problematic at peak times.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	Too many hold ups.	N	The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Long delays at roundabout.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	There are always queues of traffic on this road, they ease when you get past the roundabout by Hungerley Hall Farm.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	Traffic gets backed up at peak times.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout. The Case for the Scheme (**TR010066/APP/7.1**)

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Becoming a bottleneck, will only get worse.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Very busy at peak times.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Traffic builds up on B4082.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			flows.
Existing conditions	Traffic jams at peak times need to be solved.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			would no longer be affected by congestion at the roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Congestion on B4082 link road and local roads around the hospital.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. This also affects the performance of other sections of the A46, contributing to congestion at other junctions. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	It is creating more traffic on clifford bridge road where you already queue longer due to the unneeded cycle lane.	N	Coventry City Council are responsible for the delivery of cycling infrastructure on local roads to the west of the Scheme proposals. The construction methodology and phasing for the Scheme will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (**TR010066/APP/7.5**).

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Applicant would work with Coventry City Council and Warwickshire County Council, as the relevant highway authorities for the Scheme, to identify any other schemes that would require coordination or specific diversions during construction of the Scheme. This would be considered in the Traffic Management Plan which is developed from the Outline Traffic Management Plan, secured by Schedule 2 Requirement 11 of the draft Development Consent Order (**TR010066/APP/3.1**).
Existing conditions	Whole situation made worse by the works / lights for cycle paths by MEGA Chippy which will soon be moving down Clifford Bridge Road!	N	Coventry City Council are responsible for the delivery of cycling infrastructure on local roads to the west of the Scheme proposals. The construction methodology and phasing for the Scheme will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The Applicant would work with Coventry City Council and Warwickshire County Council, as the relevant highway authorities for the Scheme, to identify any other schemes that would require coordination or specific diversions during construction of the Scheme.

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	Some of the queue is caused by the cycle path and temporary lights	N	This would be considered in the Traffic Management Plan which is developed from the Outline Traffic Management Plan, secured by Schedule 2 Requirement 11 of the draft Development Consent Order (**TR010066/APP/3.1**). Coventry City Council are responsible for the delivery of cycling infrastructure on local roads to the west of the Scheme proposals. The construction methodology and phasing for the Scheme will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan [**TR010066/APP/7.5**). The Applicant would work with Coventry City Council and Warwickshire County Council, as the relevant highway authorities for the Scheme, to identify any other schemes that would require coordination or specific diversions during construction of the Scheme. This would be considered in the Traffic Management Plan which is developed from the Outline Traffic Management Plan, secured by Schedule 2 Requirement 11 of the draft Development Consent Order (**TR010066/APP/3.1**).

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	There has already been continuous disruption for the last 4 years on the estate due to A46 and cycle path which is still ongoing.	N	Coventry City Council are responsible for the delivery of cycling infrastructure on local roads to the west of the Scheme proposals. The construction methodology and phasing for the Scheme will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The Applicant would work with Coventry City Council and Warwickshire County Council, as the relevant highway authorities for the Scheme, to identify any other schemes that would require coordination or specific diversions during construction of the Scheme. This would be considered in the Traffic Management Plan which is developed from the Outline Traffic Management Plan, secured by Schedule 2 Requirement 11 of the draft Development Consent Order (**TR010066/APP/3.1**).
Existing conditions	Throwing money at expensive schemes will not solve the problem and if built will cause major chaos during building. You only have to look at the little used cycle route to Walsgrave University Hospital which is still causing chaos in its construction nearly 2 years after starting.	N	Chapter 5 of The Case for the Scheme (**TR010066/APP/7.1**) summarises the Economic Assessment of the Scheme undertaken by the Applicant. This includes a calculation of its value for money (VfM), which compares the benefits of the Scheme to users against its costs, using an

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			established methodology. Coventry City Council are responsible for the delivery of cycling infrastructure on local roads to the west of the Scheme proposals.
Existing conditions	Already had 3 years of heavy traffic due to other junctions and cycle lanes.	N	Coventry City Council are responsible for the delivery of cycling infrastructure on local roads to the west of the Scheme proposals. The construction methodology and phasing for the Scheme will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The Applicant would work with Coventry City Council and Warwickshire County Council, as the relevant highway authorities for the Scheme, to identify any other schemes that would require coordination or specific diversions during construction of the Scheme. This would be considered in the Traffic Management Plan which is developed from the Outline Traffic Management Plan, secured by Schedule 2 Requirement 11 of the draft Development Consent Order (**TR010066/APP/3.1**).

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	The congestion here makes the previous two junction improvements useless. By keeping a poorly flowing roundabout here, the Tollbar and Binley flyovers save no journey time and simply move the congestion down to Walsgrave.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	Too much build-up of traffic since Toll Bar and TGI upgrades. Traffic unnecessary, toll bar island upgrade has eased traffic from that end then following through to new fly over traffic starts to build up during rush hour. Walsgrave update now needed to continue flow of traffic during rush hour.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	The TGI island and A45/A46 works have moved the bottle neck to the Walsgrave island when travelling home from work.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	There are significant delays at this junction now that other junctions are free flowing	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include

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			improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	Due to traffic build up on already re- developed A46 route.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**)

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	Since doing the TGI Junction the traffic now builds up queuing for the Walsgrave one.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			roundabout.
Existing conditions	The traffic island is a bottleneck for traffic travelling in either direction since the improvements to the Binley/TGI island.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	The previous two updates at Tollbar and Binley have not reduced the congestion that occurs but only seem have to have moved it end further along the A46 while encouraging more vehicles to use it, resulting in more congestion	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	Traffic congestion – the new junction on the A46 + Brandon Road has just moved the problem to the A46 Walsgrave junction.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**)

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	Bottleneck at junction since Tollbar island works completed.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises

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			the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	Since the improvements to the Binley Junction the difficulties at the Walsgrave junction have increased. Improving traffic flow at one junction has increased the pressure on the next.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	Since the upgrade at the Binley Wood junction has been completed traffic is non-stop at the Clifford Park junction.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and

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			Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			would no longer be affected by congestion at the roundabout.
Existing conditions	We have suffered extended journey times for years due to works done at the roundabouts at the Airport and Binley Woods which were meant to solve the traffic issues already.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	After the TGI Flyover was finished the next Small Island would be the next trigger Point. The Island has always caused problems with the tight angle of the island and having two lanes going round it.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	The tail backs have moved from TGI island now obviously but now delays down at Walsgrave island in peak times.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	Increased traffic flow on A46 from through traffic after recent improvements.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	Prior to that overpass you built for no real gain or the long term disruption by roundabout by BandQ and also later disruption with traffic lights Binley Road etc. Prior to all that Cliford Bridge Road and roundabout leading to A46 never had traffic jams!!! Now it has become a nightmare so you do more roadworks to correct problem you	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	caused in first place.		The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	To put right all traffic build up caused by phase 1 of all this.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			would no longer be affected by congestion at the roundabout.
Existing conditions	Since the opening of the flyover on Brandon Road the traffic flow has increased considerably.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			general decrease in vehicles diverting onto local roads. The Scheme would have the effect of rerouting traffic from local roads, such as Clifford Bridge Road and Brandon Road, back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout. Further details regarding predicted journey times and flows are given in the Transport Assessment (**TR010066/APP/7.3)**.
Existing conditions	Since taking away the lights and having the flyover at TGI's, the flow of traffic is constant with very few gaps. This causes a queue from the junction back to Tesco's island and up Clifford Bridge Road.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	Since the upgrades at Tollbar End and Binley junctions Walsgrave has become a real pain travelling toward the M69.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	Congestion after new layout at previous junction both mornings and evenings.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential.

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	Since the completion of the Binley junction the Walsgrave junction has become difficult to	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	negotiate to travel in either a north or south direction at peak times tailbacks reach back to significant stretches of Clifford Bridge Road.		earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound

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			and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	From experiencing the impacts of both the Tollbar improvement scheme as well the Binley junction improvement scheme, whilst the delays at both the junctions have significantly reduced, they have also shifted delays to downstream junctions (such as accentuating the congestion problems at Walgrave junction in the northbound direction).	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	The completion of the underpass at the A45 junction and flyover at Binley has increased flow and removed the natural stop/start flow that previously enabled ready access to the A46 at this junction. The result is long tailbacks right back to Clifford Bridge Road and contributes to a gridlocking of local traffic including to and from the UHCW. A well thought through solution will help alleviate this issue.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	It was OK until the A45 and Binley junctions were improved but they have merely moved the bottleneck down the road	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	There needs to be an access road for UHCW. 7-9am and 4-6pm the traffic is awful. Bad for hospital staff, patients, hospital nursery users, school and work commutes etc. Traffic is backed up along key roads. Another route for hospital access is imperative, and would have more of an impact on more people than the proposed option.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (National Highways). The Applicant will continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	Opening up Hall Lane for access to the hospital has helped slightly, but this residential road is not designed for thousands of extra cars to pass through, and must be seen as a temporary measure.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant will continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	Long traffic delays coming to and from UHCW via A46.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to

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			off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant will continue to liaise closely with Coventry City Council and any future

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	I think there is a need but consideration for access to UHCW has not been factored in to this - traffic in the surrounding area is awful at peak times when I travel and there is a lot of congestion throughout the day.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process.

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant will continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	At present Walsgrave Estate is in undated with visitors/staff which is an accident waiting to happen. Currently the hospital are breaking planning conditions with allow staff to exit via Walsgrave Estate.	N	The enforcement of breaches of planning controls and post-permission matters is the responsibility of the Local Planning Authority and will not be addressed by the Applicant. The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant will continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	The traffic for the hospital is funnelled into it causing long delays morning and night due to the junction being there.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant will continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s)

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			affecting the SRN. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	Emergency vehicles sometimes struggle to get through which is a no no.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant will continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	The new road works only finished last year work well, there is a small build up of traffic going	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	from A46 onto B4082/ This is mainly due to the entrance into the hospital being the only way in + out.		the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			remit of the strategic highways company (the Applicant). The Applicant will continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	We have a large hospital nearby that also needs a relief road also.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant will continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	Busy road as used by people going to hospital appointments and staff.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant will continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	The existing A46 Walsgrave junction does not facilitate blue light access, which can also fit in with the grade-separated proposed scheme.	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process. The purpose and remit of the Applicant is to maintain, manage and operate a safe and efficient Strategic Road Network (SRN); and to carry out the functions of a strategic highways company in accordance with its appointment under section 1 of the Infrastructure Act 2015 including the delivery of the requirements of the Road Investment Strategy. The Applicant, therefore, has built a robust business case on making improvements to the A46 (part of the SRN) in line with the objectives of the Scheme. The Applicant is of the opinion that a link road to University Hospital Coventry is not integral to the functionality of the Scheme and falls outside the remit of the strategic highways company (the Applicant). The Applicant will continue to liaise closely with Coventry City Council and any future developer on the design of the Scheme and provide comments on any future planning application(s) affecting the SRN.

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	problems when exiting from Walsgrave area.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			grade-separated junction would reduce journey times through the area compared to the existing roundabout.
Existing conditions	Late afternoon traffic is bad trying to join A46 and a bit dangerous as many drivers over-speed and it's hard to join safely	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	Since improving the previous junction this has become a punch point and it can be difficult to join the A46 from Clifford Bridge Road.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.
Existing conditions	It is difficult for us as local residents to access the A46 from Clifford Bridge Rd due to the constant stream of traffic already on A46 heading towards M69.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.
Existing conditions	Queues and difficult to turn right onto A46.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**)

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.
Existing conditions	It takes a long time to join the A46 at the Walsgrave junction.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.
Existing conditions	Bottleneck entering the A46 from Clifford Bridge Rd.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.
Existing conditions	Any amount of traffic taking the B-road exit (travelling southbound) has a large impact of the majority traffic flow travelling along the A46. Likewise, vehicles accessing the A46 from the B-road have to wait a long time to enter the roundabout, and if travelling southbound, effectively halt the flow of traffic on the southbound A46.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.
Existing conditions	Difficulty getting onto the A46 from Clifford Bridge Road during rush hour times.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	As things currently stand, there are often long queues along the access road to the island, holding up and causing long queues on Clifford Bridge Road, during peak times.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.
Existing conditions	Previously the TGI island broke up traffic, allowing cars to access the A46 at the CB Rd	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	island. Now, traffic is almost continuous to the island, backing up traffic to Clifford Bridge Road.		access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.
Existing conditions	Cannot easily access A46 from B4082 long queues.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout.

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	The hold ups, especially going to the right towards fly over.	N	The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.
Existing conditions	I agree that there are lots of tailbacks trying to access the A46 off Clifford Bridge Road during peak times**.**	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.
Existing conditions	Turning right onto the roundabout is dangerous due to the speed of incoming traffic. Also due to very few opportunities to pull out safely it can take ages to leave. This in turn creates significant tailbacks which then further impact on the roundabout on Clifford Bridge Road.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.
Existing conditions	Tailbacks of traffic at busy times, as far back as TESCO Walsgrave.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			times through the area compared to the existing roundabout.
Existing conditions	So difficult to join the A46 from the B4082. Traffic at 70mph stopping at junction only chance to join from B4082 is if traffic is turning right coming down from M6 direction and then you have to be quick!	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	Joining from B4082 not easy due to volume of traffic and speed of it.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.
Existing conditions	Using the B4082 to join the A46 and turn right onto A46 is very dangerous as so much traffic is coming along the A46 - any time. Most times you are taking a chance - not good.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have

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			been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.
Existing conditions	There is congestion on B4082 right back onto Clifford Bridge Road as the traffic on the A46 is so heavy, traffic can't get out to join the A46.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**)

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.
Existing conditions	Needs sorting out to make it easier to access from Clifford Bridge Road access.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.
Existing conditions	Queues at peak times from and to B4082.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	So much traffic using it, the tailback to the island at Clifford Bridge Road is horrendous.	N	The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.
Existing conditions	Regular serious congestion esp. access from spur road.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	Since building of Toll Bar underpass + Binley Flyover there is a near continuous flow of traffic northbound. Therefore it is extremely difficult to access A46 from spur road.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.
Existing conditions	Build up of traffic on link road to roundabout.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.
Existing conditions	Difficult to turn right from approach road from Clifford bridge road. But I rarely need to.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout.

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.
Existing conditions	The junction backs up easily at peak times. It is difficult to get from the B4082 onto to A46 when turning right.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	Can take forever to get on a46 at roundabout.	N	Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	It's very difficult to pull out at the junction.	N	flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.
Existing conditions	At peak times it is becoming difficult to turn right at the roundabout where the B4082 meets the A46 southbound. Traffic flows too quickly and too closely to find a gap.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			times through the area compared to the existing roundabout.
Existing conditions	It is always extremely busy try to join the A46 towards Warwick, at the Walsgrave junction, is near on impossible.	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	Joining traffic at Ansty Junction (from B4082) At the moment the slip road to the A46 has two lanes which don't offer any structure to motorists as the slip joins the main carriageway. This is problematic because it causes two lanes of joining traffic to be forced into one lane of active carriageway where motorists are driving at high speed and then suddenly needing to slow. It's a bit of a free for all in terms of lane discipline!	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be difficult to access due to congestion and the speed of traffic using the junction. The Scheme proposals have been developed to alleviate this issue by creating a grade-separated junction rather than a roundabout. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.
Existing conditions	Totally inadequate for the amount of traffic using the junction. Long queues build up on A46 North and B4082 at peak times	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency.

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			roundabout.
Existing conditions	The TGI flyover is great but compromised by the bottle neck as is Clifford Bridge Rd at peak times.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	This needs to happen as the back log around south Coventry is bad from the Leamington A46 and the traffic leaving university hospital is bad and most of the staff use that junction.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	Traffic congestion on the bypass, tailing back into the surrounding roads.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	I regularly join the northbound queue for the Walsgrave roundabout prior to the flyover at Binley.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	Traffic coming from the M6 J2 and M69 roads towards Walsgrave/Binley island is also affected with long queues during peak traffic times.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full

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			potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.
Existing conditions	Traffic tails back around the Clifford Bridge Road meaning there is more queuing time waiting to get off the Clifford Park estate which makes travel time a lot longer if you are planning on going anywhere.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**)

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			highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	Traffic on the A46 at peak times is a nightmare - it is held up by the Walsgrave junction.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency.

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			roundabout.
Existing conditions	At times the traffic can queueing back past the Binley flyover.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.
Existing	Tailback of traffic onto local roads especially	N	The existing Walsgrave junction is the final capacity

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
conditions	Clifford Bridge Road.		constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	Peak time is a problem due to traffic quantity. Queues up to Clifford Bridge / Brinklow Rd junction as well as southbound from M69. No control in place.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	Build of traffic at the Walsgrave island, the A46 is now more busier.	N	Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout. The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	There is currently a queue at rush hour in the morning and evening. Some of the queue is caused by traffic on the Clifford Bridge junction and Brandon Road with people avoiding this area.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads. The Scheme would have the effect of rerouting traffic from local roads, such as Clifford Bridge Road and Brandon Road, back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout. Further details regarding predicted journey times and flows are given in the Transport Assessment (**TR010066/APP/7.3**).
Existing conditions	Very long queue from previous junction. Lots of traffic heading to M6 junction 2.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.
Existing conditions	At peak times the traffic queueing for the current junction backs up almost to the Toll Bar island, causing long tailbacks.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential.

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.
Existing conditions	Traffic queues along link road to A46 causing local traffic to back up and cause delays along Clifford Bridge Road.	N	The existing Walsgrave junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing conditions	Causes long queues, meaning that even coming from Toll Bar and wanting to turn left at Binley Woods you have to queue.	N	The existing Walsgrave Junction is the final capacity constraint on this section of the A46. This causes the earlier improvements made to Binley junction and Tollbar End to perform at reduced efficiency. Improving the Walsgrave junction would allow an extended section of the A46 corridor to meet its full

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			potential. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows. The Transport Assessment (**TR010066/APP/7.3**) provided as part of the application for development consent sets out a detailed account of how changes to traffic flows have been modelled to change as a result of the Scheme. Modelling indicates that a grade-separated junction would reduce journey times through the area compared to the existing roundabout. Traffic modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road. The Scheme would have the effect of rerouting traffic from local roads back to the A46 since both the northbound and southbound movements at Walsgrave junction would no longer be affected by congestion at the roundabout.
Existing	Poor provision for cycles	N	The Case for the Scheme (**TR010066/APP/7.1)** sets

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
conditions			out the need for the Scheme based upon current traffic issues within the Walsgrave area. The document also establishes the objectives of the Scheme and how these have been met. A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (**TR010066/APP/6.2**). The assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes. The Scheme includes the provision of a controlled crossing on the eastern arm of the Clifford Bridge Road roundabout to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge

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			widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
Existing conditions	No issue with current junction.	N	The Applicant remains committed to the view that the existing Walsgrave Junction is in need of a significant upgrade so that a number of existing issues faced by drivers and local residents can be improved. These issues include excessive queueing, journey time delays, and high incidences of vehicle collisions, all of which inhibit local and regional

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			economic development. The Case for the Scheme (**TR010066/APP/7.1**) provides an overview of how existing conditions at the junction have been assessed, the reasons why an upgrade is needed, and the ways in which the Scheme proposals would change existing conditions.
Existing conditions	I am happy when using it now.	N	Although the current Walsgrave junction has functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the feedback provided by many respondents to this consultation that there is a need for an upgrade. This would complement similar upgrades at other junctions on this section of the A46 and help to address the congestion and safety issues at the existing junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing	The present layout is adequate for purpose.	N	Although the current Walsgrave junction has

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
conditions			functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the feedback provided by many respondents to this consultation that there is a need for an upgrade. This would complement similar upgrades at other junctions on this section of the A46 and help to address the congestion and safety issues at the existing junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	It works as it currently is.	N	Although the current Walsgrave junction has functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the feedback provided by many respondents to this consultation that there is a need for an upgrade. This would complement similar upgrades at other junctions on this section of the A46 and help to address the congestion and safety issues at the existing junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	It provides simple access to either Toll Bar or M6, M69.	N	Although the current Walsgrave junction has functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the feedback provided by many respondents to this consultation that there is a need for an upgrade. This would complement similar upgrades at other junctions on this section of the A46 and help to address the congestion and safety issues at the existing junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	It's much quicker to get to Binley Woods and Baginton. Also to where I go for eye injections every 6 weeks taken by my son who lives in Nuneaton.	N	Although the current Walsgrave junction has functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the feedback provided by many respondents to this

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			consultation that there is a need for an upgrade. This would complement similar upgrades at other junctions on this section of the A46 and help to address the congestion and safety issues at the existing junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	The road works well for me at present.	N	Although the current Walsgrave junction has functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the feedback provided by many respondents to this consultation that there is a need for an upgrade. This would complement similar upgrades at other junctions on this section of the A46 and help to address the congestion and safety issues at the existing junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Meets the needs.	N	Although the current Walsgrave junction has functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the feedback provided by many respondents to this consultation that there is a need for an upgrade. This would complement similar upgrades at other junctions on this section of the A46 and help to address the congestion and safety issues at the existing junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Very handy to go anywhere.	N	Although the current Walsgrave junction has functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the feedback provided by many respondents to this consultation that there is a need for an upgrade. This would complement similar upgrades at other junctions on this section of the A46 and help to

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			address the congestion and safety issues at the existing junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Easy and safer access for locals as it give us right of way when entering the A46	N	There is currently no priority access for vehicles joining the A46 from B4082. Congestion is also a regular occurrence for traffic joining the A46. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Traffic seems to flow smoothly every time I drive along the A46	N	Although the current Walsgrave junction has functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the feedback provided by many respondents to this consultation that there is a need for an upgrade. This

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			would complement similar upgrades at other junctions on this section of the A46 and help to address the congestion and safety issues at the existing junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Traffic flows smoothly along the whole A46 whenever I drive along it.... unless it is restricted by all the pointless roadworks you keep inflicting on it.	N	Although the current Walsgrave junction has functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the feedback provided by many respondents to this consultation that there is a need for an upgrade. This would complement similar upgrades at other junctions on this section of the A46 and help to address the congestion and safety issues at the existing junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			improvements to journey time savings and traffic flows.
Existing conditions	The traffic is not that bad currently unless there are additional roadworks in Walsgrave e.g near to Tescos	N	Although the current Walsgrave junction has functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the feedback provided by many respondents to this consultation that there is a need for an upgrade. This would complement similar upgrades at other junctions on this section of the A46 and help to address the congestion and safety issues at the existing junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	The road is direct and smooth. Occasionally there are delays in rush hour but not always and no more than other areas.	N	Although the current Walsgrave junction has functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the feedback provided by many respondents to this consultation that there is a need for an upgrade. This would complement similar upgrades at other junctions on this section of the A46 and help to address the congestion and safety issues at the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			existing junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	The island no longer is a 'pinch point' on this part of the A46.	N	Although the current Walsgrave junction has functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the feedback provided by many respondents to this consultation that there is a need for an upgrade. This would complement similar upgrades at other junctions on this section of the A46 and help to address the congestion and safety issues at the existing junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Existing conditions	There is little wating time and traffic flows smoothly.	N	Although the current Walsgrave junction has functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the feedback provided by many respondents to this consultation that there is a need for an upgrade. This would complement similar upgrades at other junctions on this section of the A46 and help to address the congestion and safety issues at the existing junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	No serious delays encountered.	N	Although the current Walsgrave junction has functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the feedback provided by many respondents to this consultation that there is a need for an upgrade. This would complement similar upgrades at other junctions on this section of the A46 and help to address the congestion and safety issues at the existing junction. The Case for the Scheme (**TR010066/APP/7.1**)

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	I negotiate the present layout without difficult and without undue delay.	N	Although the current Walsgrave junction has functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the feedback provided by many respondents to this consultation that there is a need for an upgrade. This would complement similar upgrades at other junctions on this section of the A46 and help to address the congestion and safety issues at the existing junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	It works. I may queue for about 5 minutes at peak times but it is constantly moving. If it isn't broke don't fix it.	N	Although the current Walsgrave junction has functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the

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Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			feedback provided by many respondents to this consultation that there is a need for an upgrade. This would complement similar upgrades at other junctions on this section of the A46 and help to address the congestion and safety issues at the existing junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Following the previous work on Tollbar and Binley Woods islands the travel does already flow better.	N	Although the current Walsgrave junction has functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the feedback provided by many respondents to this consultation that there is a need for an upgrade. This would complement similar upgrades at other junctions on this section of the A46 and help to address the congestion and safety issues at the existing junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Traffic flows better now since Tollbar and Binley Woods junctions were improved.	N	Although the current Walsgrave junction has functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the feedback provided by many respondents to this consultation that there is a need for an upgrade. This would complement similar upgrades at other junctions on this section of the A46 and help to address the congestion and safety issues at the existing junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Generally don't have a problem (don't travel at peak times) and access A46 Northbound from Clifford Bridge road and leave A46 Southbound same way. If I used it southbound and came off it northbound and at peak times I would agree the scheme is needed.	N	Although the current Walsgrave junction has functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the feedback provided by many respondents to this consultation that there is a need for an upgrade. This would complement similar upgrades at other

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			junctions on this section of the A46 and help to address the congestion and safety issues at the existing junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Traffic in the main flows. There are only 3 junctions unlike the Binley Woods junction.	N	Although the current Walsgrave junction has functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the feedback provided by many respondents to this consultation that there is a need for an upgrade. This would complement similar upgrades at other junctions on this section of the A46 and help to address the congestion and safety issues at the existing junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			flows.
Existing conditions	Don't have to wait long when I use it.	N	Although the current Walsgrave junction has functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the feedback provided by many respondents to this consultation that there is a need for an upgrade. This would complement similar upgrades at other junctions on this section of the A46 and help to address the congestion and safety issues at the existing junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	not much of a wait at the moment.	N	Although the current Walsgrave junction has functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the feedback provided by many respondents to this consultation that there is a need for an upgrade. This would complement similar upgrades at other junctions on this section of the A46 and help to address the congestion and safety issues at the existing junction.

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	The new flyovers at the airport and the Rugby turnoff near "Fridays" have greatly improved the A46.	N	Although the current Walsgrave junction has functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the feedback provided by many respondents to this consultation that there is a need for an upgrade. This would complement similar upgrades at other junctions on this section of the A46 and help to address the congestion and safety issues at the existing junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing	Only busy at peak time or if an accident.	N	Although the current Walsgrave junction has

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
conditions			functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the feedback provided by many respondents to this consultation that there is a need for an upgrade. This would complement similar upgrades at other junctions on this section of the A46 and help to address the congestion and safety issues at the existing junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	Following the previous work on Tollbar and Binley Woods islands the travel does already flow better.	N	Although the current Walsgrave junction has functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the feedback provided by many respondents to this consultation that there is a need for an upgrade. This would complement similar upgrades at other junctions on this section of the A46 and help to address the congestion and safety issues at the existing junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the

Table 18 - Existing conditions theme: Local community and statutory publicity			
Statutory Consultation under s47 and s48 of the Planning Act 2008 with the local community and statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	The overpass has reduced the traffic significantly.	N	Although the current Walsgrave junction has functioned adequately for much of its existence, it is clear from the Applicant's assessments and from the feedback provided by many respondents to this consultation that there is a need for an upgrade. This would complement similar upgrades at other junctions on this section of the A46 and help to address the congestion and safety issues at the existing junction. The Case for the Scheme (**TR010066/APP/7.1**) highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.

M7. Operation

Table 19 - Operation theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Operation	Due consideration should also be given to any future requirements concerning the facilitation of Connected and Autonomous Vehicle (CAV) movements in the region and other new technology. These should be both identified and implemented within the DCO as well as any mitigation measures required.	Transport for West Midlands	N	Current DMRB standards, which the Scheme has been designed in accordance with, do not require any consideration of CAV or facilitation of their future use.
Operation	Factoring in technology the Applicant should make full use of our Regional Transport Co-ordination Centre (RTCC), which opened in 2020 together with its new technology. With improved use of the RTCC, in the form of better enforcement of moving traffic offences, management of parking; better management of road works or travel demand management measures, this will improve operational efficiencies and reliability of the wider transport network. With the RTCC operating 24 hours a day, it provides live data feeds and CCTV to monitor the transport network. Collecting such information about disruptions then allows us to	Transport for West Midlands	N	The Applicant has engaged continuously with stakeholder organisations including Transport for West Midlands throughout the pre-application period and any future operational requirements following the implementation of the Scheme would be monitored by the Applicant. The Applicant will continue to engage with West Midlands Combined Authority, of which Transport for West Midlands is an executive body, including discussion on any potential use of the RTCC. This has been discussed with Transport for West Midlands in the pre-application period, as summarised in Chapter 3 of this Report. Decisions on the use of roadside traffic management infrastructure such as CCTV cameras and Variable Message Signs would be taken later, as part of the detailed design phase, through consultation with

Table 19 - Operation theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	use this technology to understand the transport network's performance and respond effectively when construction of schemes like this one commences - tapping into this technology to reduce peoples travel disruptions and allow us to plan and make changes where needed on our KRN. Real time network data is critical to enable coordination and management of the network. In line with the National Highway's Digital for Customer project, we would expect investment in both monitoring and management assets. CCTV cameras (linked to both National Highways Regional Operation Centre at Quinton and TfWM's RTCC) should be provided at key locations and Variable Message Signs be provided on both the wider A46 route and local roads, such as the A428 Binley Road, to help manage traffic flows.			relevant stakeholders. As stated in the Scheme Design Report (**TR010066/APP/7.4**), a signage strategy has been completed for the Scheme to inform the overall design. The strategy has been designed to be compliant with national guidance including the DMRB and Traffic Signs Manual and is how the road will be made understandable for users.
Operation	A complementary package of	Transport	N	The construction methodology and phasing for the

Table 19 - Operation theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	measures together with funding should also be made available to Coventry City Council to assist in managing re-routed traffic during both the construction and post implementation phases to ensure the full benefits are realised by drivers.	for West Midlands		Scheme will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The Applicant would work with Coventry City Council and Warwickshire County Council as highway authorities to identify any other schemes that would require coordination or specific diversions during construction of the Applicant's Scheme. This would be considered in the Traffic Management Plan which is developed from the Outline Traffic Management Plan, secured by Schedule 2 Requirement 11 of the draft Development Consent Order (**TR010066/APP/3.1**).
Operation	We further welcome the reduction in speed limits on the A46 and an appropriately low speed on the link road.	Transport for West Midlands	N	The comment is noted.

Table 20 - Operation theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Operations	Where possible, the design should minimise the need for agricultural traffic to use the new section of road, especially where that traffic is staying within the farm boundary… By maintaining the segregation of farm traffic from general traffic, much of which will be entering the local road network from the high-speed SRN, then the City Council feels that road safety benefits will be maximised. This will also minimise the risk of mud being carried onto both the local and the strategic road networks by farm traffic. Further details of the access points for Hungerley Hall Farm will need to be provided and agreed.	Coventry City Council	Y	Since statutory consultation, the Applicant has been able to confirm that the Hungerley Hall Farm accommodation overbridge can be retained for the operational requirements of the farm. The Scheme accommodates this within the design, with the B4082 vertical alignment amended in order to retain access to the accommodation overbridge. This would allow the bridge to continue to be used for agricultural traffic accessing the east of the A46, without the need to use the new dumbbell junction or the strategic road network. To reduce the length of the B4082 that farm vehicles would need to travel along, a new direct access would be provided to Hungerley Hall Farm near the accommodation overbridge. The Applicant has held discussions with Coventry City Council about this junction arrangement. The junction arrangement is assessed in the Transport Assessment (**TR010066/APP/7.3**), in particular Chapter 6, which addresses Road Safety, and is considered the best approach in that respect. A new farm access would be provided near the retained Hungerley Hall Farm accommodation overbridge, shown on Sheet 2 of the General

Table 20 - Operation theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				Arrangement (**TR010066/APP/2.3**). This reduces the extent of local road that farm vehicles would need to use between fields and the farm. The layout of this junction has been consulted on with Coventry City Council. An alternative option would involve a crossroads junction, but this was deemed an unsafe solution. Another alternative would be a new bridge over the A46 and B4082 to segregate farm traffic completely. This was deemed to be disproportionate due to the expected traffic flows, and the potential for future development of the farmland to the west of the A46. As set out in the draft DCO (**TR010066/APP/3.1**), Traffic Regulations would restrict right hand turns across the carriageway of the B4082 from the farm access track, and the track would be limited to access only. Further information is provided in the Traffic Regulation Plans (**TR010066/APP/2.9**).
Operation	It is noted that the three balancing ponds are all within Coventry City Council's boundary. Warwickshire County Council would not wish to have any future responsibility for any highway drainage features.	Warwickshire County Council	N	The new drainage features introduced by the Scheme are shown on the Works Plans (**TR010066/APP/2.3**) and Drainage and Surface Water Plans (**TR010066/APP/2.7**). These drainage features all fall within Coventry City Council's boundary, and will be owned and maintained by Coventry City Council and the Applicant. It is not

Table 20 - Operation theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				anticipated that Warwickshire Country Council would have any responsibility for these new drainage features.
Operation	The smaller of the two dumb-bell roundabouts is within Warwickshire, as shown on the consultation drawings. Any highway infrastructure associate with this roundabout is expected to be retained by National Highways as the highway authority. However, it is noted that the previous scheme to improve the junction at A46 Binley Woods included several areas of planting and highway verges including wildflower areas. Recently WCC have been approached as local highway authority to take over the maintenance and management of these areas. In the case of A46 Walsgrave, WCC would not wish to have a similar experience. We would not wish to have any future maintenance responsibilities for any soft landscaping areas. Our resources are limited, and this area is not in close proximity to other areas where soft landscaping maintenance is carried out routinely.	Warwickshire County Council	N	The Applicant would be responsible for the maintenance of the A46 and the new dumbbell roundabout. There are currently no plans for Warwickshire County Council to maintain any of the infrastructure or landscaping for this Scheme. Article 4 of the draft DCO (**TR010066/APP/3.1**) states that the Undertaker, i.e. the Applicant, would be responsible for the maintenance of the authorised development.

Table 20 - Operation theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	This would create an unnecessary maintenance burden.			
Operation	The new highway infrastructure will require a winter maintenance regime to be established in due course. Warwickshire County Council would not wish to have any responsibility for gritting of any area shown in the new road layout. All future winter maintenance responsibilities should remain with National Highways.	Warwickshire County Council	N	The Applicant would be responsible for the maintenance of the A46 and the new dumbbell roundabout. There are currently no plans for Warwickshire County Council to maintain any of the infrastructure or landscaping for the Scheme. Article 4 of the draft DCO (**TR010066/APP/3.1**) states that the Undertaker, i.e. the Applicant, would be responsible for the maintenance of the authorised development. This includes the winter maintenance of this part of the proposed Scheme.
Operation	It is assumed that all highway infrastructure directly associated with the proposed junction improvements will remain the responsibility of National Highways. Street lighting, roadside barriers, signing, roadside gullies etc all have ongoing future maintenance requirements; Warwickshire County Council would not be in a position to take over the maintenance liability of these assets and we welcome a plan setting out	Warwickshire County Council	N	The Applicant would be responsible for the maintenance of the A46 and the new dumbbell roundabout. Coventry City Council would own and maintain the re-aligned B4082 up to the dumbbell junction. The boundary between the two would be determined as part of the detailed design phase. There are currently no plans for Warwickshire County Council to maintain any of the infrastructure or landscaping for this scheme.

Table 20 - Operation theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	future maintenance responsibilities.			
Operation	As with all highway improvement schemes there may be a need for new or improved signage to be placed on the local networks. WCC would like to see any proposals for additional signing on our local road network at an early stage. So that the full impact of the ongoing future maintenance can be assessed and commuted sums be made available as appropriate.	Warwickshire County Council	N	No signage related to the Scheme is currently proposed on the Warwickshire County Council local road network. The General Arrangement (**TR020066/APP/2.6**) set out where the Applicant proposes to install permanent signage for the Scheme. As stated in the Scheme Design Report (**TR010066/APP/7.4**), a signage strategy has been completed for the Scheme to inform the overall design. The strategy has been designed to be compliant with national guidance including the DMRB and Traffic Signs Manual and is how the road will be made understandable for users.
Operation	The confirmation that the design speed for the A46 as it turns by Coombe Pool and approaches the new junction will be 50mph is noted and this approach is supported by the Council.	Coventry City Council	N	The comment is noted.
Operation	Confirmation of the Design speeds on the B4082 spur being 40mph is noted and is supported by the	Coventry City Council	N	The comment is noted.

Table 20 - Operation theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	Council.			

Table 21 - Operation theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Operation	Currently large amount of traffic are ignoring current speed limits.	BHLF-2AJC-3WVA-1	N	The Applicant has engaged with representatives from Warwickshire police force to discuss the Scheme, with specific focus on the enforcement strategy for the A46 between Toll Bar and M69/M6 Junction.

Table 22 - Operation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Operation	50 mph is too slow for a major dual carriageway. I understand the problems with the curves but having driven through toll bar numerous times, I could safely drive that curve at 60 mph, while I accept that HGV my struggle at their governed 56mph speed.	N	The Scheme has been designed to meet the relevant DMRB standards, which cover, among other factors, the appropriate speed limits for roads that include curved sections. The purpose of the speed limit is to ensure the safety of all road users. The safety of the Scheme for road users, based on a 50mph speed limit on a section of the A46, is assessed in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**). The assessment establishes that the Scheme fulfils its objectives by providing capacity, relieving congestion, improving journey times and increasing accessibility for the local communities. In the case of the Scheme, the curved section of the A46 is necessary to avoid encroaching on Coombe Abbey Park and therefore a 50mph speed limit is proposed for that section of the road. The Traffic Regulation Plans (**TR010066/APP/2.9**) show the locations and extents of the Traffic Regulation Orders proposed for the Scheme. All speed limits are to be assessed under the Applicant's latest guidance "Safe highest speed" and in accordance with Traffic and Signs Manual, Chapter 8, Part 3.
Operation	I question the 50mph speed limit restriction.	N	The Scheme has been designed to meet the relevant DMRB standards, which cover, among other factors,

Table 22 - Operation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the appropriate speed limits for roads that include curved sections. The purpose of the speed limit is to ensure the safety of all road users. The safety of the Scheme for road users, based on a 50mph speed limit on a section of the A46, is assessed in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**). The assessment establishes that the Scheme fulfils its objectives by providing capacity, relieving congestion, improving journey times and increasing accessibility for the local communities. In the case of the Scheme, the curved section of the A46 is necessary to avoid encroaching on Coombe Abbey Park and therefore a 50mph speed limit is proposed for that section of the road. The Traffic Regulation Plans (**TR010066/APP/2.9**) show the locations and extents of the Traffic Regulation Orders proposed for the Scheme. All speed limits are to be assessed under the latest the Applicant's guidance "Safe highest speed" and in accordance with Traffic and Signs Manual, Chapter 8, Part 3. A detailed description of the Scheme can be found in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**).
Operation	Speed limit change to 50. If this is the case might as well leave as is.	N	The Scheme has been designed to meet the relevant DMRB standards, which cover, among other factors,

Table 22 - Operation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the appropriate speed limits for roads that include curved sections. The purpose of the speed limit is to ensure the safety of all road users. The safety of the Scheme for road users, based on a 50mph speed limit on a section of the A46, is assessed in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**). The assessment establishes that the Scheme fulfils its objectives by providing capacity, relieving congestion, improving journey times and increasing accessibility for the local communities. In the case of the Scheme, the curved section of the A46 is necessary to avoid encroaching on Coombe Abbey Park and therefore a 50mph speed limit is proposed for that section of the road. The Traffic Regulation Plans (**TR010066/APP/2.9**) show the locations and extents of the Traffic Regulation Orders proposed for the Scheme. All speed limits are to be assessed under the Applicant's latest guidance "Safe highest speed" and in accordance with Traffic and Signs Manual, Chapter 8, Part 3. A detailed description of the Scheme can be found in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). The Case for the Scheme (**TR010066/APP/7.1**)

Table 22 - Operation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			highlights some of the existing issues facing the current junction and establishes a local need for the Scheme. The document describes the Scheme objectives and how those are met; and summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Operation	It seems very odd that the speed limit is being reduced to 50mph when the existing road with the traffic island is 70mph.	N	The Scheme has been designed to meet the relevant DMRB standards, which cover, among other factors, the appropriate speed limits for roads that include curved sections. The purpose of the speed limit is to ensure the safety of all road users. The safety of the Scheme for road users, based on a 50mph speed limit on a section of the A46, is assessed in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**). The assessment establishes that the Scheme fulfils its objectives by providing capacity, relieving congestion, improving journey times and increasing accessibility for the local communities. In the case of the Scheme, the curved section of the A46 is necessary to avoid encroaching on Coombe Abbey Park and therefore a 50mph speed limit is proposed for that section of the road. The Traffic Regulation Plans (**TR010066/APP/2.9**) show the locations and extents of the Traffic Regulation Orders proposed for the Scheme.

Table 22 - Operation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			All speed limits are to be assessed under the Applicant's latest guidance "Safe highest speed" and in accordance with Traffic and Signs Manual, Chapter 8, Part 3. A detailed description of the Scheme can be found in Chapter 2 (The Scheme) (**TR010066/APP/6.1**).
Operation	Why 50mph speed limit?	N	The Scheme has been designed to meet the relevant DMRB standards, which cover, among other factors, the appropriate speed limits for roads that include curved sections. The purpose of the speed limit is to ensure the safety of all road users. The safety of the Scheme for road users, based on a 50mph speed limit on a section of the A46, is assessed in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**). The assessment establishes that the Scheme fulfils its objectives by providing capacity, relieving congestion, improving journey times and increasing accessibility for the local communities. In the case of the Scheme, the curved section of the A46 is necessary to avoid encroaching on Coombe Abbey Park and therefore a 50mph speed limit is proposed for that section of the road. The Traffic Regulation Plans (**TR010066/APP/2.9**) show the locations and extents of the Traffic

Table 22 - Operation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Regulation Orders proposed for the Scheme. All speed limits are to be assessed under the Applicant's latest guidance "Safe highest speed" and in accordance with Traffic and Signs Manual, Chapter 8, Part 3. A detailed description of the Scheme can be found in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**).
Operation	Remove the proposed 50mph restriction, allow the traffic to flow freely.	N	The Scheme has been designed to meet the relevant DMRB standards, which cover, among other factors, the appropriate speed limits for roads that include curved sections. The purpose of the speed limit is to ensure the safety of all road users. The safety of the Scheme for road users, based on a 50mph speed limit on a section of the A46, is assessed in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**). The assessment establishes that the Scheme fulfils its objectives by providing capacity, relieving congestion, improving journey times and increasing accessibility for the local communities. In the case of the Scheme, the curved section of the A46 is necessary to avoid impacting Coombe Abbey Park and therefore a 50mph speed limit is proposed for that section of the road. The Traffic Regulation Plans (**TR010066/APP/2.9**) show the locations and extents of the Traffic

Table 22 - Operation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Regulation Orders proposed for the Scheme. All speed limits are to be assessed under the Applicant's latest guidance "Safe highest speed" and in accordance with Traffic and Signs Manual, Chapter 8, Part 3. A detailed description of the Scheme can be found in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**).
Operation	I'm a local resident and A46 user. I see the high level of through traffic that the new proposals will allow to move much more freely - except the ridiculous 50 mph speed limit. How can a road with a roundabout in the middle of it be 70mph, but a perfectly free dual carriageway require a 50mph restriction? We all know from the equally idiotic 50mph restriction that's been imposed on the new section to the south that it won't get policed, so why make a rule if you're not proposing to police it? Open it up to 70mph and there'll be no more complaints from me.	N	The Scheme has been designed to meet the relevant DMRB standards, which cover, among other factors, the appropriate speed limits for roads that include curved sections. The purpose of the speed limit is to ensure the safety of all road users. The safety of the Scheme for road users, based on a 50mph speed limit on a section of the A46, is assessed in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**). The assessment establishes that the Scheme fulfils its objectives by providing capacity, relieving congestion, improving journey times and increasing accessibility for the local communities. In the case of the Scheme, the curved section of the A46 is necessary to avoid encroaching on Coombe Abbey Park and therefore a 50mph speed limit is proposed for that section of the road. The Traffic Regulation Plans (**TR010066/APP/2.9**) show the locations and extents of the Traffic

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			Regulation Orders proposed for the Scheme. All speed limits are to be assessed under the Applicant's latest guidance "Safe highest speed" and in accordance with Traffic and Signs Manual, Chapter 8, Part 3. A detailed description of the Scheme can be found in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**).
Operation	I agree with pretty much all the proposal except the 50mph speed limit.	N	The Scheme has been designed to meet the relevant DMRB standards, which cover, among other factors, the appropriate speed limits for roads that include curved sections. The purpose of the speed limit is to ensure the safety of all road users. The safety of the Scheme for road users, based on a 50mph speed limit on a section of the A46, is assessed in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**). The assessment establishes that the Scheme fulfils its objectives by providing capacity, relieving congestion, improving journey times and increasing accessibility for the local communities. In the case of the Scheme, the curved section of the A46 is necessary to avoid encroaching on Coombe Abbey Park and therefore a 50mph speed limit is proposed for that section of the road. The Traffic Regulation Plans (**TR010066/APP/2.9**) show the locations and extents of the Traffic

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			Regulation Orders proposed for the Scheme. All speed limits are to be assessed under the Applicant's latest guidance "Safe highest speed" and in accordance with Traffic and Signs Manual, Chapter 8, Part 3. A detailed description of the Scheme can be found in Chapter 2 (The Scheme) (**TR010066/APP/6.1**).
Operation	Just keep it at 70mph	N	The Scheme has been designed to meet the relevant DMRB standards, which cover, among other factors, the appropriate speed limits for roads that include curved sections. The purpose of the speed limit is to ensure the safety of all road users. The safety of the Scheme for road users, based on a 50mph speed limit on a section of the A46, is assessed in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**). The assessment establishes that the Scheme fulfils its objectives by providing capacity, relieving congestion, improving journey times and increasing accessibility for the local communities. In the case of the Scheme, the curved section of the A46 is necessary to avoid encroaching on Coombe Abbey Park and therefore a 50mph speed limit is proposed for that section of the road. The Traffic Regulation Plans (**TR010066/APP/2.9**) show the locations and extents of the Traffic

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Operation	Keep the 70mph	N	The Scheme has been designed to meet the relevant DMRB standards, which cover, among other factors, the appropriate speed limits for roads that include curved sections. The purpose of the speed limit is to ensure the safety of all road users. The safety of the Scheme for road users, based on a 50mph speed limit on a section of the A46, is assessed in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**). The assessment establishes that the Scheme fulfils its objectives by providing capacity, relieving congestion, improving journey times and increasing accessibility for the local communities. In the case of the Scheme, the curved section of the A46 is necessary to avoid encroaching on Coombe Abbey Park and therefore a 50mph speed limit is proposed for that section of the road. The Traffic Regulation Plans (**TR010066/APP/2.9**) show the locations and extents of the Traffic

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			Regulation Orders proposed for the Scheme. All speed limits are to be assessed under the Applicant's latest guidance "Safe highest speed" and in accordance with Traffic and Signs Manual, Chapter 8, Part 3. A detailed description of the Scheme can be found in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**).
Operation	50mph speed limit is stupid as cars braking performance is so much better. Highway code braking figures are so out of date. Everyone is so busy nowadays, we should be getting to our destinations quicker not slower.	N	The Scheme has been designed to meet the relevant DMRB standards, which cover, among other factors, the appropriate speed limits for roads that include curved sections. The purpose of the speed limit is to ensure the safety of all road users. The safety of the Scheme for road users, based on a 50mph speed limit on a section of the A46, is assessed in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**). The assessment establishes that the Scheme fulfils its objectives by providing capacity, relieving congestion, improving journey times and increasing accessibility for the local communities. In the case of the Scheme, the curved section of the A46 is necessary to avoid encroaching on Coombe Abbey Park and therefore a 50mph speed limit is proposed for that section of the road. The Traffic Regulation Plans (**TR010066/APP/2.9**) show the locations and extents of the Traffic

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Operation	I think the flow of the traffic depends on the speed limit being kept at the national speed limit because when it was at 40mph during construction of phase 1 it severely hampered any journey you took. So making using the road unpleasant and tiresome.	N	The Scheme has been designed to meet the relevant DMRB standards, which cover, among other factors, the appropriate speed limits for roads that include curved sections. The purpose of the speed limit is to ensure the safety of all road users. The safety of the Scheme for road users, based on a 50mph speed limit on a section of the A46, is assessed in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**). The assessment establishes that the Scheme fulfils its objectives by providing capacity, relieving congestion, improving journey times and increasing accessibility for the local communities. In the case of the Scheme, the curved section of the A46 is necessary to avoid encroaching on Coombe Abbey Park and therefore a 50mph speed limit is proposed for that section of the road. The Traffic Regulation Plans (**TR010066/APP/2.9**) show the locations and extents of the Traffic

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			Regulation Orders proposed for the Scheme. All speed limits are to be assessed under the Applicant's latest guidance "Safe highest speed" and in accordance with Traffic and Signs Manual, Chapter 8, Part 3. A detailed description of the Scheme can be found in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**).
Operation	Not in favour of 40mph speed limit around Coombe Pool, 60 maybe better.	N	The Scheme has been designed to meet the relevant DMRB standards, which cover, among other factors, the appropriate speed limits for roads that include curved sections. The purpose of the speed limit is to ensure the safety of all road users. The safety of the Scheme for road users, based on a 50mph speed limit on a section of the A46, is assessed in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**). The assessment establishes that the Scheme fulfils its objectives by providing capacity, relieving congestion, improving journey times and increasing accessibility for the local communities. In the case of the Scheme, the curved section of the A46 is necessary to avoid encroaching on Coombe Abbey Park and therefore a 50mph speed limit is proposed for that section of the road. The Traffic Regulation Plans (**TR010066/APP/2.9**) show the locations and extents of the Traffic

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			Regulation Orders proposed for the Scheme. All speed limits are to be assessed under the Applicant's latest guidance "Safe highest speed" and in accordance with Traffic and Signs Manual, Chapter 8, Part 3. A detailed description of the Scheme can be found in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**).
Operation	The 50mph speed limit will cause additional congestion and feels ridiculous for a dual carriageway with no housing.	N	The Scheme has been designed to meet the relevant DMRB standards, which cover, among other factors, the appropriate speed limits for roads that include curved sections. The purpose of the speed limit is to ensure the safety of all road users. The safety of the Scheme for road users, based on a 50mph speed limit on a section of the A46, is assessed in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**). The assessment establishes that the Scheme fulfils its objectives by providing capacity, relieving congestion, improving journey times and increasing accessibility for the local communities. In the case of the Scheme, the curved section of the A46 is necessary to avoid encroaching on Coombe Abbey Park and therefore a 50mph speed limit is proposed for that section of the road. The Traffic Regulation Plans (**TR010066/APP/2.9**) show the locations and extents of the Traffic

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			Regulation Orders proposed for the Scheme. All speed limits are to be assessed under the Applicant's latest guidance "Safe highest speed" and in accordance with Traffic and Signs Manual, Chapter 8, Part 3. A detailed description of the Scheme can be found in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). For roads on the Strategic Road Network, the speed limit does not have a significant effect on capacity above 40mph. The capacity constraints at the Walsgrave junction and its approaches are currently significantly affected by the form of the junction, which dictates that all vehicles have to slow significantly or stop in order to negotiate the roundabout safely. By converting the roundabout to a grade-separated junction, this removes the need for A46 traffic to slow and hence increases the capacity of this section.
Operation	Leave 70mph speed limit.	N	The Scheme has been designed to meet the relevant DMRB standards, which cover, among other factors, the appropriate speed limits for roads that include curved sections. The purpose of the speed limit is to ensure the safety of all road users. The safety of the Scheme for road users, based on a 50mph speed

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			limit on a section of the A46, is assessed in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**). The assessment establishes that the Scheme fulfils its objectives by providing capacity, relieving congestion, improving journey times and increasing accessibility for the local communities. In the case of the Scheme, the curved section of the A46 is necessary to avoid encroaching on Coombe Abbey Park and therefore a 50mph speed limit is proposed for that section of the road. The Traffic Regulation Plans (**TR010066/APP/2.9**) show the locations and extents of the Traffic Regulation Orders proposed for the Scheme. All speed limits are to be assessed under the Applicant's latest guidance "Safe highest speed" and in accordance with Traffic and Signs Manual, Chapter 8, Part 3. A detailed description of the Scheme can be found in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**).
Operation	The 50mph limit is ridiculous! People don't actually stick to it. These are very safe roads built to very high safety standards. Limiting speeds to 50 on these roads makes no sense.	N	The Scheme has been designed to meet the relevant DMRB standards, which cover, among other factors, the appropriate speed limits for roads that include curved sections. The purpose of the speed limit is to ensure the safety of all road users. The safety of the Scheme for road users, based on a 50mph speed

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			limit on a section of the A46, is assessed in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**). The assessment establishes that the Scheme fulfils its objectives by providing capacity, relieving congestion, improving journey times and increasing accessibility for the local communities. In the case of the Scheme, the curved section of the A46 is necessary to avoid encroaching on Coombe Abbey Park and therefore a 50mph speed limit is proposed for that section of the road. The Traffic Regulation Plans (**TR010066/APP/2.9**) show the locations and extents of the Traffic Regulation Orders proposed for the Scheme. All speed limits are to be assessed under the Applicant's latest guidance "Safe highest speed" and in accordance with Traffic and Signs Manual, Chapter 8, Part 3. A detailed description of the Scheme can be found in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). The Applicant has engaged with representatives from Warwickshire police force to discuss the Scheme, with specific focus on the enforcement strategy for the A46 between Toll Bar and M69/M6 Junction.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Operation	The loop between M69 southbound and M6 has only 160m radius with no speed limit, only Slow Down Now signs. it can be negotiated comfortably at 50mph. The westbound offslip from M6 to J2 has a 240m radius combined with sharp vertical curves and no warnings. In this case I have always believed a speed restriction or warning is justified but there is none. The problem I see is that some drivers will comply with your proposed 50mph speed limit and some will not, thus creating the danger of some drivers braking and others overtaking impatiently. A similar situation where A46 northbound leaves M1 at Leicester, has a 50mph limit that is not complied with by the majority of drivers. Please reconsider the proposed 50mph limit. I have no personal issue with this as I will not normally negotiate the bend. I just want what is safe and pleasant for others to drive on.	N	The Scheme has been designed to meet the relevant DMRB standards, which cover, among other factors, the appropriate speed limits for roads that include curved sections. The purpose of the speed limit is to ensure the safety of all road users. The safety of the Scheme for road users, based on a 50mph speed limit on a section of the A46, is assessed in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**). The assessment establishes that the Scheme fulfils its objectives by providing capacity, relieving congestion, improving journey times and increasing accessibility for the local communities. In the case of the Scheme, the curved section of the A46 is necessary to avoid encroaching on Coombe Abbey Park and therefore a 50mph speed limit is proposed for that section of the road. The Traffic Regulation Plans (**TR010066/APP/2.9**) show the locations and extents of the Traffic Regulation Orders proposed for the Scheme. All speed limits are to be assessed under the Applicant's latest guidance "Safe highest speed" and in accordance with Traffic and Signs Manual, Chapter 8, Part 3. A detailed description of the Scheme can be found in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**).

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			The Applicant has engaged with representatives from Warwickshire police force to discuss the Scheme, with specific focus on the enforcement strategy for the A46 between Toll Bar and M69/M6 Junction. Alteration of speed limits to motorway junctions outside the Order Limits are considered to be beyond the scope of the Scheme.
Operation	Once completed the reduced speed limits will create traffic.	N	The Scheme has been designed to meet the relevant DMRB standards, which cover, among other factors, the appropriate speed limits for roads that include curved sections. The purpose of the speed limit is to ensure the safety of all road users. The safety of the Scheme for road users, based on a 50mph speed limit on a section of the A46, is assessed in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**). The assessment establishes that the Scheme fulfils its objectives by providing capacity, relieving congestion, improving journey times and increasing accessibility for the local communities. In the case of the Scheme, the curved section of the A46 is necessary to avoid encroaching on Coombe Abbey Park and therefore a 50mph speed limit is proposed for that section of the road. The Traffic Regulation Plans (**TR010066/APP/2.9**)

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			show the locations and extents of the Traffic Regulation Orders proposed for the Scheme. All speed limits are to be assessed under the Applicant's latest guidance "Safe highest speed" and in accordance with Traffic and Signs Manual, Chapter 8, Part 3. A detailed description of the Scheme can be found in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**).
Operation	You state that a 50mph limit will apply to this junction, but as a regular user of the route to south Coventry, there are 50mph signs which are widely ignored.	N	The Scheme has been designed to meet the relevant DMRB standards, which cover, among other factors, the appropriate speed limits for roads that include curved sections. The purpose of the speed limit is to ensure the safety of all road users. The safety of the Scheme for road users, based on a 50mph speed limit on a section of the A46, is assessed in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**). The assessment establishes that the Scheme fulfils its objectives by providing capacity, relieving congestion, improving journey times and increasing accessibility for the local communities. In the case of the Scheme, the curved section of the A46 is necessary to avoid encroaching on Coombe Abbey Park and therefore a 50mph speed limit is proposed for that section of the road.

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			The Traffic Regulation Plans (**TR010066/APP/2.9**) show the locations and extents of the Traffic Regulation Orders proposed for the Scheme. All speed limits are to be assessed under the Applicant's latest guidance "Safe highest speed" and in accordance with Traffic and Signs Manual, Chapter 8, Part 3. A detailed description of the Scheme can be found in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). The Applicant has engaged with representatives from Warwickshire police force to discuss the Scheme, with specific focus on the enforcement strategy for the A46 between Toll Bar and M69/M6 Junction.
Operation	The lack of safety features, particularly the omission of speed violation cameras, poses a potential risk to road users.	N	The Applicant has engaged with representatives from Warwickshire police force to discuss the Scheme, with specific focus on the enforcement strategy for the A46 between Toll Bar and M69/M6 Junction.
Operation	Remove the proposed 50mph restriction, allow the traffic to flow freely. Since you won't police it anyway, why would you impose a restriction that the majority of road users will fail to adhere to anyway? Ah yes, because all you're doing is giving an already overstretched Police force another problem to ignore. The good old	N	The Scheme has been designed to meet the relevant DMRB standards, which cover, among other factors, the appropriate speed limits for roads that include curved sections. The purpose of the speed limit is to ensure the safety of all road users. The safety of the Scheme for road users, based on a 50mph speed limit on a section of the A46, is assessed in Chapter

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	someone else's problem scenario.		7 of the Transport Assessment (**TR010066/APP/7.3**). The assessment establishes that the Scheme fulfils its objectives by providing capacity, relieving congestion, improving journey times and increasing accessibility for the local communities. In the case of the Scheme, the curved section of the A46 is necessary to avoid encroaching on Coombe Abbey Park and therefore a 50mph speed limit is proposed for that section of the road. The Traffic Regulation Plans (**TR010066/APP/2.9**) show the locations and extents of the Traffic Regulation Orders proposed for the Scheme. All speed limits are to be assessed under the Applicant's latest guidance "Safe highest speed" and in accordance with Traffic and Signs Manual, Chapter 8, Part 3. A detailed description of the Scheme can be found in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). The Applicant has engaged with representatives from Warwickshire police force to discuss the Scheme, with specific focus on the enforcement strategy for the A46 between Toll Bar and M69/M6 Junction.
Operation	We all know from the equally idiotic 50mph restriction that's been imposed on the new	N	The Applicant has engaged with representatives from Warwickshire police force to discuss the Scheme,

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	section to the south that [the proposed 50mph speed limit] won't get policed, so why make a rule if you're not proposing to police it?		with specific focus on the enforcement strategy for the A46 between Toll Bar and M69/M6 Junction.
Operation	I agree with pretty much all the proposal except the 50mph speed limit. This was introduced lower down and as it isn't policed it causes more accidents and dangerous driving as the vast majority of drivers don't stick to the limit.	N	The Applicant has engaged with representatives from Warwickshire police force to discuss the Scheme, with specific focus on the enforcement strategy for the A46 between Toll Bar and M69/M6 Junction.
Operation	The absence of prominently featured street lights and directional signboards raises concerns about the overall visibility and navigability of the proposed design.	N	The General Arrangement (**TR020066/APP/2.6**) set out where the Applicant proposes to install permanent signage for the Scheme. A Lighting Assessment (**TR010066/APP/6.3**) for the Scheme has been produced as an appendix to ES Chapter 7 (Landscape and Visual) (**TR010066/APP/6.1**). Lighting levels associated with the Scheme would be sympathetic to the surroundings and consist of the lowest possible lighting levels whilst meeting relevant British Standards. As described in the Scheme Design Report (**TR010066/APP/7.4**), a signage strategy has been completed for the Scheme to inform the overall design. The strategy has been designed to be compliant with national guidance including the DMRB and Traffic Signs Manual and is how the road will be made understandable for users.

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			The signage design has been developed with consideration the future developments by others post Scheme construction. As design panel comment 14 allowance has been made to the post and foundation designs so that changes to the sign faces should not require post and foundation replacement. A new variable message sign and gantry would be installed on the A46 within the new junction on the northbound verge on the approach to the junction bridge. This would replace an existing sign and gantry that would be impacted by the Scheme, located within the new northbound merge.
Operation	Why 50mph speed limit? Instead of a 'blanket ban' approach, surely just bend signs give better warning?	N	The Scheme has been designed to meet the relevant DMRB standards, which cover, among other factors, the appropriate speed limits for roads that include curved sections. The purpose of the speed limit is to ensure the safety of all road users. The safety of the Scheme for road users, based on a 50mph speed limit on a section of the A46, is assessed in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**). In the case of the Scheme, the curved section of the A46 is necessary to avoid encroaching on Coombe Abbey Park and therefore a 50mph speed limit is proposed for that section of the road. The Traffic Regulation Plans (**TR010066/APP/2.9**)

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			show the locations and extents of the Traffic Regulation Orders proposed for the Scheme. All speed limits are to be assessed under the Applicant's latest guidance "Safe highest speed" and in accordance with Traffic and Signs Manual, Chapter 8, Part 3. A detailed description of the Scheme can be found in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**).
Operation	There is no mention in the consultation brochure about where and if the 50mph speed will turn into 70mph between the Walsgrave junction and Toll Bar island. Currently at Toll Bar Island there is traffic travelling anywhere up 70 mph in the 50mph zone which can create dangerous situation for traffic going 50mph.	N	The consultation brochure described the need to reduce the speed limit on the A46 owing to the curvature of the realigned section of the road, which was depicted on corresponding figures in the document. A copy of the brochure is provided in Annex J of the Consultation Report (**TR010066/APP/5.2**). The Traffic Regulation Plans (**TR010066/APP/2.9**) show the locations and extents of the Traffic Regulation Orders proposed for the Scheme. The Scheme has been designed to meet the relevant DMRB standards, which cover, among other factors, the appropriate speed limits for roads that include curved sections. The purpose of the speed limit is to ensure the safety of all road users. The safety of the Scheme for road users, based on a 50mph speed

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			limit on a section of the A46, is assessed in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**). The assessment establishes that the Scheme fulfils its objectives by providing capacity, relieving congestion, improving journey times and increasing accessibility for the local communities. In the case of the Scheme, the curved section of the A46 is necessary to avoid encroaching on Coombe Abbey Park and therefore a 50mph speed limit is proposed for that section of the road. The Traffic Regulation Plans (**TR010066/APP/2.9**) show the locations and extents of the Traffic Regulation Orders proposed for the Scheme. All speed limits are to be assessed under the Applicant's latest guidance "Safe highest speed" and in accordance with Traffic and Signs Manual, Chapter 8, Part 3. A detailed description of the Scheme can be found in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). The Applicant has engaged with representatives from Warwickshire police force to discuss the Scheme, with specific focus on the enforcement strategy for the A46 between Toll Bar and M69/M6 Junction.
Operation	Why can't a camber be put in and the 70mph	N	The Scheme has been designed to meet the relevant

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	stay?		DMRB standards, which cover, among other factors, the appropriate speed limits for roads that include curved sections. The purpose of the speed limit is to ensure the safety of all road users. The safety of the Scheme for road users, based on a 50mph speed limit on a section of the A46, is assessed in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**). In the case of the Scheme, the curved section of the A46 is necessary to avoid impacting Coombe Abbey Park and therefore a 50mph speed limit is proposed for that section of the road. The Traffic Regulation Plans (**TR010066/APP/2.9**) show the locations and extents of the Traffic Regulation Orders proposed for the Scheme. A detailed description of the Scheme can be found in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**).
Operation	If Highways England decide to keep the stretch between Walsgrave roundabout and TollBar Island at 50mph then they need to install speed cameras.	N	The Applicant has engaged with representatives from Warwickshire police force to discuss the Scheme, with specific focus on the enforcement strategy for the A46 between Toll Bar and M69/M6 Junction.
Operation	I personally feel that a pedestrian crossing is also needed at the very bottom end of Clifford Bridge Road as the way people speed off the B4428 is ridiculous and I don't see a "speed	N	The junction of Clifford Bridge Road with the B4428 (Brinklow Road) is outside the draft Order Limits of the Scheme. Decisions concerning the implementation of new pedestrian crossings at that

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	limit" changing this! Maybe a speed camera could be put in place?		point would be a matter for Coventry City Council.
Operation	Put average speed cameras on the A46 permanently. Motorists do not follow 50mph speed signs around Toll Bar island, so they will not follow signs further towards M6/M69 junction.	N	The Applicant has engaged with representatives from Warwickshire police force to discuss the Scheme, with specific focus on the enforcement strategy for the A46 between Toll Bar and M69/M6 Junction.
Operation	If there is to be a 50mph for safety, there should also be plans to ensure that this is adhered to by drivers rather than those who wish to exceed the speed limit pressuring others by driving dangerously.	N	The Applicant has engaged with representatives from Warwickshire police force to discuss the Scheme, with specific focus on the enforcement strategy for the A46 between Toll Bar and M69/M6 Junction.
Operation	The changes to speed limits proposed on the A46 and B4082, should help reduce noise. However, without some form of enforcement these will not be effective as vehicles using A45/Toll Bar to Walsgrave do not keep to the advised limits.	N	The Applicant has engaged with representatives from Warwickshire police force to discuss the Scheme, with specific focus on the enforcement strategy for the A46 between Toll Bar and M69/M6 Junction.
Operation	Could do with reducing the speed limit to 50 all the way from Toll Bar to M6 - reduce noise + pollution.	N	All speed limits are to be assessed under the Applicant's latest guidance "Safe highest speed" and in accordance with Traffic and Signs Manual, Chapter 8, Part 3. The operational requirements of the Strategic Road Network (including speed limits) are continually

Table 22 - Operation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			reviewed by the Applicant, and changes are made where needed.
Operation	Speed limits: the reduction to 50mph does not extend far enough southbound. We suggest it is extended through the Binley junction flyover up to the railway bridge 50mph zone. This would reduce noise level and improve safety for traffic joining the A46 at A428.	N	All speed limits are to be assessed under the Applicant's latest guidance "Safe highest speed" and in accordance with Traffic and Signs Manual, Chapter 8, Part 3. The operational requirements of the Strategic Road Network (including speed limits) are continually reviewed by the Applicant, and changes are made where needed.
Operation	I would like further info on the proposed blue light road and how this will be monitored once it is completed so that only blue light and staff vehicles can access the hospital?	N	The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The western roundabout is depicted in Sheet 4 of the General Arrangement (**TR010066/APP/2.6**).
Operation	I would suggest that the speed limits of 50mph are only for the minimum distance required before and in the curve, NOT the full length of	N	The Scheme has been designed to meet the relevant DMRB standards, which cover, among other factors, the appropriate speed limits for roads that include

Table 22 - Operation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	the road.		curved sections. The purpose of the speed limit is to ensure the safety of all road users. The safety of the Scheme for road users, based on a 50mph speed limit on a section of the A46, is assessed in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**). The assessment establishes that the Scheme fulfils its objectives by providing capacity, relieving congestion, improving journey times and increasing accessibility for the local communities. In the case of the Scheme, the curved section of the A46 is necessary to avoid encroaching on Coombe Abbey Park and therefore a 50mph speed limit is proposed for that section of the road. The Traffic Regulation Plans (**TR010066/APP/2.9**) show the locations and extents of the Traffic Regulation Orders proposed for the Scheme. All speed limits are to be assessed under the Applicant's latest guidance "Safe highest speed" and in accordance with Traffic and Signs Manual, Chapter 8, Part 3. A detailed description of the Scheme can be found in ES Chapter 2 (The Scheme) (**TR010066/APP/6.1**). The Applicant has engaged with representatives from Warwickshire police force to discuss the Scheme, with specific focus on the enforcement strategy for

Table 22 - Operation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the A46 between Toll Bar and M69/M6 Junction.
Operation	clear up litter on a regular basis.	N	Under the Environmental Protection Act 1990, it would be the responsibility of the relevant local authority to keep the road and its surroundings free from litter and detritus. For the Scheme, Coventry City Council would be responsible for the B4082 section and Rugby Borough Council would be responsible for the A46 section.
Operation	There does need to be good signage to indicate the changed speed for drivers. Further down the A46 where the new underpass was installed, there is now a 50mph speed limit.	N	The General Arrangement (**TR020066/APP/2.6**) set out where the Applicant proposes to install permanent signage for the Scheme. As stated in the Scheme Design Report (**TR010066/APP/7.4**), a signage strategy has been completed for the Scheme to inform the overall design. The strategy has been designed to be compliant with national guidance including the DMRB and Traffic Signs Manual and is how the road will be made understandable for users.
Operation	Highly in favour of the lower 50mph speed limit as this is a very good compromise considering the current stop/start congestion at peak times. Even off-peak, there is braking to an almost stand still then accelerating away from the roundabout. A consistent lower speed is far better than the current arrangement	N	The comment is noted.

Table 22 - Operation theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Operation	Having read your plans for a 50mph speed limit over the new bridge, I would support that.	N	The comment is noted.

M8. Traffic

Table 23 - Traffic theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Traffic	We would especially welcome more detail on the anticipated impacts on traffic flows for the southern section of Clifford Bridge Road, A428 Binley Road and Binley junction. For drivers continuing south on the A46 or for those arriving from the south, filtering through to/from the Binley Junction on local roads may become more attractive than joining/exiting at Walsgrave and increasing journey length by approximately 2km.	Transport for West Midlands	N	Since the statutory consultation, the Applicant has undertaken a full update of the transport model including transport forecasting assessments, which include the Scheme's impact on Clifford Bridge Road. In the morning (AM), daytime (Inter) and evening (PM) peak periods for the three forecast years (2028, 2043 and 2061), a decrease in two-way traffic is predicted on Clifford Bridge Road immediately to the south of the junction with the B4082. However, the analysis shows that there are some increases on Clifford Bridge Road further south and on Brinklow Road in the Inter Peak in the 2028 scenario only due to the increased journey distance for specific movements to/from the B4082. These movements are further to travel and so take longer when compared to the current arrangement if there is little/no congestion at the existing A46 Walsgrave Junction. This is not seen in the other years and/or peaks as, in these scenarios, the extra time to travel the longer distance is less than the time that would be spent in the queue if the junction retains its current layout so the turning movement is quicker overall with the Scheme. The Applicant's assessments show that with the

Table 23 - Traffic theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				Scheme there would be an increase in traffic flow along Binley Road near to the A46 Binley junction. This is because more trips use this section of Binley Road to access the A46 rather than travel on the local roads further west. Journey times on Clifford Bridge Road between Binley Road and University Hospital Coventry would decrease with the introduction of the Scheme in all three modelled periods and years. An exception to this is for Clifford Bridge Road north of the B4082 northbound in the PM peak, which sees small increases from 2043 onwards as traffic conditions in the wider area make this route more desirable. Forecasted journey time changes for all directions via the Walsgrave Junction, Clifford Bridge Road and Binley Road are provided in the [Transport Assessment (**TR010066/APP/7.3**).
Traffic	There appears an expectation that the scheme will facilitate a future link road to Walsgrave Hospital. This is welcomed but we would like to see some assessment of what the interim impacts of the scheme would be on local roads and in particular, access to the hospital and especially in light of anticipated traffic flow	Transport for West Midlands	N	The proposed Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the

Table 23 - Traffic theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	increases.			proposed housing allocation (H2:3) (Coventry Local Plan). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the Scheme; and would continue to do so throughout the course of the DCO process. This engagement is summarised in Chapter 3 of the Consultation Report (**TR010066/APP/5.1).** The core assessment for the Scheme does not include the hospital link due to its level of uncertainty at the time of modelling. An uncertainty log has been used to determine which potential developments in the area should be included in the future year forecasting in line with current guidance. The uncertainty log has been agreed with Coventry City Council and Warwickshire County Council as the relevant Highway Authorities and includes the hospital link as too uncertain to be included in the main transport assessment. The hospital link is included in the 'High Economy' scenario as part of the uncertainty testing. As such, the traffic analysis of the Scheme impact on the local road network provides details of what would occur without the hospital link in place. In general, the

Table 23 - Traffic theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				impact of the Scheme is to reduce the level of traffic on the local road network and to improve journey times in this area. Please see the analysis that is presented in the Transport Assessment for further details (**TR010066/APP/7.3**).

Table 24 - Traffic theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Traffic	As the scheme progresses through the DCO process we will need to see the associated validation and model assumptions reports to support the modelling to allow for the traffic to be fully assessed.	Coventry City Council	N	Following the Statutory Consultation, the Applicant engaged with Coventry City Council to discuss the validation and model assumption reports. This is set out in Chapter 3 of the Consultation Report (**TR010066/APP/5.1)**. Full details of model validation and assumptions are provided in the Transport Assessment (**TR010066/APP/7.3**).
Traffic	The methodology and results detailed in the consultation appear to be reasonable and in line with what we would expect.	Coventry City Council	N	The comment is noted.

Table 25 - Traffic theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Traffic	The benefits are minimal, 2 seconds Northbound in the morning?	BHLF-2AJC-3WX6-R	N	Following the statutory consultation, the Applicant has undertaken a full update of the transport model to meet current guidance and traffic growth predictions, as well as further refinement of the modelling to reflect the revised design for the Scheme. This process has resulted in updated predictions of journey time savings for all routes, as described in full in the Transport Assessment (**TR010066/APP/7.3**). This indicates that the average travel time saving northbound in the morning peak on the A46 is approximately 1 minute per vehicle in 2028 increasing to around 2 minutes per vehicle by 2043 and 2061. It should be noted that traffic patterns change during the day meaning that there is higher traffic demand and travel times on the A46 southbound in the morning peak and northbound in the evening peak. Therefore, the benefits are greater for southbound journeys in the morning and northbound journeys in the evening, when the demand is higher. The Scheme is not assessed in one peak period or one direction of travel only and instead a day is divided into different time periods for each movement at the junction to provide a full picture of

Table 25 - Traffic theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				the impact of the Scheme. This is set out in more detail in the Transport Assessment (**TR010066/APP/7.3**) including changes in journey times at the A46 Walsgrave Junction in both directions in each peak period. The Scheme's traffic benefits include reduced journey times, increased capacity and free-flowing journeys along the A46 at Walsgrave Junction. These improvements would reduce lost productive time and subsequently increase business user and transport service provider benefits. Further information about the benefits of the Scheme can be found in the Case for the Scheme (**TR010066/APP/7.1**).
Traffic	No traffic assessment conducted for Clifford Bridge Road.	BHLF-2AJC-3WVN-E	N	The Applicant has assessed the Scheme's impact on Clifford Bridge Road as part of the transport forecasting process, which uses both a wide area strategic transport model and a detailed operational model of this local area. The methodology for assessment is set out in the Transport Assessment (**TR010066/APP/7.3**). Traffic flows and journey time changes on Clifford Bridge Road with the Scheme being built are also set out in this document. In the morning (AM), daytime (Inter) and evening (PM) peak periods for the three forecast years (2028, 2043 and 2061) a decrease in two-way traffic

Table 25 - Traffic theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				is predicted on Clifford Bridge Road immediately to the south of the junction with the B4082. The Inter Peak scenario in 2028 is the only scenario that sees some increases in flow on the southern section of Clifford Bridge Road and on Brinklow Road. In this scenario, the traffic and congestion levels are generally low. As such, the increased journey distance and time needed to make specific movements to/from the B4082 make local routes more attractive than using the longer new section of the B4082. However, once congestion levels increase in the other peak period or in later years, using this extra distance becomes quicker than other local routes and it becomes more attractive. This is set out in more detail in the Transport Assessment (**TR010066/APP/7.3**). Journey times on Clifford Bridge Road from Binley Road to University Hospital Coventry would decrease with the introduction of the Scheme in all peaks and years. However, Clifford Bridge Road, north of the B4082, northbound in the PM peak is predicted to see some small increases in journey times from 2043 onwards. Further details regarding predicted journey time changes are given in the Transport Assessment (**TR010066/APP/7.3**).
Traffic	Underestimated the negative impact	BHLF-2AJC-	N	The Applicant's transport modelling assessments

Table 25 - Traffic theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	to local traffic.	3WVN-E		evaluate the impact on both the local and wider area and have been undertaken to follow current Department for Transport, Transport Analysis Guidance (TAG), which is described in section 1.1.3 of the Transport Assessment (**TR010066/APP/7.3**). The assessments use the most up to date parameters on estimating potential traffic growth and behaviour available. The traffic model has been through various calibration and validation assessments to ensure it provides a suitable platform for evaluating the schemes forecast year impacts. This is set out in detail in the Transport Assessment (**TR010066/APP/7.3**). Section 2 of the Transport Assessment (**TR010066/APP/7.3**) discusses how the modelling undertaken adheres to transport policy and guidance. Any performance changes at other junctions and roads in the surrounding areas of the Scheme are included in the overall appraisal of the Scheme. The model developed for Scheme assessment covers all of the surrounding junctions and routes and any changes in travel time affecting local traffic movements are investigated in the assessments of the impact of the Scheme and included in the economic appraisal of the Scheme. This is carried out at both a strategic level and at a detailed operational modelling level for the local area.

Table 25 - Traffic theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				Details on the impact to the local area, and in particular Clifford Bridge Road, are given in the Transport Assessment (**TR010066/APP/7.3**).

Table 26 - Traffic theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
Traffic	There may be busy periods but your figures go back pre covid there are a lot less cars on the road now.	N	Although traffic levels have not grown as much as expected before the Covid-19 pandemic, these are still expected to increase making congestion worse in future years both for the A46 Walsgrave Junction and across the wider area. The base year model does use pre-Covid-19 traffic levels to allow the model to be validated against observed data. However, the forecast year transport modelling then incorporates adjustments to the future year predicted growth in traffic in response to post Covid-19 conditions. This is in line with current Department for Transport (DfT) Transport Assessment Guidance and the Applicant's Transport Planning Group guidance note 'Accounting for COVID-19 in Modelling and Appraisal'. This reduces the overall level of demand at each forecast year for both the 'with Scheme' and 'without Scheme' scenarios. Details on the development of the models, are described in the Transport Assessment (**TR010066/APP/7.3**).
Traffic	Can't see it making any difference.	N	The Scheme's traffic benefits include reduced journey times, increased capacity and free-flowing journeys along the A46 at Walsgrave Junction. These improvements would reduce lost productive time and subsequently increase business user and transport service provider benefits. Further information about

Table 26 - Traffic theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the benefits of the Scheme, including the economic benefits can be found in the Case for the Scheme (**TR010066/APP/7.1**).
Traffic	The traffic will probably increase by the same amount whether the scheme goes ahead or not.	N	The Scheme's traffic benefits include reduced journey times, increased capacity and free-flowing journeys along the A46 at Walsgrave Junction. These improvements would reduce lost productive time and subsequently increase business user and transport service provider benefits. Further information about the benefits of the Scheme, including the economic benefits can be found in the Case for the Scheme (**TR010066/APP/7.1**)
Traffic	I don't believe that they [traffic benefits] will occur based upon the experience to date.	N	The Scheme's traffic benefits include reduced journey times, increased capacity and free-flowing journeys along the A46 at Walsgrave Junction. These improvements would reduce lost productive time and subsequently increase business user and transport service provider benefits. Further information about the benefits of the Scheme, including the economic benefits can be found in the Case for the Scheme (**TR010066/APP/7.1**)
Traffic	I think that the improvement to traffic flow is unrealistic based upon experience to date.	N	The Applicant has undertaken traffic modelling for the Scheme based on latest DfT guidance and best practices. This makes best use of currently available data. For traffic growth, this includes:

Table 26 - Traffic theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			• adjusting predictions of growth to lower levels in response to post COVID-19 conditions in line with DfT guidance and the Applicant's Transport Planning Group guidance note 'Accounting for COVID-19 in Modelling and Appraisal'. • testing both higher and lower levels of traffic growth using the DfT Common Analytical Scenario guidance to develop Low and High Economy scenarios in addition to the main (Core growth) assessment. At a local level, assignment of traffic flow in response to the Scheme is based on a validated base year model that reflects observed conditions meeting DfT validation criteria. The future year forecasts are developed from this base model following best practice and the relevant DfT guidance to provide a robust platform which is used to assess the changes predicted by inclusion of the Scheme. Details on the development of the models, how well they reflect local conditions and the predicted impact of the Scheme on traffic flows and journey times are given in the Transport Assessment (**TR010066/APP/7.3**).
Traffic	I don't believe that it will improve the flow of traffic.	N	The Applicant has undertaken traffic modelling for the Scheme based on latest DfT guidance and best practices. This makes best use of currently available

Table 26 - Traffic theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			data. For traffic growth, this includes: • adjusting predictions of growth to lower levels in response to post COVID-19 conditions in line with DfT guidance and the Applicant's Transport Planning Group guidance note 'Accounting for COVID-19 in Modelling and Appraisal'. • testing both higher and lower levels of traffic growth using the DfT Common Analytical Scenario guidance to develop Low and High Economy scenarios in addition to the main (Core growth) assessment. At a local level, assignment of traffic flow in response to the Scheme is based on a validated base year model that reflects observed conditions meeting DfT validation criteria. The future year forecasts are developed from this base model following best practice and the relevant DfT guidance to provide a robust platform which is used to assess the changes predicted by inclusion of the Scheme. Details on the development of the models, how well they reflect local conditions and the predicted impact of the Scheme on traffic flows and journey times are given in the Transport Assessment (**TR010066/APP/7.3**).

Table 26 - Traffic theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The traffic benefits of the Scheme include reduced journey times, increased capacity and free-flowing journeys along the A46 at Walsgrave Junction. These improvements would reduce lost productive time and subsequently increase business user and transport service provider benefits. Further information about the benefits of the Scheme, including the economic benefits can be found in the Case for the Scheme (**TR010066/APP/7.1**)
Traffic	I oppose it because I do not believe it will improve the traffic impact. Cars going into the hospital site will just have a longer queue to get to the destination as you will then merge with other traffic.	N	The Applicant has undertaken traffic modelling for the Scheme based on latest DfT guidance and best practices. Details on the development of the models, how well they reflect local conditions and the predicted impact of the Scheme on traffic flows and journey times are given in the Transport Assessment (**TR010066/APP/7.3**). For trips approaching the hospital from Clifford Bridge Road to the south, The Applicant's assessments show small improvements in travel time during the morning (AM), daytime (Inter) and evening (PM) peaks at 2028 (scheme opening year). In 2043, the modelling output predicts these improvements remain in the morning and inter peaks but there is a small increase in travel time in the PM peak of around 11 seconds across the route. This is in response to improved travel times on the A46 which switches some traffic accessing this area from

Table 26 - Traffic theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Hinckley Road to using the A46 and the B4082 before heading northbound on this section of Clifford Bridge Road. As such, access times to the hospital from the north are reduced as flows here decrease. For trips from the A46 onto the B4082 to access the hospital, travel times are decreased significantly in all peaks in all forecast years. The exception is northbound from the A46 to the hospital in the inter peak in 2028 where travel times initially increase by approximately 1 minute as these northbound trips use the new section of B4082, increasing the distance travelled. However, after 2028, this route is still quicker with the Scheme, as the additional distance needed takes less time than it would to queue at the A46 Walsgrave northbound were the existing alignment and roundabout retained. As such, the introduction of the Scheme is expected to improve access times to the hospital.
Traffic	I was disappointed that information on the traffic impacts of the scheme, which is a topic that residents care about, the economic impacts on the air quality, noise and carbon emissions was not available as a traffic model is still under development. I would hope that information is made available to the public to better understand the traffic impacts.	N	The information presented on traffic impacts in the statutory consultation material was based on preliminary traffic modelling and was suitable for that stage of the pre-application process. It enabled consultees to gain an understanding of the likely traffic benefits of the Scheme and the approach that had been taken to assess them, and to provide informed feedback. Since the statutory consultation, the Applicant has undertaken a full update of the

Table 26 - Traffic theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			transport model and produced a Transport Assessment (**TR010066/APP/7.3**) that describes this process and its outcomes in detail. The Applicant set out preliminary environmental information in the PEIR in the statutory consultation material. Since then, air quality, noise and carbon emissions have been considered and assessed through the Environmental Impact Assessment and reported in the ES Chapter 5 (Air Quality), ES Chapter 11 (Noise and Vibration) and ES Chapter 14 (Climate) (**TR010066/APP/6.1**). ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) reports any effects for population and human health as a result of the Scheme.
Traffic	The traffic data presented in the consultation brochure did not include the flow information on the Clifford Bridge Road which is likely to serve as a diversion route for the A46 and relief the scheme would provide to local residents.	N	At statutory consultation, the Applicant did not have specific traffic modelling outputs available for Clifford Bridge Road. However, since then the Scheme's impact on Clifford Bridge Road has been assessed as part of the Applicant's transport forecasting process. Traffic flow and journey time changes on Clifford Bridge Road due to the Scheme implementation are set out in the Transport Assessment (**TR010066/APP/7.3**). The Applicant has proposed using Clifford Bridge Road as part of the diversion route when a closure of

Table 26 - Traffic theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the A46 is required. It has been selected as the shortest diversion route and is already the agreed route between the Applicant and Coventry City Council during existing roadworks on the A46. This is set out in the Outline Traffic Management Plan (**TR010066/APP/7.5**). The Outline Traffic Management Plan (**TR010066/APP7.5**) also describes the traffic management phases that have been modelled to calculate expected journey times and would be optimised throughout detailed design to minimise delays. The Applicant would engage with key local stakeholders such as the highways authority and local community groups in advance of any closures. A monthly traffic management forum would be set up by the Applicant to seek input into traffic management proposals, monitor customer journey times as well as receive feedback on the implementation of any measures.
Traffic	The journey time savings provided are only for one route between M69 junction 1 and A46 Tollbar End.	N	The Applicant provided early outputs from the traffic modelling in the brochure for statutory consultation. Following the statutory consultation, in preparation of the DCO application, the Applicant has undertaken a full update of the transport model to meet current guidance and traffic growth predictions, as well as further refinement of the modelling to reflect the revised design for the Scheme.

Table 26 - Traffic theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Further details of five journey times through the local area are provided in the Transport Assessment (**TR010066/APP/7.3**). This cover both the A46 between Tollbar and A46/M69 Junction and local routes such as Clifford Bridge Road, the B4082 and Brandon Road.
Traffic	The benefits seem rather low when balanced against the cost and disruption.	N	The predicted journey time savings due to the Scheme have been reassessed following a full update of the transport model to meet current guidance and traffic growth predictions, as well as further refinement of the modelling to reflect the revised design for the Scheme. This update indicates that travel time savings are seen for both northbound and southbound on the A46 in all three modelled peak periods (AM, Inter and PM) and for each assessed year (2028, 2043 and 2061). The Applicant's assessment considers both the changes in travel time on the A46 and the impact on travel time on the surrounding roads. The Transport Assessment (**TR010066/APP/7.3**) sets out more information about journey time savings. The Applicant's economic appraisal includes journey time savings along with a number of other quantified assessments, such as accidents, air quality and noise, to provide a total benefit against which to compare the scheme costs to determine the scheme's Value for Money. Further details about the

Table 26 - Traffic theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			cost and benefits of the Scheme are given in the Case for the Scheme (**TR010066/APP/7.1**).
Traffic	the gains made would be negligible.	N	Following the statutory consultation, the Applicant has undertaken a full update of the transport model to meet current guidance and traffic growth predictions, as well as further refinement of the modelling to reflect the revised design for the Scheme. This process has resulted in updated predictions of journey time savings for all routes, as described in full in the Transport Assessment (**TR010066/APP/7.3**). This indicates that the average travel time saving northbound in the morning peak on the A46 is approximately 1 minute per vehicle in 2028 increasing to around 2 minutes per vehicle by 2043 and 2061. It should be noted that traffic patterns change during the day meaning that there is higher traffic demand and travel times on the A46 southbound in the morning peak and northbound in the evening peak. Therefore, the benefits are greater for southbound journeys in the morning and northbound journeys in the evening, when the demand is higher. The Scheme is not assessed in one peak period or one direction of travel only and instead a day is divided into different time periods for each movement at the junction to provide a full picture of the impact of the Scheme. This is set out in more detail in the

Table 26 - Traffic theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Transport Assessment (**TR010066/APP/7.3**) including changes in journey times at the A46 Walsgrave Junction in both directions in each peak period. The Applicant's economic appraisal includes journey time savings along with a number of other quantified assessments, such as accidents, air quality and noise, to provide a total benefit against which to compare the scheme costs to determine the Scheme's Value for Money. Further details about the cost and benefits of the Scheme are given in the Case for the Scheme (**TR010066/APP/7.1**).
Traffic	The time advantage is minimal.	N	Following the statutory consultation, the Applicant has undertaken a full update of the transport model to meet current guidance and traffic growth predictions, as well as further refinement of the modelling to reflect the revised design for the Scheme. This process has resulted in updated predictions of journey time savings for all routes, as described in full in the Transport Assessment (**TR010066/APP/7.3**). This indicates that the average travel time saving northbound in the morning peak on the A46 is approximately 1 minute per vehicle in 2028 increasing to around 2 minutes per vehicle by 2043 and 2061. It should be noted that traffic patterns change during

Table 26 - Traffic theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the day meaning that there is higher traffic demand and travel times on the A46 southbound in the morning peak and northbound in the evening peak. Therefore, the benefits are greater for southbound journeys in the morning and northbound journeys in the evening, when the demand is higher. The Scheme is not assessed in one peak period or one direction of travel only and instead a day is divided into different time periods for each movement at the junction to provide a full picture of the impact of the Scheme. This is set out in more detail in the Transport Assessment (**TR010066/APP/7.3**) including changes in journey times at the A46 Walsgrave Junction in both directions in each peak period.
Traffic	The 'improvements' in journey times (Toll Bar to M69) are minimal.	N	Following the statutory consultation, the Applicant has undertaken a full update of the transport model to meet current guidance and traffic growth predictions, as well as further refinement of the modelling to reflect the revised design for the Scheme. This process has resulted in updated predictions of journey time savings for all routes, as described in full in the Transport Assessment (**TR010066/APP/7.3**). This indicates that the average travel time saving northbound in the morning peak on the A46 is approximately 1 minute per vehicle in 2028 increasing to around 2 minutes per vehicle by 2043

Table 26 - Traffic theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			and 2061 on the A46 between Tollbar and the M69. It should be noted that traffic patterns change during the day meaning that there is higher traffic demand and travel times on the A46 southbound in the morning peak and northbound in the evening peak. Therefore, the benefits are greater for southbound journeys in the morning and northbound journeys in the evening, when the demand is higher. The Scheme is not assessed in one peak period or one direction of travel only and instead a day is divided into different time periods for each movement at the junction to provide a full picture of the impact of the Scheme. This is set out in more detail in the Transport Assessment (**TR010066/APP/7.3**) including changes in journey times at the A46 Walsgrave Junction in both directions in each peak period.
Traffic	The figures for northbound AM Peak show there is no impact of the Scheme.	N	Following the statutory consultation, the Applicant has undertaken a full update of the transport model to meet current guidance and traffic growth predictions, as well as further refinement of the modelling to reflect the revised design for the Scheme. This process has resulted in updated predictions of journey time savings for all routes, as described in full in the Transport Assessment (**TR010066/APP/7.3**). This indicates that the average travel time saving

Table 26 - Traffic theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			northbound in the morning (AM) peak on the A46 is approximately 1 minute per vehicle in 2028 increasing to around 2 minutes per vehicle by 2043 and 2061. It should be noted that traffic patterns change during the day meaning that there is higher traffic demand and travel times on the A46 southbound in the morning peak and northbound in the evening peak. Therefore, the benefits are greater for southbound journeys in the morning and northbound journeys in the evening, when the demand is higher. The Scheme is not assessed in one peak period or one direction of travel only and instead a day is divided into different time periods for each movement at the junction to provide a full picture of the impact of the Scheme. This is set out in more detail in the Transport Assessment (**TR010066/APP/7.3**) including changes in journey times at the A46 Walsgrave Junction in both directions in each peak period.
Traffic	I can't see where the reduced traffic capacity of the Clifford Bridge Road and other surrounding roads following the cycle path construction has been taken into account.	N	When the Applicant consulted Coventry County Council about the Uncertainty Log, the Binley cycle path was not specifically suggested as a development to include, and as such it is not specifically modelled in the strategic traffic modelling submitted with the DCO application. The impact of

Table 26 - Traffic theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the junction layout changes at Clifford Bridge Road/Brinklow Road and Binley Road/Binley Road that form part of the cycle scheme are tested within the operation modelling and these are discussed within the Transport Assessment (**TR010066/APP/7.3**). The Applicant would include the full extent of the cycle scheme at the next stage of modelling when developments in the area are further refined. The Applicant has assessed the Scheme's impact on Clifford Bridge Road as part of the transport forecasting process, which uses both a wide area strategic transport model and a detailed operational model of this local area. The methodology for assessment is set out in the Transport Assessment (**TR010066/APP/7.3**). Traffic flows and journey time changes on Clifford Bridge Road with the Scheme being built are also set out in this document. In the morning (AM), daytime (Inter) and evening (PM) peak periods for the three forecast years (2028, 2043 and 2061) a decrease in two-way traffic is predicted on Clifford Bridge Road immediately to the south of the junction with the B4082.

Table 26 - Traffic theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Inter Peak scenario in 2028 is the only scenario that sees some increases in flow on the southern section of Clifford Bridge Road and on Brinklow Road. In this scenario, the traffic and congestion levels are generally low. As such, the increased journey distance and time needed to make specific movements to/from the B4082 make local routes more attractive than using the longer new section of the B4082. However, once congestion levels increase in the other peak period or in later years, using this extra distance becomes quicker than other local routes and it becomes more attractive. This is set out in more detail in the Transport Assessment (**TR010066/APP/7.3**). Journey times on Clifford Bridge Road from Binley Road to University Hospital Coventry and Warwickshire would decrease with the introduction of the Scheme in all peaks and years. However, Clifford Bridge Road, north of the B4082, northbound in the PM peak is predicted to see some small increases in journey times from 2043 onwards. Further details regarding predicted journey time changes are given in the Transport Assessment (**TR010066/APP/7.3)**.
Traffic	It would be useful to understand the journey times savings predicted by the new traffic model during the peak hours for the without scheme and with scheme conditions between - M6 Junciton 2 and Binley junction	N	The Applicant's reporting presents detailed data of the local area rather than multiple longer distance routes; however the transport model does incorporate travel times over these wider areas.

Table 26 - Traffic theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	- M6 junction 2 and Tollbar End via A46 - M6 junction 2 and A46 at Stivichall interchange (noting the scheme with the free-flowing left slip in the southbound direction replaced with signals that causes long queues as a result) via the A46; and - M6 J2 and Stivichall roundabout via A46 and A45.		Areas close to the Scheme that are more likely to be impacted have been assessed in more detail. This approach is proportionate in terms of assessing the transport impact of the Scheme to demonstrate how this proposed design meets the objectives of the Scheme. Details on the development of the models, how well they reflect local conditions and the predicted impact of the Scheme on traffic flows and journey times are given in the Transport Assessment (**TR010066/APP/7.3**).
Traffic	I would like to see a review of traffic at the A45 / Leamington Road roundabout to ensure that traffic isn't significantly backed up here. There is often traffic heading towards Finham (westbound on the A45) queuing back from this roundabout so improving the flow of traffic coming from the A46 could worsen the queues here.	N	The A45/Leamington Road roundabout is too far from the Scheme to be specifically assessed in the Transport Assessment (**TR010066/APP/7.3**). Impacts on the junction from changes in traffic flow if the Scheme was implemented are included as part of the overall economic appraisal. The economic appraisal of the Scheme is set out in the Case of the Scheme (**TR010066/APP/7.1**).
Traffic	Unsure as to what the southbound benefits will be due to the increase in flow to Tollbar	N	The Scheme's traffic benefits include reduced journey times, increased capacity and free-flowing journeys along the A46 at Walsgrave Junction. It is possible, that by removing the congestion at A46 Walsgrave Junction, traffic demand would increase at some specific routes such as the Tollbar Interchange,

Table 26 - Traffic theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			in line with the forecast traffic flows from the traffic model. It should be noted that traffic patterns change during the day meaning that there is higher traffic demand and travel times on the A46 southbound in the morning peak and northbound in the evening peak. Therefore, the benefits are greater for southbound journeys in the morning and northbound journeys in the evening, when the demand is higher. The Scheme is not assessed in one peak period or one direction of travel only and instead a day is divided into different time periods for each movement at the junction to provide a full picture of the impact of the Scheme. This is set out in more detail in the Transport Assessment (**TR010066/APP/7.3**) including changes in journey times at the A46 Walsgrave Junction in both directions in each peak period. Overall, the economic appraisal indicates travel time benefits across all users as set out in the Case for the Scheme (**TR010066/APP/7.1**).
Traffic	I ask the question are the times for journeys after the upgrade made using the 50mph restriction?	N	The journey times presented at statutory consultation included the provision of a new junction with the speed limit reduced to 50 mph. The transport modelling has used 50mph for the A46

Table 26 - Traffic theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			main carriageway and 40mph for the B4082 in line with the Scheme design. Since statutory consultation, the Applicant has undertaken a full update of the transport model. This process has resulted in updated predictions of journey time savings for all routes, as described in full in the Transport Assessment (**TR010066/APP/7.3**).
Traffic	Are there any actual benefits?	N	The Scheme's traffic benefits include reduced journey times, increased capacity and free-flowing journeys along the A46 at Walsgrave Junction. It should be noted that traffic patterns change during the day meaning that there is higher traffic demand and travel times on the A46 southbound in the morning peak and northbound in the evening peak. Therefore, the benefits are greater for southbound journeys in the morning and northbound journeys in the evening, when the demand is higher. The Scheme is not assessed in one peak period or one direction of travel only and instead a day is divided into different time periods for each movement at the junction to provide a full picture of the impact of the Scheme. This is set out in more detail in the Transport Assessment (**TR010066/APP/7.3**) including changes in journey times at the A46 Walsgrave Junction in both directions in each peak period.

Table 26 - Traffic theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Scheme design has been identified as the best option to meet the defined need and Scheme objectives as set out in the Case for the Scheme (**TR010066/APP/7.1**). It would decrease the number of accidents, improve resilience and journey time reliability and is consistent with national and local planning objectives for transport, economy and the environment. Through the increased capacity and improved journey time reliability, the Scheme would also assist in making the region more attractive for businesses and would provide the required infrastructure for future development including housing and employment.
Traffic	Need to redesign to ensure there is an improvement in this figure on a par with the southbound AM Peak figure.	N	The Scheme's traffic benefits include reduced journey times, increased capacity and free-flowing journeys along the A46 at Walsgrave Junction. These improvements would reduce lost productive time and subsequently increase business user and transport service provider benefits. Further information about the benefits of the Scheme can be found in the Case for the Scheme (**TR010066/APP/7.1**). It should be noted that traffic patterns change during the day meaning that there is higher traffic demand and travel times on the A46 southbound in the morning peak and northbound in the evening peak. Therefore, the benefits are greater for southbound

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			journeys in the morning and northbound journeys in the evening, when the demand is higher. The Scheme is not assessed in one peak period or one direction of travel only and instead a day is divided into different time periods for each movement at the junction to provide a full picture of the impact of the Scheme. This is set out in more detail in the Transport Assessment (T**R010066/APP/7.3**) including changes in journey times at the A46 Walsgrave Junction in both directions in each peak period. Data from the forecast models is used in appraising the benefits of the Scheme. The Applicant considers that the Scheme provides best solution taking into the account the cost of constructing the Scheme and the transport and economic benefits anticipated. This is discussed further in the Case for the Scheme (**TR010066/APP/7.1**).
Traffic	We all are well aware of the impact the Covid pandemic has had on travel behaviour as well as the impact of inflation on construction costs. Will the assumptions that underpinned the reasons for discounting some of the options as well as the proposed option be reviewed to assess if it still provides best value for the money that is planned to be spent?	N	Although traffic levels have not grown as much as expected before the Covid-19 pandemic, these are still expected to increase making congestion worse in future years both for the A46 Walsgrave Junction and across the wider area. The base year model does use pre-Covid-19 traffic levels to allow the model to be validated against observed data. However, the forecast year transport

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			modelling then incorporates adjustments to the future year predicted growth in traffic in response to post Covid-19 conditions. This is in line with current Department for Transport (DfT) Transport Assessment Guidance and the Applicant's Transport Planning Group guidance note 'Accounting for COVID-19 in Modelling and Appraisal'. This reduces the overall level of demand at each forecast year for both the 'with Scheme' and 'without Scheme' scenarios. Details on the development of the models, including how well they reflect local conditions are described in the Transport Assessment (**TR010066/APP/7.3**). The development of the Scheme, including the process of identifying and assessing different options, is described in the Case for the Scheme (**TR010066/APP/7.1**) and ES Chapter 3 (Assessment of Alternatives) (**TR010066/APP/6.1**). This assessment process determined that only one of the shortlisted options - "Option 11" - offered a viable solution to the problems and constraints identified at the existing Walsgrave Junction. Option 11 was formally selected by the Secretary of State for Transport as the Preferred Route for the Scheme. This is the option that has been developed by the Applicant, consulted on in the statutory consultation,

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			and further refined in preparation for the DCO application. The Case for the Scheme (**TR010066/APP/7.1**) sets out the reasons for discounting previous options as well as how the proposed Scheme provides value for money and meets the Scheme Objectives.
Traffic	Strongly agree [with the reported traffic benefits of the scheme]. The consultation brochure sets out that the Walsgrave scheme performs well in terms of traffic modelling with the grade separated junction allowing increased Annual Average Daily Traffic (AADT) due to the increased capacity of the A46 corridor. The modelling also details the impact the scheme will have in reducing journey times along the M69 and A46. Therefore, this scheme will be beneficial to the strategic and local highway network in terms of reduced congestion and improved journey times, having the added benefit of promoting wider growth.	N	Comment noted.

M9. Walkers, cyclists and horse-riders (WCH)

Table 27 - WCH theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
WCH	The proposed cycle route on the B4082 and turning north part-way along the A46 is of no value as it does not lead anywhere, even if the existing Hungerley Hall Farm access bridge is retained (but this is not fully clear).	Transport for West Midlands	N	The Case for the Scheme (**TR010066/APP/7.1**) sets out the need for the Scheme based upon current traffic issues within the Walsgrave area. The document also establishes the objectives of the Scheme and how these have been met. A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**). The assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes. The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and

Table 27 - WCH theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	The connectivity between the proposed cycle/pedestrian route along the B4082 also needs to be improved. Currently there is only a pedestrian crossing proposed on the eastern leg of the roundabout which does not provide for adequate cycling. Furthermore, there is no	Transport for West Midlands	N	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and

Table 27 - WCH theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	crossing of Clifford Bridge Road itself. Pedestrian and cycle crossings of both arms are necessary to enable the proposed infrastructure to be accessed from the Binley Cycleway safely and in comfort.			Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. In addition, it is worth noting that construction of the final section of Binley Cycleway is expected to begin in 2024 and these committed works include the provision of a Puffin crossing on Clifford Bridge Road to the south of the roundabout to improve connectivity for pedestrians.

Table 27 - WCH theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.4 (Environmental Masterplan) (**TR010066/APP/6.2**).
WCH	It is therefore important that this scheme references and addresses any impacts it has on people effected in the local area, as well as improves access to our Key Route Network (KRN), **including by active travel modes.**	Transport for West Midlands	N	The ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon people in the local area, both during construction and operation. A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.4 (Environmental Masterplan) (**TR010066/APP/6.2**). It includes the results of usage surveys of walkers and cyclists on a range of local routes. The assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes. The Transport Assessment (**TR010066/APP/7.3**)

Table 27 - WCH theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				summarises the Scheme's impact on the strategic and local highway network with respect to traffic congestion and road safety for motorised transport.
WCH	Whilst all this work is underway what a shame you can't incorporate additional footpaths / bridleways so walkers and riders can reach the back of Coombe Abbey. Your plan somewhat traps them each side of the road.	Brinklow Parish Council	N	The Case for the Scheme (**TR010066/APP/7.1)** sets out the need for the Scheme based upon current traffic issues within the Walsgrave area. The document also establishes the objectives of the Scheme and how these have been met. A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**). The assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes. The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will

Table 27 - WCH theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	Coventry City Council is providing a high-quality segregated extension to the Binley Cycleway along Clifford Bridge Road to the south of the	Transport for West Midlands	N	The Case for the Scheme (**TR010066/APP/7.1)** sets out the need for the Scheme based upon current traffic issues within the Walsgrave area. The document also establishes the objectives of the

Table 27 - WCH theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	B4082 roundabout. The A46 scheme offers a unique opportunity to extend this scheme to serve north-west and north-east Coventry. We therefore consider National Highways should commit to providing a cycle/pedestrian route beyond the farm access bridge on the western side of the A46 as part of the works, connecting to the paved bridleway which links westwards to Farber Road and eastwards towards Coombe Abbey. This modest addition to the National Highways scheme will enable high quality active travel connectivity between north-east Coventry and the City Centre via the Binley Cycleway, leading to a substantial increase in demand for walking and cycling along this corridor. Destinations served include the residential area of Walsgrave on Sowe, Cross Point Business Park, Ansty Park and Coombe Abbey. If and when the new road link to Walsgrave Hospital is provided from the A46, the active travel route			Scheme and how these have been met. A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.4 (Environmental Masterplan) (**TR010066/APP/6.2**). The assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes. The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate

Table 27 - WCH theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	would also provide a direct connection to this regional health facility.			the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	Improving connectivity of sustainable transport modes: Our policies recognise that it is neither feasible nor desirable to pursue policies of continued highway network expansion to enable growth and that alternative options for enabling access to what people need via less detrimental and costly means is more favourable. We therefore feel, that while walking and cycling is picked up, there should be	Transport for West Midlands	N	The consultation material outlined the commitment of the Scheme to improve walking and cycling provision by providing a controlled crossing at the Clifford Bridge Road roundabout. It also described that the proposals "accommodation overbridgeincluded sufficient space within the new B4082 verge to allow a future footway/cycleway to be delivered to the bridge" and that if the Hungerley Hall Farm accommodation overbridge could be retained, "there is potential to convert it into a shared footway/cycleway and farm access bridge in the future." Public transport is discussed in Section 9 of the

Table 27 - WCH theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	far more acknowledgement of the importance of modal shift including far more consideration on public transport implications. The consultation material highlights numerous walking, cycling and horse-riding routes currently which provide access for local people and visitors to community assets and leisure facilities, with the consultation material alluding to further upgrades of cycling and walking provision, and increasing the number of safe crossings on the network.			Transport Assessment (**TR010066/APP/7.3**). There are a limited number of bus services that currently use the A46 in this area therefore the Scheme is unlikely to have a significant impact on buses. However, as congestion and vehicle flows on local routes are predicted to decrease, there is likely to be a positive impact for local bus services A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**). It includes the results of usage surveys of walkers and cyclists on a range of local routes. The assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes. The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2l), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and

Table 27 - WCH theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant also proposes to retain the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. Should the requirements for farm access change in future as a result of development in the area, the Applicant is open to discussing the future use of the bridge with any prospective applicant of Local Plan allocation H2:3 and Coventry City Council in regard to its future use as an active travel route, at that point in time. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	Every effort must be made to retain the pedestrian bridges - or replace	Brinklow Parish Council	N	Since the completion of the statutory consultation, structural surveys of the Hungerley Hall Farm

Table 27 - WCH theme: Prescribed consultees				
Statutory Consultation under s42(1)(a) of the Planning Act 2008 with prescribed consultees				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	with new.			accommodation overbridge have been carried out and it has been found to be structurally sound. The Applicant proposes to retain the Hungerley Hall Farm accommodation overbridge as part of the Scheme, and will continue to maintain the asset for its current use. Should the requirements for farm access change in future as a result of development in the area, the Applicant is open to discussing the future use of the bridge with any prospective applicant of Local Plan allocation H2:3, Coventry City Council and Rugby Borough Council in regard to its future use as an active travel route, at that point in time.

Table 28 - WCH theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
WCH	The Hungerley Hall Farm accommodation bridge referred to above would potentially provide one option for a walk / cycle route to Coombe Abbey Park, albeit there is no current Public Right of Way using the bridge. Discussions with Coventry and Warwickshire County Council will be required once the structural surveys of the bridge have been completed.	Coventry City Council	N	Since the completion of the statutory consultation, structural surveys of the Hungerley Hall Farm accommodation overbridge have been carried out and it has been found to be structurally sound. The Applicant proposes to retain the Hungerley Hall Farm accommodation overbridge as part of the Scheme, and will continue to maintain the asset. Should the requirements for farm access change in future as a result of development in the area, the Applicant is open to discussing the future use of the bridge with any prospective applicant of Local Plan allocation H2:3 and Coventry City Council in regard to its future use as an active travel route, at that point in time. The Applicant will continue to engage with Coventry City Council and Warwickshire County Council. Chapter 3 of the Consultation Report (**TR010066/APP/5.1**) summarises engagement with stakeholders including local authorities. ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**) details the discussions held with local authorities and other active travel groups in relation to the Walking, Cycling and Horse-riding assessment.
WCH	If for any reason [the Hungerley Hall Farm accommodation overbridge proposal] should not be	Coventry City Council	N	Since the completion of the statutory consultation, structural surveys of the Hungerley Hall Farm accommodation overbridge have been carried out

Table 28 - WCH theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	feasible National Highways would need to look at alternative solutions for the design. Provision of a crossing, either underpass or bridge, in the vicinity of the existing roundabout would also provide a direct route to the Park and could perhaps be incorporated within the Flood Alleviation Scheme being carried out at Coombe Pool. The A46 in this area is a barrier between residents in Coventry and the country park for sustainable and active travel Movements. The City Council believes this to be a critical area and more details will need to be produced and agreed during the DCO process.			and it has been found to be structurally sound. The Applicant proposes to retain the Hungerley Hall Farm accommodation overbridge as part of the Scheme, and will continue to maintain the asset. Should the requirements for farm access change in future as a result of development in the area, the Applicant is open to discussing the future use of the bridge with any prospective applicant of Local Plan allocation H2:3 and Coventry City Council in regard to its future use as an active travel route, at that point in time.
WCH	The addition of suitable walking and cycling facilities to the scheme will need to be designed to LTN1/20 standards, within the new section of road, and along the existing spur to connect to the planned Binley Cycle Route at Clifford's Bridge Road, to the access bridge or final walking and	Coventry City Council	N	The Scheme includes the provision of a controlled crossing on the eastern arm of the Clifford Bridge Road roundabout to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include

Table 28 - WCH theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	cycling route that moves forward. It is appreciated that a strip of land has been reserved to provide such a provision, but it is felt that this needs to be provided if National Highways are to produce a design to meet current National Standards.			any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The width of the widened verge would be sufficient to accommodate the LTN 1/20 standard, which would apply when delivered at a later date by others, of a 3m cycleway and separate 2m footway with the exception of a short length of the existing B4082 on approach to the Clifford Bridge Road roundabout where a section of shared use cycle track may be required due to existing constraints. A Walking, Cycling and Horse-riding (WCHR)

Table 28 - WCH theme: Local authorities				
Statutory Consultation under s42(1)(b) of the Planning Act 2008 with local authorities				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**).

Table 29 - WCH theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
WCH	Who would want to cycle or ride a horse parallel to the A46? Unless to get access to a new housing estate maybe?	BHLF-2AJC-3WX6-R	N	Surveys of walking, cycling and horse-riding activity were undertaken to provide usage information for key active travel routes in the area to inform the assessment. The outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). However, there are no facilities for walking or cycling along the link road or the A46 currently. Any revised access arrangement, including by cycle or horse riding, to any future development of the H2:3 is considered to be a matter for the Local Planning Authority when considering any future planning application on this site.
WCH	Not enough being done. It appears to be a token gesture.	BHLF-2AJC-3WVN-E	N	The Case for the Scheme (**TR010066/APP/7.1**) sets out the need for the Scheme based upon current traffic issues within the Walsgrave area. The document also establishes the objectives of the Scheme and how these have been met. A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**). The

Table 29 - WCH theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes. The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford

Table 29 - WCH theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	Proposals seem to involve access across Hungerley Hall bridge to private agricultural land.	BHLF-2AJC-3WGJ-U	N	Since the completion of the statutory consultation, structural surveys of the Hungerley Hall Farm accommodation overbridge have been carried out and it has been found to be structurally sound. The Applicant proposes to retain the Hungerley Hall Farm accommodation overbridge as part of the Scheme, and will continue to maintain the asset. Should the requirements for farm access change in future as a result of development in the area, the Applicant is open to discussing the future use of the bridge with any prospective applicant of Local Plan allocation H2:3 and Coventry City Council in regard to its future use as an active travel route, at that point in time.

Table 29 - WCH theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
WCH	Proposed map indicates cycle and footway access over farm bridge at Hungerley Hall Farm implying future right of way to Coombe Park.	BHLF-2AJC-3WGT-5	N	Since the completion of the statutory consultation, structural surveys of the Hungerley Hall Farm accommodation overbridge have been carried out and it has been found to be structurally sound. The Applicant proposes to retain the Hungerley Hall Farm accommodation overbridge as part of the Scheme, and will continue to maintain the asset. Should the requirements for farm access change in future as a result of development in the area, the Applicant is open to discussing the future use of the bridge with any prospective applicant of Local Plan allocation H2:3 and Coventry City Council in regard to its future use as an active travel route, at that point in time.
WCH	Don't like walkers going over a bridge in case some of them drop stone on moving traffic.	BHLF-2AJC-3WX1-K	N	The Applicant is not currently expecting to undertake any works to the Hungerley Hall Farm accommodation overbridge as part of the Scheme, and therefore does not consider there to be any increased likelihood of such activities occurring and thus impacting upon the safety of existing users of the A46 as result. The Applicant considers the current height of the parapets, which also incorporate meshing, as sufficient to deter any such activities.
WCH	I would like a pedestrian crossing somewhere near the junction of Clifford Bridge Road and Gainford	BHLF-2AJC-3WVA-1	N	The junction of Clifford Bridge Road and Gainford Rise is outside the Order Limits for the Scheme. The provision of additional crossing facilities at that

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Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	Rise because of the volume and speed of traffic from the A46 it is extremely dangerous to pull out of this junction.			location would be a matter for the relevant local authority to consider, in this case Coventry City Council. However, construction of the final section of the Binley Cycleway by Coventry City Council is expected to begin in 2024 and includes provision of a new Puffin (pedestrian) crossing on Clifford Bridge Road to the north of its junction with Gainford Rise to improve connectivity for pedestrians.
WCH	Don't ride cycle / horse. Don't walk on busy roads. However, it could be an opportunity to open up a cycleway and footpath to Coombe Park.	BHLF-2AJC-3WG6-7	N	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also

Table 29 - WCH theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	What effect will the proposed cycle lane have on the Clifford Bridge Road?	BHLF-2AJC-3WVA-1	N	The sections of the Binley Cycleway which pass along the Clifford Bridge Road corridor are being developed, consulted upon and implemented by Coventry City Council. Details of the effects of implementation of the cycleway scheme should be sought from the Council.
WCH	Public Rights of Way Our client is keen to understand the location and extent of any public right of ways proposed.	BHLF-2AJC-3WGU-6	N	A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures

Table 29 - WCH theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**). The assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes. The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue

Table 29 - WCH theme: Persons with an interest in the land				
Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		**Prescribed Consultee(s)**	**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
				to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas.

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
WCH	Looking at the proposals I am a little concerned we may lose our rights to access as dog walkers.	N	The Scheme does not sever any Public Right of Way or other active travel routes. As such, the Scheme would not compromise existing accessibility levels for pedestrians or dog walkers. A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**). It includes the results of usage surveys of walkers and cyclists on a range of local routes. The assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes.
WCH	[Hardly anyone uses cycle lines] just like the one on Binley Road.	N	The Binley Cycleway is being implemented by Coventry City Council and is therefore separate to the Scheme proposals. Details of the effects of implementation of the cycleway scheme should be sought from the Council.
WCH	Considering the disruption caused by the introduction of cycle lanes in the Binley area,	N	The Binley Cycleway is being implemented by Coventry City Council and is therefore separate to

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	and the costs must have been astronomical, I have yet to see a cycle user on any stretch.		the Scheme proposals. Details of the effects of implementation of the cycleway scheme should be sought from the Council.
WCH	Don't know where the route along the B4082 is going (Nowhere).	N	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	Where are they actually taking you that has any use.	N	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	The current resultant National Highways cycle way delivery solution appears to have completely overlooked the principal objective of my proposal to get the best CONNECTIVITY for cyclists. Consequently, National Highways may well have embroiled themselves in unnecessary complex activity, including dependencies and costs by determining that the Hungerley Hall	N	A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**). The assessment concludes there is not considered to be

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	farm bridge is required for the cycle way. For best CONNECTIVITY I struggle to see why this bridge should be a part of the cycle way scheme.		any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes. Since the completion of the statutory consultation, structural surveys of the Hungerley Hall Farm accommodation overbridge have been carried out and it has been found to be structurally sound. The Applicant proposes to retain the Hungerley Hall Farm accommodation overbridge as part of the Scheme, and will continue to maintain the asset. Should the requirements for farm access change in future as a result of development in the area, the Applicant is open to discussing the future use of the bridge with any prospective applicant of Local Plan allocation H2:3 and Coventry City Council in regard to its future use as an active travel route, at that point in time. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	The routes seem provisional and don't seem to go anywhere	N	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	Proposed route along slip road leads to nowhere !!!!	N	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	Do not understand the need for the proposed shared cycle and pedestrian route on the B4082 as currently there is no route there and there are no pedestrians or cyclists travelling the whole route of the B4082 because there is nothing for them to walk / cycle to.	N	The Case for the Scheme (**TR010066/APP/7.1)** sets out the need for the Scheme based upon current traffic issues within the Walsgrave area. The document also establishes the objectives of the Scheme and how these have been met. A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**). The assessment concludes there is not considered to be

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes. The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	The proposed Binley cycleway (as indicated on the map on page 12) is bizarre. Where is this going to? Who uses this route on food now. Of all the proposal, which I agree with, I see no reason for this. As I say, bizarre.	N	The Binley Cycleway as depicted on page 12 of the A46 statutory Consultation Brochure, as shown in **Annex J** of the Consultation Report Annexes (**TR010066/APP/5.2**), is being implemented by Coventry City Council, and is therefore separate to the Scheme proposals. Details of the effects of implementation of the cycleway scheme should be sought from the Council.
WCH	Don't do the cycle path.	N	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	I am heartily sick of hearing the words "cycle lane" - they are a good idea but not on narrow city streets.	N	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	You have narrowed roads for cycle paths that are rarely used causing more congestion on the roads.	N	The Binley Cycleway is being implemented by Coventry City Council and therefore separate to the Scheme proposals. Details of the effects of implementation of the cycleway scheme should be sought from the Council.
WCH	No provision whatsoever for cyclists and pedestrians.	N	The Case for the Scheme (**TR010066/APP/7.1**) sets out the need for the Scheme based upon current traffic issues within the Walsgrave area. The document also establishes the objectives of the Scheme and how these have been met. A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**). The assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes. The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	The cycle routes are too wide for the road. The traffic now backs up even further.	N	The Binley Cycleway is being implemented by Coventry City Council and therefore separate to the Scheme proposals. Details of the effects of implementation of the cycleway scheme should be sought from the Council.
WCH	I have not seen much use of the cycle / walkers new works. Not when I see the cars stuck now it's a narrower road from before. Lot of expense on the cyclists path for the few I have seen on it.	N	The Binley Cycleway is being implemented by Coventry City Council and therefore separate to the Scheme proposals. Details of the effects of implementation of the cycleway scheme should be sought from the Council.
WCH	Very few cyclists.	N	A Walking, Cycling and Horse-riding (WCH)

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). It includes the results of usage surveys of walkers and cyclists on a range of local routes.
WCH	I have never seen horses or cyclists on the road. Most potential users in these categories would only wish to cross the road I would think.	N	A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**). The assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes. The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2l), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	Too many cycle routes being created for non-existent cyclists. They are not used.	N	A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**). The assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes. The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others.

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	It has yet to be proved that this provision will be used by the public.	N	A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**). The assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes.

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption.

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	Seems an expensive change when I've never seen a horse or cyclist on the A46	N	A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**). The assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes. The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			been met.
WCH	Although allowance has been made, I don't think the area east of the A46 has been developed enough to warrant further works.	N	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption.

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas.
WCH	There are hardly any of these. Millions are spent on things like cycle lanes which hardly anyone uses.	N	A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**). The assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes. The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas.
WCH	Horses are unlikely to use the route.	N	A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**). It includes the results of usage surveys of walkers and cyclists on a range of local routes. The assessment

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes.
WCH	I have significant issues with your proposed passive provision for a CYCLE WAY that is proposed to be constructed at a later time by another organisation.	N	The Case for the Scheme (**TR010066/APP/7.1)** sets out the need for the Scheme based upon current traffic issues within the Walsgrave area. The document also establishes the objectives of the Scheme and how these have been met. A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**). It includes the results of usage surveys of walkers and cyclists on a range of local routes. The assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes. The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	In the current next stage follow-on A46 public consultation exercise National Highways indicate they do not wish to build a cycle way themselves. Instead National Highways proposes only to allow sufficient passive land provision to allow another organisation to potentially develop a much shorter length of cycle way to another destination and at a later date. There is no mention of intent to extend the cycle way to run parallel to and alongside the A46 to the next northbound overbridge to enable optimum CONNECTIVITY as is required. National Highways also do not offer certainty that any part of their much 'cut back' cycle way plan will occur and also stress there is a dependency based on anything happening at all due to uncertainty on the current condition of the Hungerley Halll farm bridge across the A46?	N	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	Is Passive Provision Acceptable? Putting it quite bluntly, No! To only make passive provision for a cycle way whilst major road works are to go ahead anyway at the A46 Walsgrave Junction is an oversight in my view. To propose building the cycle way at a later time will cost significantly more and then this construction activity will likely have some impact of road traffic flow. It all needs to happen as part of one project's work stream. With the world in a climate crisis we need to encourage more cycling as a matter of some urgency. Passive provision should not be seen	N	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	as acceptable.		the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met. ES Chapter 14 (Climate) (**TR010066/APP/6.1**) presents the assessment used to determine any potential likely significant effects of the Scheme upon climate change, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 114 (Climate Quality).

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			This assessment considers the Scheme's effect on climate (i.e. increases in carbon emissions) as well as the potential vulnerability of the Scheme to climate change (i.e. the resilience of the Scheme assets to projected changes in climate).
WCH	A pedestrian crossing on Eastern Arm will cause mayhem. Traffic is bumper to bumper now.	N	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. Careful consideration has been given to the positioning of the crossing to ensure that it would be located as close as possible to the pedestrian desire line whilst ensuring that the crossing, when called, does not impact unduly on the operation of the Clifford Bridge Road roundabout. The Transport Assessment (**TR010066/APP/7.3**) summarises the Scheme's impact on the strategic and local highway network with respect to traffic

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			congestion and road safety for motorised transport. The modelling undertaken includes the provision of the signalised pedestrian crossing which is proposed as part of the Scheme. The Transport Assessment (**TR010066/APP/7.3**) indicates that the Scheme's traffic benefits include reduced journey times, increased capacity and free-flowing journeys along the A46 at Walsgrave Junction.
WCH	The pedestrian crossing will cause accidents and tailbacks as it is a busy island on an already congested road.	N	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. Careful consideration has been given to the positioning of the crossing to ensure that it would be located as close as possible to the pedestrian desire line whilst ensuring that the crossing, when called, does not impact unduly on the operation of the Clifford Bridge Road roundabout. The Transport Assessment (**TR010066/APP/7.3**) summarises the Scheme's impact on the strategic

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			and local highway network with respect to traffic congestion and road safety for motorised transport. The modelling undertaken includes the provision of the signalised pedestrian crossing which is proposed as part of the Scheme. The Transport Assessment (**TR010066/APP/7.3**) indicates that the Scheme's traffic benefits include reduced journey times, increased capacity and free-flowing journeys along the A46 at Walsgrave Junction.
WCH	Proposed pedestrian crossing right next to Clifford Bridge Road roundabout with Link road looks too close and needs moving furth down Link road.	N	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. Careful consideration has been given to the positioning of the crossing to ensure that it would be located as close as possible to the pedestrian desire line whilst ensuring that the crossing, when called, does not impact unduly on the operation of the Clifford Bridge Road roundabout. The Transport Assessment (**TR010066/APP/7.3**)

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			summarises the Scheme's impact on the strategic and local highway network with respect to traffic congestion and road safety for motorised transport. The modelling undertaken includes the provision of the signalised pedestrian crossing which is proposed as part of the Scheme. The Transport Assessment (**TR010066/APP/7.3**) indicates that the Scheme's traffic benefits include reduced journey times, increased capacity and free-flowing journeys along the A46 at Walsgrave Junction.
WCH	How long have walkers, cyclists and horse riders had priority to the roads? The state of the middle and sides of the roads are covered in rubbish with only cars using it.	N	A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**). It includes the results of usage surveys of walkers and cyclists on a range of local routes. The assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met, as detailed in the Case for the Scheme

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			(**TR010066/APP/7.1**).
WCH	This was not made clear on your video but it did not appear to show a safe route for [walkers, cyclists or horse riders].	N	A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**). The assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes. The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	Already had 3 years of congestion on Clifford Bridge Road, due to Binley Woods junction being altered.	N	The Applicant has produced an Outline Traffic Management Plan (**TR010066/APP/7.5**) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			community. It is acknowledged that the construction of the Scheme could cause disruption to all road users. Where possible, the most disruptive works, including closures of the A46, would be planned outside of peak travel times to minimise disruption to road users and the local community. As defined in the Outline Traffic Management Plan (**TR010066/APP/7.5**), off-peak traffic hours are between the hours of 21:00 – 06:00. The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (**TR010066/APP/7.5**). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.
WCH	I don't think Hungerly Hall Farm needs bicycles and no doubt off roaders to use their land. They do have livestock.	N	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	There is already a footpath & cycle lane to the hospital.	N	A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**). It includes the results of usage surveys of walkers and cyclists on a range of local routes. The assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes. The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	Does not affect walkers and cyclists as they have alternatives available.	N	A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**). It includes the results of usage surveys of walkers and

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			cyclists on a range of local routes. The assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes. The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	Unnecessary	N	The Case for the Scheme (**TR010066/APP/7.1)** sets out the need for the Scheme based upon current traffic issues within the Walsgrave area. The document also establishes the objectives of the Scheme and how these have been met. A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**). It includes the results of usage surveys of walkers and

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			cyclists on a range of local routes. The assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes. The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	From the aerial video impression of the proposed junction I don't see a footpath between Coombe Abbey and the hospital. I think adding a footpath between the two could promote access to the outdoors by hospital goers and Walsgrave residents.	N	A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**). It includes the results of usage surveys of walkers and cyclists on a range of local routes. The assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes. The Scheme includes the provision of a signalised

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	A footpath link between Combe Abbey Park and Walsgrave could be made so improve access!!	N	The Case for the Scheme (**TR010066/APP/7.1)** sets out the need for the Scheme based upon current traffic issues within the Walsgrave area. The document also establishes the objectives of the Scheme and how these have been met. A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**). It includes the results of usage surveys of walkers and cyclists on a range of local routes. The assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes. The Scheme includes the provision of a signalised

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	Better on the other side and swing it up to the B4027 Brinklow Road - will get more use. Pedestrian crossing in wrong place - will stop traffic flow. Put it to the south of the island straight onto cycle way.	N	The Scheme includes the provision of a controlled crossing on the eastern arm of the Clifford Bridge Road roundabout to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. Clifford Bridge Road is outside the Order Limits for the Scheme, meaning no changes to the existing footways or crossing points are being pursued. In the event that new walking and cycling infrastructure is implemented after the construction of the Scheme, it would be for the developer of that infrastructure to determine whether any new crossing points on Clifford Bridge Road are required.' The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met, as set out in the Case for the Scheme (**TR010066/APP/7.1)**. The Transport Assessment (**TR010066/APP/7.3**) summarises the Scheme's impact on the strategic and local highway network with respect to traffic congestion and road safety for motorised transport.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The modelling undertaken includes the provision of the signalised pedestrian crossing which is proposed as part of the Scheme. The Transport Assessment (**TR010066/APP/7.3**) indicates that the Scheme's traffic benefits include reduced journey times, increased capacity and free-flowing journeys along the A46 at Walsgrave Junction.
WCH	As a dog walker, many of us use the area by the farm to walk over Caludon Field and on to Stoke Floods. I personally feel that a pedestrian crossing is also needed at the very bottom end of Clifford Bridge Road as the way people speed off the B4428 is ridiculous and I don't see a "speed limit" changing this!	N	A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**). It includes the results of usage surveys of walkers and cyclists on a range of local routes. The assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes. Clifford Bridge Road is outside the Order Limits for the Scheme and therefore changes to pedestrian crossing arrangements are not within its scope. Coventry City Council is the responsible highway authority for this road.
WCH	If a footpath could be provided to Coombe Park,	N	The Scheme includes the provision of a signalised

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	don't do it on the cheap, a proper path of tarmac and curb stones. Maybe fencing to protect the farmers land and crops and the trees around Coombe Pool. The great double page pictures at the back shows how a footpath could be provided.		pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	Improved access to east of current A46 would be improved but this is dependent on how facilities would be developed from the Hungerley Hall Farm access bridge.	N	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	My new cycle way idea [from the beginning of the realigned B4082 and alongside the western extent of the Scheme as far as the Farber Road overbridge] does offer significant benefits to the citizens of Coventry, the route is sorely needed and I am puzzled as to why I was not treated more as a stakeholder. Nonetheless, I am flattered to a certain degree. It is pleasing to see in your latest consultation publication that National Highways do seem to acknowledge the importance of introducing a version of a cycle way, despite it being less	N	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	attractive and not delivering the full potential that could be achievable.		to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	Pedestrian access to the Coombe Abbey across the farmland needs to be maintained and cycling provision would also be great	N	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	Move the cycleway to the other side of the road and take it to the B4027 Brinklow Road and maybe on to Binley / Binley woods.	N	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	A public footpath needs to be provided.	N	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the

Table 30 - WCH theme: Local community and statutory publicity			
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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	There is no need for cycle path on the A46. I would not want to use it with traffic going past along with lorries. This will mean more loss trees etc making the city look ugly.	N	The Scheme does not include the addition of cycle lanes on the A46.

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
WCH	This is a fast dual carriageway that is never going to be a suitable route for bikes or horses. It is just an equivalent of a hard-shoulder-less motorway. Nowhere's a thought. Build a safe, alternate, route for bikes, horses & walkers, just far enough away from the A46 that you don't need to restrict traffic flow while you are building it. Then we keep good flowing traffic and you satisfy you insatiable urge to keep making so-called "improvements..	N	The Scheme does not include the addition of cycle lanes or space for horse-riders on the A46. The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	No one in their right mind would cycle on the A46 (I am a cyclist, but more abroad where there is more provision for cyclists)	N	The Scheme does not include the addition of cycle lanes on the A46.
WCH	I would like to see footpath access be added from Coombe country park and Walsgrave. The Coventry Outdoor Partnership is a charity operating within the city that could help provide evidence to its potential benefit and assist in planning this addition.	N	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	As a walker, the pedestrian crossing on the B4082 is welcomed, but could be implemented outside of this proposa.	N	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, to facilitate the safe movement of pedestrians across the B4082 link road,

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. This will be delivered as part of the construction works to the B4082 and A46.
WCH	A new public footpath should be provided across the farmer bridge with the footpath following the northern side of Coombe Pool all the way to the park.	N	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	The footpath along Brinklow Road is too narrow and dangerous with cars and lorries speeding past.	N	Brinklow Road is outside the Order Limits of the Scheme. Improvements to pedestrian facilities would be the responsibility of the relevant local authority.
WCH	Under the new laws regarding walkers, horse riders and cyclists they have to be protected from car drivers etc.	N	A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**). The

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes. The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	The peed of traffic is a danger to the general public.	N	A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (**TR010066/APP/6.1**). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (**TR010066/APP/6.2**). It includes the results of usage surveys of walkers and cyclists on a range of local routes. The assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes. The Scheme includes the provision of a controlled crossing on the eastern arm of the Clifford Bridge

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Road roundabout to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. As summarised in Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**), the preliminary design of the Scheme has been subject to a Stage 1 Road Safety Audit (RSA), which considers pedestrians and cyclists, would be continued through a further three stages as the design of the Scheme is developed.
WCH	We must provide safety for all.	N	Chapter 7 of the Transport Assessment (**TR010066/APP/7.3**) provides an assessment of the Scheme's impact on safety. It provides a summary of the existing road safety record on the A46 and a forecast impact of the Scheme on accidents. It also provides responses to the road safety audit (RSA) undertaken for the Scheme, including the designer's response on behalf of the Applicant, in order to demonstrate the suitability of the Scheme design in safety terms.
WCH	Don't think walkers and cyclists should be on same route.	N	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas.

Table 30 - WCH theme: Local community and statutory publicity			
Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	Separation of pedestrians, cyclists and horse riders from faster moving traffic is much to be desired.	N	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (**TR010066/APP/2.3**), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others. The Applicant has also retained the Hungerley Hall

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Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
			Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Abbey Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas. The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	The plan is looking to future access to Coombe Park using bike/or foot.	N	The comments are noted.
WCH	Retaining Hungerley Hall Farm access bridge enables the potential to convert it into a shared footway/cycleway and farm access bridge in the future, which would serve both land to the east and west of the A46. Furthermore, the proposed design includes a new signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout and sufficient space	N	The comments are noted.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	within the new B4082 verge to allow a future footway/cycleway to be delivered to the bridge. This would enable development on the eastern side of the A46 to be better connected with the wider Coventry settlement.		
WCH	It's a nice to have with Coombe Abbey being more assessable.	N	The comments are noted.
WCH	Good use of existing bridges.	N	The comments are noted.
WCH	Cannot see any objection.	N	The comments are noted.
WCH	Don't see any problem.	N	The comments are noted.
WCH	Strongly agree [with proposed changes to routes for walkers, cyclists and horse riders].	N	The comments are noted.
WCH	Makes sense.	N	The comments are noted.
WCH	Seems adequate	N	The comments are noted.
WCH	Looks reasonable	N	The comments are noted.
WCH	My workplace on Ansty Business Park has	N	The comments are noted.

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Topic Area and Consultation Responses		**Change (Y/N):**	**The Applicant's response (inc. the regard had to the consultation response)**
	facilities for cyclists. There are no cycle paths along the A46 currently whatsoever.		
WCH	If it happens I don't see much impact likely for walkers, cyclists and horse riders.	N	The comments are noted.
WCH	The new pedestrian crossing is more safe for pedestrians.	N	The comments are noted.
WCH	As a walker, the pedestrian crossing on the B4082 is welcomed.	N	The comments are noted.
WCH	The change proposed at the junction with Clifford Bridge roundabout would be a very positive safety measure.	N	The comments are noted.
WCH	When walking to Tesco or even hospital a pedestrian crossing will be safer at the Clifford Bridge roundabout.	N	The comments are noted.
WCH	The alternative routes for walkers, cyclists and horse riders UST always be given high priority	N	The comments are noted.
WCH	In line with current government and public expectations	N	The comments are noted.

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WCH	but agree there should be better provision	N	The comments are noted.
WCH	Pleased other people besides motorists are being considered.	N	The comments are noted.
WCH	People will be safer.	N	The comments are noted.
WCH	It will make it safer to cross both the A46 and B4082.	N	The comments are noted.
WCH	It's more safe	N	The comments are noted.
WCH	I feel that pedestrians and horse riders will have a safer route.	N	The comments are noted.
WCH	Existing layout not safe for pedestrians, cyclists etc. Too much traffic and speed restrictions not adhered to.	N	The comments are noted.