

## **A46 Coventry Junctions (Walsgrave) Scheme number: TR010066**

### **5.2 Consultation Report Annexes**

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

APFP Regulations 5(2)(q)

Planning Act 2008

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

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**CONSULTATION REPORT ANNEXES**

**Annex N: Tables evidencing regard had to supplementary  
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2008 Act)**

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

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## N1. Annex N Introduction

- 1.1.1. This annex sets out how the Applicant has had regard to the responses received to the supplementary consultation and targeted statutory consultation, in line with section 49 of the 2008 Act.
- 1.1.2. Issues in the four responses to the supplementary consultation are set out in one table.
- 1.1.3. For the targeted statutory consultation, there are eight tables, corresponding to the eight overarching themes (for example, Design or Environment) that were identified in responses to the consultation. All responses received were from section 44 Land Interests and so the issues they contained are provided in one table for each theme.
- 1.1.4. The comments from consultees are set out 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.

## N2. Responses to the supplementary consultation

2.1.1. The table below provides evidence of the regard had to responses received to the Applicant's supplementary consultation, in accordance with s49 of the 2008 Act.

Table 1 - Responses to the supplementary consultation				
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	<p>Acquisition of Permanent and Temporary Rights</p> <p>It is noted that permanent and temporary rights are now being sought off the main Hungerley Hall Farm drive. It is assumed that the acquisition of permanent rights is to enable access into the land to be acquired permanently for water attenuation purposes. It isn't clear however why National Highways are not able to access this land through the permanently acquired extent given the access apron is wide enough to accommodate such an arrangement. We cannot see any need for National Highways to acquire permanent rights across the Hungerley Hall Farm entrance and creating an access to the attenuation pond area directly from the adopted highway would avoid disruption to our client's access both during construction and post scheme.</p>	Email5X	N	<p>The acquisition of permanent rights of plots 2/3d and 2/3e, as shown in the Land Plans (<b>TR010066/APP/2.2</b>) is to enable the Applicant with rights of access to the proposed southern detention basin for the purposes of inspecting and maintaining the drainage asset and associated landscaping. The reasons for each plot of land within the Order Limits is provided in the Statement of Reasons (<b>TR010066/APP/4.1</b>).</p> <p>Accesses should have a separation of the stopping sight distance and not be placed on the inside of a bend for safe visibility to enter and exit, which is set out in Design Manual for Roads and Bridges (DMRB) CD123 (Design of at-grade junctions).</p> <p>The proposed alignment of the B4082 being on a curve restricts the locations of where an access could be positioned due to the visibility requirements described above. Using the existing access would avoid the need to remove</p>

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				additional trees to create a new access off the highway as suggested.
Design	<p>Attenuation Ponds</p> <p>Following review of the proposed scheme drawings we note that the attenuation ponds have been expanded and permanent land take has subsequently increased. On the drawings provided we believe the land take appears to be in excess of what is practically required and would ask National Highways to comment further on the change in requirements and the justification for realigning / extending the water attenuation arrangements. We also note from the circulated drawings that access to the northwest attenuation pond will share the new Hungerley Hall Farm B4082 entrance when previous drawings showed this access via the western dumbbell roundabout. It is not clear why this has been amended given permanent land take has been increased to accommodate it and the original arrangement did not require such additional land.</p>	Email5X	N	<p>After the statutory consultation, the Applicant developed the drainage strategy which has resulted in refinements to the drainage features proposed as part of the Scheme. One detention basin and two ponds are proposed in the Scheme.</p> <p>The southern detention basin was changed in orientation to better reflect the topography of the existing ground and to allow for better integration of the proposed landscaping.</p> <p>A water quality assessment identified that the surface water from the existing road is not acceptable to discharge into the watercourse (an existing issue) and therefore a water quality pond has been proposed in place of the northern drainage feature. This would require an access which has been provided between the landscaping along the western edge of the scheme.</p> <p>The design development of the drainage features is discussed in the Scheme Design Report</p>

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				<p>(<b>TR010066/APP/7.4</b>).</p> <p>The drainage strategy is set out in ES Appendix 13.6 (Drainage Strategy Report) (<b>TR010066/APP/6.3</b>) and the drainage layout for the Scheme is presented on the Drainage and Surface Water Plans (<b>TR010066/APP/2.7</b>).</p> <p>The Applicant proposes to take temporary possession of plots 2/3d and 2/3e to construct the Scheme, and acquire permanent rights as shown on Sheet 2 of the Land Plans (<b>TR010066/APP/2.2</b>), which would allow maintenance access to the southern drainage detention basin. The Applicant and Coventry City Council would be granted a permanent right of access for these plots to gain access to the detention basin area. Further details are provided in the Book of Reference (<b>TR010066/APP/4.3</b>) and the Statement of Reasons (<b>TR010066/APP/4.1</b>)</p> <p>At Statutory Consultation the maintenance access for the northern pond was provided off the western dumbbell roundabout. This has changed due to the development of the drainage design. A maintenance track is now required for a drainage</p>

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				ditch that runs along the western edge of the Scheme. To avoid unnecessary additional land take, access to the northern pond will now use this maintenance track. Access to the maintenance track will be provided from the new Hungerley Hall Farm entrance off the B4082 link road.
Environment	<p>Our clients position remains that permanent land take should be kept to a minimum in order to limit the impact on retained land and property and to reduce the associated compensation arising. In addition, our clients require further detail at an early stage regarding all retained land boundary treatments and the demarcation of land to be used temporarily.</p> <p>Our client continues to require assurance that their retained land boundary will be contiguous with adopted highway and that any new / existing entrance points retain unfettered highway access.</p>	Email5X	N	<p>The Applicant has sought to achieve a balance between minimising land-take and securing sufficient land to deliver the Scheme, noting that the detailed design of the Scheme has yet to be developed. In that context, the limits of deviation have been drawn as tightly as possible so as to avoid unnecessary land-take. In the event that less land proves to be required in a particular area following the detailed design stage, the Applicant would only seek to acquire that part of the land that is required and, in all events, will seek to minimise effects on land interests.</p> <p>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</p>

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				<p>Scheme can be submitted for further consideration, as well as presenting evidence at examination hearings.</p> <p>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 (<b>TR010066/APP/4.1</b>) 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.</p> <p>The Rights of Way and Access Plans (<b>TR010066/APP/2.4</b>) show any new or altered means of access, stopping up of streets, roads and any diversions, extinguishments or creation of rights of way.</p> <p>Access to the Hungerley Hall and Walsgrave Hill Farm land (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.</p> <p>Access between the existing Hungerley Hall Farm</p>

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				<p>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.</p> <p>The Applicant has assessed the impact of the Scheme on the agricultural farming business which is set out in ES Chapter 12 (Population and Human Health) (TR010066/APP/6.1).</p>
Consultation	Impact on Hungerley Hall Farmhouse The supplied plans appear to now show interaction between the permanent land take boundary and the Hungerley Hall Farmhouse Title extent. which you may be aware is in the separate ownership of [[name redacted]. If our understanding is correct and an element of Hungerley Hall Farmhouse is now included within the permanent land take boundary then [name redacted] is an affected party who will need to be consulted accordingly.	Email5X	N	<p>The Applicant has used two types of mapping software to produce the plans presented, which has resulted in a minor inconsistency on the Hungerley Hall Farmhouse garden boundary. The Scheme design is based on a topographical survey and shows no works encroaching into the Hungerley Hall Farmhouse area. However, the Ordnance Survey mapping has been used as the background mapping on the DCO submission plans and this differs to the topographical survey. The intention of the Scheme design is to maintain the existing boundary and to not encroach within the Farmhouse title extent as shown in the General Arrangement (TR010066/APP/2.6).</p>

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Design	At present, [name redacted] is concerned with any requirement to permanently acquire part of the farmhouse given the implications this would have on the retained property from a value and occupation perspective.	Email5X	N	<p>It is not the intention of the Applicant to acquire any part of the Hungerley Hall Farmhouse.</p> <p>The Applicant has used two types of mapping software to produce the plans presented, which has resulted in a minor inconsistency on the Hungerley Hall Farmhouse boundary. The Scheme design is based on a topographical survey and shows no works encroaching into the Hungerley Hall Farmhouse area. However, the Ordnance Survey mapping has been used as the background mapping on the DCO application plans and this differs to the topographical survey.</p> <p>The intention of the Scheme design is to maintain the existing boundary and to not encroach within the Farmhouse title extent as shown in the General Arrangement (<b>TR010066/APP/2.6</b>).</p>
Design	In addition to the land take, the revised plans also appear to show a change in levels with the proposed realignment of the B4082 being at a reduced depth compared to the previous arrangement. This would put the new road on a similar level to the Farmhouse and our client has concerns over the potential visual and noise impact on the	Email5X	N	<p>Following the structural survey of Hungerley Hall Farm accommodation overbridge, which confirmed that the bridge could be retained, the vertical alignment of the B4082 link road needed to be raised to allow vehicular access from Hungerley Hall Farm.</p> <p>This revised design has been included in the</p>

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	retained farmhouse arising from this change. Clarity is sought on the scheme interaction with Hungerley Hall farmhouse as a priority for these reasons.			<p>Applicant's Environmental Impact Assessment, which includes the consideration of noise and visual impact. ES Chapter 7 (Landscape and Visual Effects) and ES Chapter 11 (Noise and Vibration) (<b>TR010066/APP/6.1</b>) 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.</p> <p>The Environmental Masterplan (ES Figure 2.4) (<b>TR010066/APP/6.2</b>) presents the landscaping mitigation to Hungerley Hall Farmhouse including woodland planting, hedgerows and isolated trees.</p> <p>ES Chapter 6 (Cultural Heritage) (<b>TR010066/APP/6.1</b>) 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 deemed a likely significant effect in relation to changes to setting of Hungerley Hall Farm.</p> <p>ES Chapter 11 (Noise and Vibration)</p>

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				<p>(<b>TR010066/APP/6.1</b>) 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).</p> <p>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) (<b>TR010066/APP/6.3</b>) presents the construction activities and anticipated plant.</p> <p>The Applicant acknowledges that there are some noisy construction activities that require mitigation during construction. The duration and timing of these activities would be refined during detailed design to minimise the impact on residential and non-residential receptors.</p> <p>Mitigation measures for the construction phase are identified the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (<b>TR010066/APP/6.5</b>)). An</p>

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				<p>Outline Construction Noise and Vibration Management Plan has been produced as part of the First Iteration EMP (Appendix B.2) (<b>TR010066/APP/6.5</b>) 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 (<b>TR010066/APP/3.1</b>).</p> <p>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 Construction Noise and Vibration Management Plan, included as part of the Second Iteration EMP 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 (<b>TR010066/APP/6.5</b>)), in order for affected local residents and businesses to be kept informed of works.</p> <p>ES Chapter 11 (Noise and Vibration) (<b>TR010066/APP/6.1</b>) concludes no significant</p>

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				residual traffic noise effects due to the operation of the Scheme.
Design	<p>Access to and from Accommodation Bridge</p> <p>The new farm access point off the B4082 is acceptable in principle however it is our client's preference to construct a revised farm track within the retained land themselves and recover the costs of doing so from National Highways on the basis National Highways do not appear to be willing to design the scheme in accordance with our client's requirements. The proposed alignment currently sterilises an element of productive land and does not accord with existing track alignment.</p> <p>In respect of the temporary land take, our client is concerned of the potential disturbance caused by contractors whilst on site and the interaction between farm vehicles and construction traffic. More detail is required for the use of such areas to ensure National Highway's activities do not hinder our client's farming operations.</p>	Email5X	N	<p>The Applicant is required to ensure that any existing access points that would be stopped up by the Scheme are replaced with a substitute access, therefore the Applicant is required to include a revised access for the Hungerley Hall Farm buildings off the B4082 as part of the Scheme.</p> <p>The position of the revised access to and from Hungerley Hall Farm accommodation overbridge has been designed in order to minimise the impact on the listed barn to the north of Hungerley Hall Farm.</p> <p>The Applicant has undertaken a schedule of condition survey and report for the listed Hungerley Hall Farm barn based on non-intrusive visual survey. This report showed that the barn is in poor condition and it is therefore likely to be adversely affected by ground vibration. The proposed design of the access track reduces the likelihood of ground vibration due to the increased clearance between the barn and the access track. Moving the access track closer to the barn would require temporary propping of the</p>

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				<p>barn, this is a specialist design/construction activity, which would not fully mitigate the risk of damage due to vibration.</p> <p>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 (<b>TR010066/APP/7.5</b>). Access to the farmland outside of the temporary land boundary would be maintained during the construction period.</p> <p>Access between the existing Hungerley Hall Farm buildings (Point 2/3 on Sheet 2 of the Rights of Way and Access Plans (<b>TR010066/APP/2.4</b>)) and the existing Hungerley Hall Farm accommodation overbridge (Point 2/5 on Sheet 2 of the Rights of Way and Access Plans (<b>TR010066/APP/2.4</b>)) would be maintained during construction.</p> <p>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</p>

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				Schedule 3 of the draft DCO (TR010066/APP/3.1).
Construction	In addition, any requirement to temporarily occupy existing farm buildings should be limited to the purpose of monitoring the structures during road construction. There should be no ability for contractors to utilise the buildings for any other scheme related purpose.	Email5X	N	<p>The Applicant does not need to occupy the farm buildings, however as stated by the consultee, the Applicant is proposing to install vibration monitoring equipment near the buildings during construction.</p> <p>Item NV3 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 limit vibration during construction and sets out actions in relation to on-site monitoring. Hungerley Hall Farmhouse has been included as a receptor within ES Chapter 6 (Cultural Heritage) (TR010066/APP/6.1).</p> <p>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</p>

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				<p>Assessment and Monitoring) and DMRB LA 111 (Noise and Vibration).</p> <p>Temporary noise barriers would be required at Hungerley Hall Farm 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. No additional land take would be required for the temporary noise barriers. Other noise mitigation measures during the construction phase are set out in the Outline Construction Noise and Vibration Management Plan, as part of the First Iteration EMP (Appendix B.2) (TR010066/APP/6.5).</p>
Construction	We have previously raised concerns over the safety of the proposed access from the western to eastern fields via the accommodation bridge. It remains our client's preference for the installation of a central reservation on the B4082 to facilitate manoeuvres with heavy machinery and to mitigate the risk of a serious traffic collision as farm vehicles navigate across two lanes of what is anticipated to be frequent fast-moving traffic.	Email5X	N	<p>Based on the anticipated usage of the Hungerley Hall Farm accommodation overbridge, the DMRB CD123 standard does not require a turning lane on the B4082.</p> <p>If a central reservation to provide a turning lane was provided it would increase the width of the B4082 along a proportion of its length, which would require additional permanent land take.</p> <p>The increased land take would also need to be</p>

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				assessed in the ES, as it has the potential to increase the magnitude of environmental impacts.
Construction	The scheme drawings currently depict that my client will require a right of access across the proposed permanently acquired land on the eastern side of the A46. Under the revised proposals there is no legal basis for access to our client's retained land east of the A46 so this part of the farm is effectively severed completely by the scheme. This has considerable compensation implications and for this reason and the additional reasons stated below, it remains my client's preference to retain this land in their freehold ownership. As a minimum, the revised proposals need to show what is intended to enable a formal access in perpetuity from the accommodation bridge to the eastern land extent post scheme.	Email5X	N	<p>It is the intention of the Applicant to grant access and provide a route through the mitigation area in order for Hungerley Hall Farm to access their parcels of land to the east of the A46. The actual route can be agreed and designed as part of detailed design.</p> <p>The Applicant will continue discussions with the landowner to ensure the landowner maintains access to its retained land.</p>
Environment	<p>Mitigation Land</p> <p>Our client has concerns generally over the area of land currently proposed for mitigation purposes to the east of the A46. As requested previously, it is necessary to understand the requirements for such land, specifically the technical data that has</p>	Email5X	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

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	<p>determined the location and extent of the mitigation areas proposed.</p> <p>It is our client's preference to explore alternate means of acquiring land used for mitigation purposes. We appreciate there is a need for mitigation land however we would like to explore way of achieving this including by way of rights or other offsetting arrangements rather than freehold acquisition.</p> <p>In terms of mitigation land opportunities generally, our client has previously expressed the potential to utilise land known as Binley Meadows adjacent to the Hungerley Hall access track for this purpose given its current situation / circumstances. We would request clarification as to why this has not been considered as part of scheme proposals.</p>			<p>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. ES Chapter 2 (The Scheme) (TR010066/APP/6.1) provides a detailed description of the Scheme including information about mitigation proposed.</p> <p>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)).</p> <p>The Applicant would prefer to acquire land by agreement wherever possible, rather than relying on compulsory acquisition powers. Therefore, the Applicant has written to all landowners inviting them to enter into discussions for the acquisition of their land by voluntary agreement. Annex A of</p>

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				<p>the Statement of Reasons (<b>TR010066/APP/4.1</b>) sets out specific purposes for each plot of land subject to compulsory acquisition powers and Annex B of the Statement of Reasons (<b>TR010066/APP/4.1</b>) provides an update on the status of negotiations with landowners.</p> <p>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 (<b>TR010066/APP/6.1</b>), ES Figures (<b>TR010066/APP/6.2</b>) and accompanying assessments within the Appendices (<b>TR010066/APP/6.3</b>). The ES includes a chapter on Population &amp; Human Health, which includes an assessment of the topic and any likely significant effects results from the Scheme during construction and operation.</p>
Design	<p>Eastern Dumbbell Roundabout</p> <p>We are extremely disappointed to note that the proposed access off the eastern dumbbell roundabout has been omitted from the updated proposals. As stated previously, the proposed access from Hungerley Hall Farm to the eastern fields causes</p>	Email5X	N	<p>The previous proposal, which included access from the eastern roundabout was proposed when the results of the structural survey of the Hungerley Hall accommodation overbridge were not known and it was assumed that the bridge would need to be demolished.</p> <p>However, as the accommodation overbridge can</p>

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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)
	considerable safety concerns for our client and therefore it is imperative that they have safe alternate access provision via the dumbbell roundabout as previously intended. We would request that this access be reinstated on this basis.			be retained, the access to the eastern fields would be maintained via the Hungerley Hall Farm accommodation overbridge. This also reduces the risk of mud on the new dumbbell junction and B4082 link road from farm vehicles. The access to and from Hungerley Hall Farm is shown on the General Arrangement plans (TR010066/APP/2.6).
Environment	<p>Drainage</p> <p>As stated previously, 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 land drains.</p>	Email5X	N	<p>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).</p> <p>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</p>

Table 1 - Responses to the supplementary consultation				
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)
				<p>compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 113 (Road drainage and water environment).</p> <p>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 (<b>TR010066/APP/3.1</b>).</p>
Consultation	We would reiterate that 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.	Email5X	N	<p>The Applicant would continue to engage with all known interested parties and there will be further opportunities to engage with and influence the Scheme, if the application for development consent it accepted.</p> <p>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.</p>

Table 1 - Responses to the supplementary consultation				
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)
				<p>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 (<b>TR010066/APP/6.1</b>), ES Figures (<b>TR010066/APP/6.2</b>) and accompanying assessments within the Appendices (<b>TR010066/APP/6.3</b>).</p> <p>The First Iteration Environmental Management Plan (<b>TR010066/APP/6.5</b>) provides further detail on proposed mitigation measures, including their specific locations.</p>
Consultation	<p>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.</p> <p>We do however require detailed design information before the formal position on the proposals can be confirmed and would point out that the contents of this correspondence are ultimately subject to client's approval, errors and omissions accepted.</p>	Email5X	N	<p>The detailed design of the Scheme would be secured through the Schedule 2 Requirements of the draft DCO (<b>TR010066/PP/3.1</b>), adhering to the design principles that are outlined in the Scheme Design Report (<b>TR010066/PP/7.4</b>).</p> <p>The Applicant would continue to engage with all known interested parties and there will be further opportunities to engage with and influence the Scheme, if the application for development consent it accepted.</p> <p>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</p>

Table 1 - Responses to the supplementary consultation				
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)
				<p>Planning Inspectorate would then require the Applicant to respond in writing to the issues raised in those Relevant Representations.</p> <p>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 (<b>TR010066/APP/6.1</b>), ES Figures (<b>TR010066/APP/6.2</b>) and accompanying assessments within the Appendices (<b>TR010066/APP/6.3</b>).</p> <p>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 (<b>TR010066/PP/4.1</b>) includes a Schedule of Negotiations at Annex B 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.</p> <p>Additionally, the ES (<b>TR010066/APP/6.1</b>) explains how, for each of a series of different topic areas such as air quality and cultural heritage, the Applicant has fully assessed the</p>

Table 1 - Responses to the supplementary consultation				
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)
				<p>potential impacts of the Scheme and proposed appropriate mitigation where necessary,</p> <p>The First Iteration Environmental Management Plan (<b>TR010066/APP/6.5</b>) provides further detail on proposed mitigation measures, including their specific locations.</p>
Consultation	<p>Finally, we enclose correspondence provided to our clients as part of the targeted consultation which duplicates the information returned during the original consultation exercise. We can confirm the information in the previously provided Land Interest Questionnaire (LIQ) remains unchanged and this detail should be relied upon for this additional consultation. We are not aware of our client retaining any interest in the land referenced in the additional LIQ correspondence received given such land appears to be existing adopted highway. We would request that you provide further detail if you believe our client has any interest in land other than that detailed in the previous LIQ response.</p>	Email5X	N	Comment noted.
Construction	<p>Access to Farmland</p> <p>In respect of our clients farming enterprise,</p>	Email6X	N	The Applicant does not envisage the proposed works would disrupt the farm operations. Access to farm buildings would be maintained throughout

Table 1 - Responses to the supplementary consultation				
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)
	we do require confirmation that we will be able to access our retained fields throughout the construction period.			<p>the construction period as set out in the Outline Traffic Management Plan (<b>TR010066/APP/7.55</b>). Access to the farmland outside of the temporary land boundary would be maintained during the construction period.</p> <p>The Applicant has held some discussions with the landowners about access but these would continue after the Development Consent Order (DCO) has been granted.</p>
Environment	<p>Permanent and Temporary Land Requirements</p> <p>It is our client's preference that permanent land take is kept to a minimum.</p>	Email6X [Walsgrave Hill Farm]	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. The reasons for each plot of land within the Order Limits is provided in the Statement of Reasons ( <b>TR010066/APP/4.1</b> )
Consultation	Any design changes that reduce the red line boundary [should be] reflected in the Order.	Email6X	N	The Scheme Design Report ( <b>TR010066/APP/7.4</b> ) 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

Table 1 - Responses to the supplementary consultation				
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)
				<p>planting and habitat creation necessitated by the Scheme, and future maintenance requirements for access to Coventry City Council's and the Applicant's assets.</p> <p>The size of the Scheme at Statutory Consultation was 34.5ha and has since increased to 36.6ha. Details of changes to the design since Statutory Consultation are provided in ES Chapter 3 (Assessment of Alternatives) (<b>TR010066/APP/6.1</b>).</p> <p>The Applicant has submitted a range of plans and ES figures within the DCO application, which have all been updated to reflect the revised Order Limits.</p> <p>The General Arrangement (<b>TR010066/APP/2.6</b>) show the design of the Scheme and identify its key components and features. An Environmental Masterplan has been produced which shows the Scheme design and areas within the Order Limits reserved for environmental mitigation. This is included in ES Figure 2.4 (Environmental Masterplan) (<b>TR010066/APP/6.2</b>).</p>
Consultation	Our client requires assurance that their retained land boundary will be contiguous	Email6X	N	All interested parties, including those with interests in the land affected by the Scheme,

Table 1 - Responses to the supplementary consultation				
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)
	with adopted highway and that any new / existing entrance points retain unfettered highway access.			<p>would have further opportunities to make comments on the application if it is accepted by the Examining Authority. 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.</p> <p>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.</p> <p>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</p>

Table 1 - Responses to the supplementary consultation				
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)
				<p>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.</p> <p>The Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) sets out the Applicant's current plans for traffic management measures to be used for the construction of the Scheme.</p> <p>The Rights of Way and Access Plans (<b>TR010066/APP/2.4</b>) show any new or altered means of access, stopping up of streets, roads and any diversions, extinguishments or creation of rights of way.</p> <p>Access to the Hungerley Hall and Walsgrave Hill Farm land (which is not within 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 (<b>TR010066/APP/2.4</b>)) and the existing Hungerley Hall Farm</p>

Table 1 - Responses to the supplementary consultation				
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)
				<p>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.</p> <p>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 of the draft DCO (TR010066/APP/3.1).</p>
Construction	We note an increase in land required temporarily to the west of the A46 for a construction compound and seek clarity on the reasons for the compound being sited at this location.	Email6X	N	<p>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).</p> <p>The location would allow the new bridge and junction to be built offline, allowing the A46 to remain open as much as possible throughout the</p>

Table 1 - Responses to the supplementary consultation				
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)
				<p>construction period and minimise impacts for road users and the local communities.</p> <p>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.</p>
Design	<p>We note a proposed access track to the northern attenuation pond has been included on the revised scheme drawings and it is not clear why this has been amended given permanent land take has been increased to accommodate it and the original arrangement did not require such additional land.</p> <p>We also require further information on why the new track alignment crosses into an area of temporary possession as, based on current proposals, part of the new track would need to be removed on return of the temporarily possessed extent which would</p>	Email6X	N	<p>At statutory consultation the maintenance access for the northern pond was provided off the western dumbbell roundabout. This has changed due to the development of the drainage design. A maintenance track is now required for a drainage ditch that runs along the western edge of the Scheme. To avoid unnecessary additional land take, access to the northern pond is also proposed to using this maintenance track. Access to the maintenance track would be provided from the new Hungerley Hall Farm entrance off the B4082 link road.</p>

Table 1 - Responses to the supplementary consultation				
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)
	sever the access being created.			
Design	It is also noted that the proposed attenuation pond to the west of the A46 has been changed to a swale arrangement and this appears to require an increase in permanent land take. We would request detail on the reason for this change and confirmation that permanent land take has been increased to accommodate it. Our clients position remains that permanent land take should be kept to a minimum in order to limit the impact on retained land and property and to reduce the associated compensation arising.	Email6X	N	<p>The northern drainage feature has changed in use from an attenuation pond to a treatment pond. It is not needed to attenuate (hold back) flows from the Scheme but is needed to treat the existing catchment that outfalls at that location.</p> <p>Land take has been kept to a minimum by amending the maintenance access to this pond from what was previously shown at statutory consultation. Access to the northern pond would be via the maintenance track that now runs along the west of the Scheme to maintain the drainage ditch.</p> <p>The design development of the drainage features is discussed in the Scheme Design Report (TR010066/APP/7.4).</p> <p>The drainage strategy is set out in ES Appendix 13.6 (Drainage Strategy Report) (TR010066/APP/6.3) and the drainage layout for the Scheme is presented on the Drainage and Surface Water Plans (TR010066/APP/2.7).</p>
Design	We are extremely disappointed to note that the proposed access off the eastern dumbbell roundabout has been omitted from	Email6X	N	The previous proposal, which included access from the eastern roundabout was proposed when the results of the structural survey of the

Table 1 - Responses to the supplementary consultation				
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 updated proposals. It is imperative that suitable access provision is provided to land east of the A46 via the dumbbell roundabout as previously intended. We would request that this access be reinstated on this basis.			<p>Hungerley Hall accommodation overbridge were not known and it was assumed that the bridge may need to be demolished.</p> <p>However, as the bridge can be retained the access to the eastern fields would be via the Hungerley Hall Farm accommodation overbridge and thus access off the eastern roundabout is not required.</p> <p>The access to and from Hungerley Hall Farm is shown on the General Arrangement (TR010066/APP/2.6).</p>
Consultation	<p>Title Anomalies</p> <p>As stated previously, 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.</p> <p>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 these extents</p>	Email6X	N	<p>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.</p>

Table 1 - Responses to the supplementary consultation				
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 proposed order boundary to be returned to our client's freehold title.			
Consultation	We would reiterate that 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.	Email6X	N	<p>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.</p> <p>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. 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.</p> <p>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 (<b>TR010066/APP/6.1</b>), ES Figures (<b>TR010066/APP/6.2</b>) and</p>

Table 1 - Responses to the supplementary consultation				
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)
				accompanying assessments within the Appendices ( <b>TR010066/APP/6.3</b> ). 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	<p>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.</p> <p>We do however require detailed design information before the formal position on the proposals can be confirmed and would point out that the contents of this correspondence are ultimately subject to client's approval, errors and omissions accepted.</p>	Email6X	N	<p>The detailed design of the Scheme would be secured through the Schedule 2 Requirements of the draft DCO (<b>TR010066/PP/3.1</b>), adhering to the design principles that are outlined in the Scheme Design Report (<b>TR010066/PP/7.4</b>).</p> <p>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 (<b>TR010066/APP/6.1</b>), ES Figures (<b>TR010066/APP/6.2</b>) and accompanying</p>

Table 1 - Responses to the supplementary consultation				
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)
				<p>assessments within the Appendices (TR010066/APP/6.3).</p> <p>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.</p> <p>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,</p> <p>First Iteration Environmental Management Plan (TR010066/APP/6.5) provides further detail on proposed mitigation measures, including their specific locations.</p>
Consultation	Finally, we enclose correspondence	Email6X	N	Comment noted.

Table 1 - Responses to the supplementary consultation				
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)
	provided to our clients as part of the targeted consultation which duplicates the information returned during the original consultation exercise. We can confirm the information in the previously provided Land Interest Questionnaire (LIQ) remains unchanged and this detail should be relied upon for this additional consultation.			
Consultation	We have received the attached information regarding your scheme that is due to take place on the A46 Coventry Junction Upgrade - Walsgrave Junction. We believe from the plans available on your website that there is a potential clash with the City Fibre infrastructure. Please may we have further detailed plans for our team to look into.	City Fibre	N	The Applicant has reviewed the information provided by City Fibre and shared further detailed plans with the consultee. The asset record provided shows that it is outside the Scheme Order Limits, therefore not affected.
Utilities	<p>Please accept this email as confirmation that Vodafone: Fixed does have apparatus within the vicinity of your proposed works detailed below.</p> <p>Please see attached network information.</p> <p>Note: Only affected parts are printed and our network is not present in the remaining areas of your proposed works.</p>	Vodafone	N	The Applicant has already engaged with Vodafone in relation to fixed assets in the area. This engagement is summarised in Chapter 3 of the Consultation Report (TR010066/APP/5.1).

Table 1 - Responses to the supplementary consultation				
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)
	For all future requests please include a 12-digit grid reference and location details within the body of the actual email.			

## N3. Responses to the targeted statutory consultation

3.1.1. The tables below provide evidence of the regard had to responses received to the Applicant's targeted statutory consultation, in accordance with s49 of the 2008 Act.

Table 2 – Targeted statutory consultation: construction theme				
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	I do agree that since the work was carried out at TGI Island the flow up there has been better, but the traffic towards my house, while that was being done was horrific	00_96X	N	<p>The Applicant has produced an Outline Traffic Management Plan (<b>TR010066/APP/7.55</b>) which describes the processes that would be followed to ensure the construction phase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.</p> <p>It is acknowledged that the construction of the Scheme could cause disruption to 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 (<b>TR010066/APP/7.5</b>), off-peak traffic hours are between the hours of 21:00 – 06:00.</p> <p>Appendix B, Customer Requirements Log, in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) 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.</p>

Planning Inspectorate Scheme Reference: TR010066  
Application Document Reference: TR010066/APP/5.2

Table 2 – Targeted statutory consultation: construction theme				
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	Similar proposals still caused many nights of noise for residents near the TGI island when being constructed	00_78X	N	<p>The Applicant has produced an Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) which describes the processes that would be followed to ensure the construction phase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.</p> <p>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 (<b>TR010066/APP/7.5</b>), off-peak traffic hours are between the hours of 21:00 – 06:00.</p> <p>Appendix B, Customer Requirements Log, in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) 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.</p> <p>The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
				<p>As set out in ES Chapter 11 (Noise and Vibration) (<b>TR010066/APP/6.1</b>), the Applicant's construction traffic noise 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 (<b>TR010066/APP/7.5</b>) potential significant effects are unlikely.</p> <p>The Applicant has produced an Outline Noise and Vibration Management Plan (<b>TR010066/APP/6.5</b>), which forms Appendix B.2 of the First Iteration Environmental Management Plan (<b>TR010066/APP/6.5</b>), 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.</p>
Construction	Countries like China & Zambia would complete them in a fraction of the time and cost.	00_63X	N	<p>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) (<b>TR010066/APP/6.1</b>).</p> <p>The Applicant has produced an Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) 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.</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
	<p>The Council is going to enforce a cycle lane on residents, destroy the environment &amp; habitat with their plans, plus disruption for months on end then when they are finished the A46 work will commence. However this time we will no longer have any trees to protect us from noise &amp; pollution the restricted entrance &amp; exit from junctions that the council is proposing will cause havoc if lorries start using it again by being re routed. Plus this is a major route to a HOSPITAL!!</p>	00_89X	N	<p>The Applicant has produced an Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) which describes the processes that would be followed to ensure the construction phase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.</p> <p>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 (<b>TR010066/APP/7.5</b>).</p> <p>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 planning permission, so it could be used for the A46 Coventry Junctions (Walsgrave) Scheme. This application was approved on</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
				<p>13 May 2024 by Rugby Borough Council and provides planning permission for the compound until 31 December 2029.</p> <p>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) (<b>TR010066/APP/6.2</b>).</p>
Construction	also now we have the cycle lane construction	00_96X	N	<p>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.</p> <p>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.</p> <p>The Applicant has produced an Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) which describes the processes that would be followed to ensure the construction phase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.</p>
Construction	this project whilst on route to hospital it will be awful.	00_96X	N	<p>The Applicant has produced an Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) which describes the processes that would be followed to ensure the</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
				<p>construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.</p> <p>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 (<b>TR010066/APP/7.5</b>), off-peak traffic hours are between the hours of 21:00 – 06:00.</p> <p>Appendix B, Customer Requirements Log, in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) 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.</p> <p>The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.</p> <p>The Applicant would hold monthly traffic management forums, inviting key stakeholders such as University</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
				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 ( <b>TR010066/APP/7.5</b> ).
Construction	the Project will take two years with lots of disruption and mess for locals - lots of mess to.	00_91X	N	<p>The Applicant has produced an Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) which describes the processes that would be followed to ensure the construction phase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.</p> <p>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 (<b>TR010066/APP/7.5</b>), off-peak traffic hours are between the hours of 21:00 – 06:00.</p> <p>The Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) explains (in Section 5.4) that procedures would be put in place to ensure construction vehicles joining the Strategic Road Network or Local Road Network from construction sites are appropriately cleaned to maintain the cleanliness of those roads.</p>

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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)
				<p>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 (Appendix B.5) (<b>TR010066/APP/6.5</b>). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups.</p> <p>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.</p>
Construction	Concerned about volume of traffic on Clifford Bridge Road during construction as already a very busy road and area	00_76X	N	<p>As defined in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>), 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.</p> <p>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</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
				<p>Applicant and Coventry City Council during existing roadworks on the A46. This is set out in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>).</p> <p>The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>) the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible throughout 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.</p> <p>The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.</p>
Construction	Highways regularly diverts traffic up Clifford Bridge Road with no apparent regard for the horrendous impact on residents - noise, pollution, vibration usually at night - traffic should not be diverted onto	00_88X	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

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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)
	Clifford Bridge Road.			<p>Traffic Management Plan (<b>TR010066/APP/7.5</b>).</p> <p>The Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) also describes the processes that would be followed to ensure the construction phase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.</p> <p>The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>) the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible throughout 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.</p> <p>The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.</p>
Construction	We live in dread of juggernauts travelling up & down Clifford Bridge	00_89X	N	The Applicant has proposed using Clifford Bridge Road part of the diversion route when a closure of the A46 is

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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)
	Road yet again! Everytime there is trouble on A46 it is nose to tail cars & lorries on Clifford Bridge Road.			<p>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 (<b>TR010066/APP/7.5</b>).</p> <p>The Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) 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.</p> <p>The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>) the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible throughout 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.</p> <p>The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>). Each traffic management phase has been designed to minimise</p>

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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)
				delays and would be optimised further during detailed design, with layouts being amended, where possible.
Construction	I appreciate that your trying to cause as least of an impact as possible but I'm not sure with the volume of traffic and the diversions coming down our road it will work. We already have people cutting through our estate to skip the temporary traffic lights and causing accidents.	00_96X	N	<p>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 (<b>TR010066/APP/7.5</b>).</p> <p>The Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) also describes the processes that would be followed to ensure the construction phase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.</p> <p>The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>) the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible throughout 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.</p>

Table 2 – Targeted statutory consultation: construction theme				
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 construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan ( <b>TR010066/APP/7.5</b> ). 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 worried about the impact on health due to the traffic diversion which will cause further queues outside my home	00_90X	N	<p>ES Chapter 12 (Population and Human Health) (<b>TR010066/APP/6.1</b>) 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.</p> <p>The Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) 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.</p> <p>The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>) the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible throughout the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
				<p>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.</p> <p>The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.</p>
Construction	Only concern is the impact caused by any diversion and also from any quarry traffic. Homes & dust and the noise and vibration is very bad.	00_88X	N	<p>The Applicant has produced an Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) 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.</p> <p>The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>) the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible throughout 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</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
				<p>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.</p> <p>The construction traffic management phases of the Scheme and diversions routes are presented in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.</p> <p>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) (<b>TR010066/APP/6.1</b>) present the assessments used to determine any potential likely significant effects of the Scheme on each environmental aspect.</p> <p>As set out in ES Chapter 11 (Noise and Vibration) (<b>TR010066/APP/6.1</b>), the Applicant's construction traffic noise 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 (<b>TR010066/APP/7.5</b>) potential significant effects are unlikely.</p>
Construction	I imagine the scheme will take	00_63X	N	The Applicant has developed a construction programme

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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)
	years to build. These schemes often do.			<p>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) (<b>TR010066/APP/6.1</b>).</p> <p>The Applicant has produced an Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) which describes the processes that would be followed to ensure the construction phase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.</p> <p>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 (Appendix B.5) (<b>TR010066/APP/6.5</b>). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups.</p> <p>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.</p>
Construction	How long will it take, what are the chances of it running over?	00_97X	N	The Applicant has developed a construction programme based on expertise and knowledge of construction methodology and would not compromise safety to finish

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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)
				<p>works early. A description of the indicative construction programme and phasing is provided in ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>).</p> <p>The Applicant has produced an Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) 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.</p> <p>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 (Appendix B.5) (<b>TR010066/APP/6.5</b>). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups.</p> <p>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.</p>
Construction	I have no information to answer this question. I imagine the construction process will be a nightmare lasting a couple of years. I have no control over when	00_92X	N	<p>The Applicant has produced an Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) 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</p>

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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)
	you start roads or the diversions you set up.			<p>users, stakeholders and the local community.</p> <p>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 (<b>TR010066/APP/7.5</b>), off-peak traffic hours are between the hours of 21:00 – 06:00.</p> <p>The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>) the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible throughout 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.</p> <p>The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.</p>
Construction	I don't want to endure the	00_91X	N	The Applicant has produced an Outline Traffic

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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)
	additional traffic issues this work over two years will bring.			<p>Management Plan (<b>TR010066/APP/7.5</b>) 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.</p> <p>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 (<b>TR010066/APP/7.5</b>), off-peak traffic hours are between the hours of 21:00 – 06:00.</p> <p>The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>) the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible throughout 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.</p> <p>The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>). Each traffic</p>

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				management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.
Construction	During the construction period it will be a nightmare no doubt	00_72X	N	<p>The Applicant has produced an Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) which describes processes that would be followed to ensure the construction phase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.</p> <p>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 (<b>TR010066/APP/7.5</b>), off-peak traffic hours are between the hours of 21:00 – 06:00.</p> <p>The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>) the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible throughout 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.</p>

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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)
				<p>The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.</p>
Construction	It may not benefit whilst the work is in progress which would create more hold up.	00_73X	N	<p>The Applicant has produced an Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) which describes processes that would be followed to ensure the construction phase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.</p> <p>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 (<b>TR010066/APP/7.5</b>), off-peak traffic hours are between the hours of 21:00 – 06:00.</p> <p>The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>) the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible throughout the construction period. The phasing shows the proposed dumbbell junction being operational before the existing</p>

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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)
				<p>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.</p> <p>The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.</p>
Construction	The extra construction traffic will cause us issues with the noise and weight of the vehicles, more dust and dirt.	00_91X	N	<p>The Applicant has produced an Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) 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.</p> <p>The Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) explains (in Section 5.4) that procedures would be put in place to ensure construction vehicles joining the Strategic Road Network or Local Road Network from construction sites are appropriately cleaned to maintain the cleanliness of those roads.</p> <p>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</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
				<p>closures. As defined in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>), off-peak traffic hours are between the hours of 21:00 – 06:00.</p> <p>The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>) the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible throughout 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.</p> <p>The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.</p> <p>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) (<b>TR010066/APP/6.1</b>) present the assessments used to determine any potential</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
				<p>likely significant effects of the Scheme on each environmental aspect.</p> <p>As set out in ES Chapter 11 (Noise and Vibration) (<b>TR010066/APP/6.1</b>) the Applicant's construction traffic noise 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 (<b>TR010066/APP/7.5</b>) potential significant effects are unlikely.</p>
Construction	Causing chaos on local roads.	00_97X	N	<p>The Applicant has produced an Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) which describes processes that would be followed to ensure the construction phase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.</p> <p>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 (<b>TR010066/APP/7.5</b>), off-peak traffic hours are between the hours of 21:00 – 06:00.</p> <p>The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>) the Applicant proposes to build the slip roads and new junction first offline, allowing the A46</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
				<p>to remain open as much as possible throughout 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.</p> <p>The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.</p>
Construction	This is a major route both into Coventry and for through traffic. I would hope that the construction work will be timed and managed so as not to diversely effect the traffic flow	00_100X	N	<p>The Applicant has produced an Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) 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.</p> <p>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 (<b>TR010066/APP/7.5</b>), off-peak traffic hours are between the hours of 21:00 – 06:00.</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
				<p>The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>) the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible throughout 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.</p> <p>The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.</p> <p>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 (<b>TR010066/APP/7.5</b>).</p>

Table 2 – Targeted statutory consultation: construction theme				
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	The 2 year duration of this scheme will have enormous detrimental affects on local road users in terms of work being carried out and general traffic issues in the area.	00_71X	N	<p>The Applicant has produced an Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) which describes processes that would be followed to ensure the construction phase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.</p> <p>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 (<b>TR010066/APP/7.5</b>), off-peak traffic hours are between the hours of 21:00 – 06:00.</p> <p>The Applicant has prioritised traffic flow on the A46. As set out in ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>) the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible throughout 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.</p> <p>The construction traffic management phases of the Scheme are presented in the Outline Traffic</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
				<p>Management Plan (<b>TR010066/APP/7.5</b>). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.</p> <p>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 (<b>TR010066/APP/7.5</b>).</p>
Construction	Coventry council are pressing ahead with this Clifford Road Bridge cycle lane despite objections from residents. The proposed A46 works will lead to Clifford Bridge Road becoming more congested. People will use Clifford Road Bridge to go to Warwickshire Retail park instead of using the A46.	00_63X	N	<p>The Applicant has prioritised traffic flow on the A46, as set out in ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>) the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible throughout 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.</p> <p>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</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
				<p>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.</p> <p>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).</p> <p>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).</p>
Construction	All traffic will use local roads	00_68X	N	<p>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 throughout 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</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
				<p>would be maintained during all peak periods.</p> <p>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).</p>
Construction	Traffic will use local roads	00_70X	N	<p>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 throughout 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.</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
				<p>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.</p> <p>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).</p>
Construction	Work at night will hugely impact myself and other residents in the area due to the noise pollution, this will mean health and general well being affected	00_71X	N	<p>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.</p> <p>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).</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
				<p>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 of the impact of construction noise is included with ES Appendix 11.5 (Construction Noise and Vibration Model and Assessment) (TR010066/APP/6.3).</p> <p>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).</p> <p>A Health Impact Assessment, which applies the sensitivity and magnitude criteria of DMRB LA 112, forms part of ES Chapter 12 (Population 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.</p>

Table 2 – Targeted statutory consultation: construction theme				
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	Do it fast. Stick to the plan. Don't draw it out for ever.	00_83X	N	<p>A description of the indicative construction programme and phasing is provided in ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>).</p> <p>The Applicant has produced an Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) which describes the processes that would be followed to ensure the construction phase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.</p> <p>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 (Appendix B.5) (<b>TR010066/APP/6.5</b>). This document sets out key communication and engagement activities that the Applicant would use to inform different stakeholder groups.</p> <p>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.</p>
Construction	Location of construction compound at Brinklow Rd (B4428) Where would the construction vehicle	00_77X	N	<p>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</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
	enter the compound? I think it should be via Coombe Park side and through Ansty Business park. Not through residential areas - Brinklow Rd - Clifford Bridge Rd			<p>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.</p> <p>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.</p> <p>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.</p> <p>The satellite compound would provide welfare facilities, a</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
				<p>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.</p> <p>Chapter 2 of the Environment Statement, The Scheme (<b>TR010066/APP/6.1</b>) describes the location of construction compounds and the access is shown on ES Figure 2.5 (Temporary Works) (<b>TR010066/APP/6.2</b>).</p>
Construction	Will try to use it during construction where possible. As long as there are no other roadworks going on at Clifford Bridge Road, Binley Road & Brandon Road otherwise it will be a nightmare.	00_67X	N	<p>The Applicant has produced an Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) which describes the processes that would be followed to ensure the construction phase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.</p> <p>As set out in the Outline Traffic Management plan (<b>TR010066/APP/7.5</b>) 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.</p>
Construction	The only concern I wanted to raise is about the disruption during construction and to point out that the City Council is proposing major disruptive works to install a cycle	email2X	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.

Table 2 – Targeted statutory consultation: construction theme				
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)
	lane on Clifford Bridge Road - this is one of the diversion routes for the A46 scheme. I'm concerned that if these projects overlap we will become imprisoned by traffic chaos for the duration as we live in a cul de sac off the Clifford Bridge Road. I trust you are liaising with Coventry City Council to ensure there is no overlap.			<p>The Applicant has produced an Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) which describes the processes that would be followed to ensure the construction phase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.</p> <p>The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.</p> <p>The Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) 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.</p>
Construction	Traffic needs to be best moving on route to the Hospital and into Coventry while this is going on.	00_67X	N	<p>ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>) 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 throughout the construction period. The phasing shows the proposed dumbbell junction</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
				<p>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.</p> <p>Narrow lanes and reduced speed limits are proposed and further information is set out in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>). 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 (<b>TR010066/APP/7.5</b>).</p> <p>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 (<b>TR010066/APP/7.5</b>).</p> <p>As stated in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>), University Hospital Coventry would be invited to attend regular traffic management forums, therefore the Applicant would liaise with the hospital</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
				throughout the construction phase. This is also captured in Appendix B, Customer Requirements Log of the Outline Traffic Management Plan ( <b>TR010066/APP/7.5</b> ).
Construction	As a lot is on green belt land, hopefully the impact will be less	00_73X	N	<p>The Applicant has produced an Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) which describes the processes that would be followed to ensure the construction phase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.</p> <p>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 (<b>TR010066/APP/7.5</b>), off-peak traffic hours are between the hours of 21:00 – 06:00.</p> <p>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 (<b>TR010066/APP/6.1</b>).</p> <p>Mitigation measures, where required, are set out in the First Iteration Environmental Management Plan (<b>TR010066/APP/6.5</b>). The First Iteration Environmental</p>

Table 2 – Targeted statutory consultation: construction theme				
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 Plan ( <b>TR010066/APP/6.5</b> ) would be developed into the Second Iteration Environmental Management Plan for implementation during construction and is secured by Requirement 4 of the draft DCO ( <b>TR010066/APP/3.1</b> ).
Construction	This is out of my field of expertise, however I would assume that you will do as much as you can to minimise the impact of construction on the residents.	00_89X	N	<p>The Applicant has produced an Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) which describes the processes that would be followed to ensure the construction phase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.</p> <p>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 (<b>TR010066/APP/7.5</b>), off-peak traffic hours are between the hours of 21:00 – 06:00.</p> <p>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 (<b>TR010066/APP/6.1</b>).</p> <p>Mitigation measures, where required, are set out in the First Iteration Environmental Management Plan</p>

Table 2 – Targeted statutory consultation: construction theme				
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/6.5). 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 DCO (TR010066/APP/3.1).
Construction	Noisy works - please could these be kept to day time	00_80X	N	<p>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.</p> <p>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).</p> <p>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</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
				(Population and human health). The assessment uses the working hours stated and results in no likely significant effect during construction on human health.
Construction	Please use daytime traffic to minimise disruption	00_80X	N	<p>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) (<b>TR010066/APP/6.1</b>). Sundays and bank holidays are not included in these standard periods.</p> <p>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 (<b>TR010066/APP/7.5</b>).</p> <p>ES Chapter 12 (Population and Human Health) (<b>TR010066/APP/6.1</b>) 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.</p>

Table 2 – Targeted statutory consultation: construction theme				
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	I can only hope that the noise will be of an acceptable level	00_82X	N	<p>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 (<b>TR010066/APP/6.3</b>), which present the assessments used to determine any potential likely significant effects of the Scheme on each environmental aspect.</p> <p>As set out in ES Chapter 11 (Noise and Vibration) (<b>TR010066/APP/6.1</b>), the Applicant's construction traffic noise 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 (<b>TR010066/APP/7.5</b>) potential significant effects are unlikely.</p> <p>The Applicant has produced an Outline Noise and Vibration Management Plan (<b>TR010066/APP/6.5</b>), which forms Appendix B.2 of the First Iteration Environmental Management Plan (<b>TR010066/APP/6.5</b>), 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 (<b>TR010066/APP/6.5</b>), sets out a commitment to ensure the effects of noise are controlled, and that the measures for controlling noise are implemented accordingly.</p> <p>ES Chapter 12 (Population and Human Health)</p>

Table 2 – Targeted statutory consultation: construction theme				
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) has determined that there would be no likely significant effect during construction on human health.
Construction	I am very worried regarding noise levels during the construction itself and diversions which would be put down Clifford Bridge Road . This could cause high levels of noise surrounding the house which we already have high levels of at peak and off peak times including nights. I'm worried it could negatively effect my son who works in the day from home.	00_90X	N	<p>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/6.3), which present the assessments used to determine any potential likely significant effects of the Scheme on each environmental aspect.</p> <p>As set out in ES Chapter 11 (Noise and Vibration) (TR010066/APP/6.1), the Applicant's construction traffic noise 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.</p> <p>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. 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</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
				<p>the effects of noise are controlled, and that the measures for controlling noise are implemented accordingly.</p> <p>ES Chapter 12 (Population and Human Health) (<b>TR010066/APP/6.1</b>) has determined that there would be no likely significant effect during construction on human health.</p>
Construction	We all know that the consultation scheme will involve construction at some point. All we ask is that noise if possible is kept to a minimum	00_80X	N	<p>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 (<b>TR010066/APP/6.3</b>), which present the assessments used to determine any potential likely significant effects of the Scheme on each environmental aspect.</p> <p>As set out in ES Chapter 11 (Noise and Vibration) (<b>TR010066/APP/6.1</b>), the Applicant's construction traffic noise 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 (<b>TR010066/APP/7.5</b>) potential significant effects are unlikely.</p> <p>The Applicant has produced an Outline Noise and Vibration Management Plan (<b>TR010066/APP/6.5</b>), which forms Appendix B.2 of the First Iteration Environmental Management Plan (<b>TR010066/APP/6.5</b>), which sets out a range of measures to ensure the effects of noise are controlled, including that deliveries would be managed to</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
				<p>prevent queuing of site traffic. Item NV1 of the Register of Environmental Actions and Commitments (Appendix A of the First Iteration Environmental Management Plan (<b>TR010066/APP/6.5</b>), sets out a commitment to ensure the effects of noise are controlled, and that the measures for controlling noise are implemented accordingly.</p> <p>ES Chapter 12 (Population and Human Health) (<b>TR010066/APP/6.1</b>) has determined that there would be no likely significant effect during construction on human health.</p>
Construction	Previous A46 road changes delayed as wrong concrete used - Be savvy	00_83X	N	<p>The Applicant has set out its construction methodology and indicative programme in ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>). It is based on the proposed design, local knowledge from completing the Binley junction upgrade and proposed construction phasing.</p> <p>The Applicant has produced an Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) 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.</p> <p>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</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
				Communications Strategy, which is an appendix to the First Iteration Environment Management Plan (Appendix B.5) ( <b>TR010066/APP/6.5</b> ).
Construction	The additional construction traffic on Brinklow Road has an impact on us. We already get vibrations and we are not frontline. Heavy plant vehicles are very noisy.	00_91X	N	<p>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. This 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.</p> <p>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) (<b>TR010066/APP/6.2</b>). Therefore, there would not be the requirement for HGVs associated with the construction of</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
				<p>the Scheme to use Clifford Bridge Road, unless it was not possible due to other unforeseen reasons.</p> <p>As set out in ES Chapter 11 (Noise and Vibration) (<b>TR010066/APP/6.1</b>) the Applicant's construction traffic noise 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 (<b>TR010066/APP/7.5</b>) potential significant effects are unlikely.</p> <p>The Applicant has produced an Outline Noise and Vibration Management Plan (<b>TR010066/APP/6.5</b>), which forms Appendix B.2 of the First Iteration Environmental Management Plan (<b>TR010066/APP/6.5</b>), 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.</p>
c Construction	Having read the consultation documents I can find no reference to where the spoil from the roadworks will be 'dumped' and the route it will take to get there. I would appreciate a response asap to enable me to fill out the response form. Why can't you just tell me the route you plan to use so that I can fill out the questionnaire.	email1X	N	<p>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.</p> <p>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</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
	This should have been sorted before you sent out the questionnaire			<p>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).</p> <p>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).</p> <p>The Applicant has prepared an Outline Site Waste Management Plan (OSWMP) as appendix B3 to the First Iteration Environmental Management Plan (TR010066/APP/6.5), which identifies the strategic approach for the management of waste generated during the construction phase of the Scheme.</p>
Construction	I can only hope that traffic can be controlled properly whilst construction goes on.	00_82X	N	<p>The Applicant has prioritised traffic flow on the A46, as set out in ES Chapter 2 (The Scheme) (TR010066/APP/6.1).</p> <p>The Applicant proposes to build the slip roads and new junction of the Scheme 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</p>

Table 2 – Targeted statutory consultation: construction theme				
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)
				<p>maintained during all peak periods.</p> <p>The Applicant has produced an Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) 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.</p>
Construction	Don't let it traffic back up onto the neighbouring roads which are already busy and a main route to UHCW (hospital)	00_83X	N	<p>The Applicant has prioritised traffic flow on the A46, as set out in ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>). The Applicant proposes to build the slip roads and new junction first, allowing the A46 to remain open as much as possible throughout 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.</p> <p>The Applicant has produced an Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) 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.</p>
Construction	All lorries to be covered when moving spoil	00_95X	N	All heavy goods vehicle used to import aggregate or to export excavated material would be covered when

Table 2 – Targeted statutory consultation: construction theme				
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)
				<p>travelling on public roads. This requirement would be listed as a site rule briefed during the induction period and included in relevant supply chain contracts.</p> <p>An Outline Air Quality and Dust Management Plan has been developed and forms Appendix B.1 of the First Iteration EMP (<b>TR010066/APP/6.7</b>), which processes for moving material out of construction sites. 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 (<b>TR010066/APP/3.1</b>).</p>
Construction	all lorries to adhere to local speed limits	00_95X	N	As stated in the Outline Traffic Management Plan ( <b>TR010066/APP/7.5</b> ), all HGV's used by the Scheme would be required to have the correct level of certification for the Fleet Operator Recognition Scheme (FORS) and/or The Construction and Logistics Cyclist Safety Scheme (CLOCS).
Construction	proper monitoring of movements on local roads.	00_95X	N	The Applicant has produced an Outline Traffic Management Plan ( <b>TR010066/APP/7.5</b> ) which describes the processes that would be followed to ensure the construction phase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.

Table 2 – Targeted statutory consultation: construction theme				
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 Outline Traffic Management Plan ( <b>TR010066/APP/7.5</b> ) 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.
Construction	No movement of spoil before 7.30am	00_95X	N	<p>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) (<b>TR010066/APP/6.1</b>). Sundays and bank holidays are not included in these standard periods.</p> <p>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 (<b>TR010066/APP/7.5</b>)</p>
Construction	Fine with that part of Project.	00_93X	N	Comment noted.
Construction	Scheme appears to be well planned with an awareness of the local community and environment	00_94X	N	Comment noted.

Table 2 – Targeted statutory consultation: construction theme				
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)
	with commitment to minimising disruption.			

Table 3 – Targeted statutory consultation: consultation theme				
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	Plenty of information although you would have to be a civil engineer to understand it all.	00_67X	N	<p>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. They used non-technical terms wherever possible, applying the Applicant's '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.</p> <p>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.</p> <p>Copies of the consultation material are provided in Annex J of the Consultation Report (<b>TR010066/APP/5.2</b>).</p>
Consultation	I am not happy with the time from the proposal consultation to notification	00_68X	N	The targeted statutory consultation took place between 23 August and 20 September 2024 with letters issued to consultees on 22 August. This provided a total of 29 days to respond, which is in excess of the 28 day minimum period required under Section 45 of the 2008 Act
Consultation	This is a further case of the Powers that be ignoring the wishes of the people. If I	00_63X	N	Annex M (for the original statutory consultation) and Annex N (for the subsequent targeted consultations) of the Consultation Report ( <b>TR010066/APP/5.2</b> ) set out the full

	<p>compare the amended proposals with those I viewed earlier in the process the only changes affect the Farm and Nature Reserve. The road layout itself is particularly unchanged. Councils rush through their cycle lanes Highways push through their road schemes, they consult the people (as they are required to do) but they don't listen. It's not how democracy is meant to work.</p>		<p>range of issues raised by consultees and the Applicant's responses to them.</p> <p>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.</p> <p>Where changes have been made to the Scheme 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.</p> <p>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.</p> <p>The changes to the Scheme that were proposed in the targeted supplementary consultation from 23 August to 20 September 2024 were the result of design development and feedback to the statutory consultation, as was stated in the letter issued to consultees at that time. They included changes that resulted in updates to the Order Limits and therefore additional consultation on them was appropriate before the submission of an application for development consent could be made. Copies of the material issued to consultees are provided in Annex L of the Consultation Report.</p> <p>Design changes affecting the nature reserve are assessed in ES Chapter 8 (Biodiversity) (<b>TR010066/APP/6.1</b>) and changes affecting agricultural land are assessed in ES</p>
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				<p>Chapter 9 (Geology and Soils) (TR010066/APP/6.1).</p> <p>Consultation on local cycle lane plans is the responsibility of the relevant local authority and is separate to the Scheme.</p>
Consultation	I was not notified of the consultation until 10 months after it was originally proposed	00_70X	N	<p>The changes to the Scheme that were proposed in the targeted supplementary consultation from 23 August to 20 September 2024 were the result of design development and feedback to the statutory consultation, as was stated in the letter issued to consultees at that time. They included changes that resulted in updates to the Order Limits and therefore additional consultation on them was appropriate before the submission of an application for development consent could be made. Consultees who were notified under s44 of the 2008 of the targeted consultation were invited to comment on the same information as those who were notified of the statutory consultation in 2023, and their comments have been considered in the same way.</p> <p>Copies of the material issued to consultees are provided in Annex L of the Consultation Report. Chapter 4 includes a description of the delivery of the targeted supplementary consultation, as well as a description of the statutory consultation held between October 25 and December 22 2023.</p>
Consultation	The access road to the Hospital has not been adequately discussed.	00_63X	N	<p>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</p>

			<p>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 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.</p> <p>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.</p> <p>The relationship of the Scheme to the potential for a future hospital access road was explained in the material produced for the statutory consultation held in 2023, with the consultation brochure containing this information was available again for the targeted supplementary consultation. A copy of the brochure is included in Annex J. Feedback provided by consultees on the hospital access road is included in Annex M (for statutory</p>
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				consultation) and Annex N (for the targeted supplementary consultation), along with the Applicant's responses to those issues
Consultation	Recommendation - set up a consultation station in Tesco Clifford Park Road Car park (with permission) so local residents including elderly can access it whilst shopping	00_71X	N	<p>Because the scale of the targeted supplementary consultation, including the number of people affected, was considerably smaller than the original statutory consultation, no public events were organised. The efforts taken to notify consultees and facilitate their participation in the consultation process are described in Section 4.8 of the Consultation Report.</p> <p>The locations of events held for the statutory consultation in 2023, which included an event in the car park of the Clifford Bridge Road branch of Tesco, were decided through the process of developing and formally consulting on a Statement of Community Consultation (SoCC). This involved each of the host local authorities for the Scheme, and a description of this process is provided in Chapter 4 of the Consultation Report.</p>
Consultation	After sending the previous questions back and asking to meet with someone face to face I have not heard back which caused me to call the help line and was given a ref regarding my concerns and that I wished to speak to someone in Person. I was told someone will call me back. Hopefully this will be to arrange an appointment.	00_90X	N	The Applicant made contact with the consultee to discuss their concerns.

Consultation	Need more info	00_69X	N	<p>The Applicant took steps to ensure that its consultation material was comprehensive and 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.</p> <p>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.</p> <p>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.</p> <p>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</p>
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				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, which contain relevant detailed information relating to the Scheme.
Consultation	Documents are simple to understand yet thorough enough to.	00_93X	N	The comment is noted.

Table 4 – Targeted statutory consultation: design theme				
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	junction will be less efficient with current proposed route	00_90X	N	<p>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.</p> <p>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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p> <p>The Case for the Scheme (<b>TR010066/APP/7.1</b>) 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.</p> <p>The site of the relocated junction was chosen after an extensive process of identifying and testing a range of</p>

Table 4 – Targeted statutory consultation: design theme				
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)
				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 ( <b>TR010066/APP/7.4</b> ).
Design	Don't like the route from proposed junction to Tesco roundabout. It's unnecessary extra travel.	00_98X	N	<p>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.</p> <p>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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the</p>

Table 4 – Targeted statutory consultation: design theme				
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)
				<p>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.</p> <p>The Case for the Scheme (<b>TR010066/APP/7.1</b>) 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.</p> <p>ES Chapter 3 (Assessment of Alternatives) (<b>TR010066/APP/6.1</b>) 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.</p>
Design	I do think that not being able to exit at the Walsgrave junction - Clifford Bridge Road will cause more traffic to spill onto the local roads ie Clifford Bridge Road (Hospital traffic) as a lot of drivers will not want to travel the extra distance to the dumbbell island and double back on themselves.	00_100X	N	<p>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.</p> <p>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</p>

Table 4 – Targeted statutory consultation: design theme				
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)
				<p>required to enter and exit the junction in its revised configuration.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p> <p>The Case for the Scheme (<b>TR010066/APP/7.1</b>) 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.</p> <p>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</p>

Table 4 – Targeted statutory consultation: design theme				
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)
				Farm. These factors are addressed in detail in the Scheme Design Report ( <b>TR010066/APP/7.4</b> ).
Design	Don't alter it	00_95X	N	<p>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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p> <p>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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p>

Table 4 – Targeted statutory consultation: design theme				
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 Case for the Scheme ( <b>TR010066/APP/7.1</b> ) 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	impact on the local restaurants (or residents) not sure it's really worth it.	00_96X	N	<p>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.</p> <p>ES Chapter 12 (Population and Human Health) (<b>TR010066/APP/6.1</b>) 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).</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p>

Table 4 – Targeted statutory consultation: design theme				
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)
				<p>The application for development consent includes an Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>). The traffic management phases would all be modelled to calculate expected journey times and optimised to reduce delays.</p> <p>The First Iteration Environmental Management Plan (<b>TR010066/APP/6.5</b>) 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.</p> <p>Once complete, the new junction would improve journey times and safety, thereby providing benefits to residents of the Walsgrave area.</p>
Design	The traffic in Coventry on the Ansty road & Clifford Bridge Road will not be improved without direct hospital access for staff, contractors and visitors/patients.	00_88X	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

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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)
				<p>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.</p> <p>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 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.</p> <p>By replacing the existing roundabout with a grade-separated junction, however, the Scheme would provide road users with significant journey time savings, even</p>

Table 4 – Targeted statutory consultation: design theme				
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)
				<p>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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p>
Design	With the introduction of the new scheme traffic will be faster travelled on the A46 causing considerably more road noise. The roundabout in place today acts as a barrier to this.	00_71X	N	<p>ES Chapter 11 (Noise and Vibration) (<b>TR010066/APP/6.1</b>) 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).</p> <p>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</p>

Table 4 – Targeted statutory consultation: design theme				
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)
				generate, this embedded mitigation results in the Scheme having no likely significant effect on noise and vibration during its operational phase.
Design	It is important to consider: Today - We have 4 lanes of A46 traffic that cannot speed due to the island. After the work - We will have 6 lanes of traffic around us with no restrictions to what speed takes place. It will be intolerable noise!!	00_71X	N	<p>ES Chapter 11 (Noise and Vibration) (<b>TR010066/APP/6.1</b>) 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).</p> <p>Embedded noise and vibration mitigation within the design, which would maintain the existing provision of two lanes on each of the northbound and southbound carriageways of the A46, 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.</p>
Design	I think the proposed changes will cause excessive traffic on Binley Road, Clifford Bridge Road, resulting in excessive traffic on local roads.	00_68X	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

Table 4 – Targeted statutory consultation: design theme				
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)
				<p>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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p>
Design	The proposal will result in traffic using the Binley Road and Clifford Bridge Road causing excessive traffic on local roads	00_70X	N	<p>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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p>

Table 4 – Targeted statutory consultation: design theme				
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	I think this would be good but may put more pressure on Clifford Bridge Road as you will not be able to go right onto A45 so to go right we will have to go up Clifford Bridge Road. This road is also going through modifications and traffic maybe an issue.	00_93X	N	<p>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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p>
Design	The proposal will encourage traffic to use local roads	00_68X	N	<p>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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the</p>

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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)
				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 proposal will result in vehicles using local roads	00_70X	N	<p>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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p>
Design	I'm satisfied at the moment as the current junction is a direct route onto and off the A46 but after changes the most direct route will be from TGI Fridays junction down Clifford Bridge	00_90X	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

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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)
	Road.			<p>reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p>
Design	Find another route	00_69X	N	<p>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 (<b>TR010066/APP/7.4</b>).</p>
Design	No doubt it will improve flow of traffic but concerned it will shunt the tailbacks to the next junction	00_76X	N	<p>It is acknowledged that improving the A46 Walsgrave would lead to increased predicted vehicles on the A46 and this is included in the assessment of the Scheme. This</p>

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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)
	with the M6			<p>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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p>
Design	The existing island holds traffic up & disrupts traffic flow, this was obviously going to happen when the TGI junction was completed. Presumably the same will happen at the M6, M69 Island eventually!	00_89X	N	<p>It is acknowledged that improving the A46 Walsgrave would lead to increased predicted 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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) explains the forecast impacts, both positive and negative, of the</p>

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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)
				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'm not sure if it is needed as I feel it may not reduce traffic overall as it could increase traffic on Clifford Bridge Road	00_90X	N	<p>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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p>
Design	I think the traffic issue is just going to be pushed down to the next bottle neck. Problem has shifted from Toll Bar Island onto this junction but I don't know	00_93X	N	It is acknowledged that improving the A46 Walsgrave would lead to increased predicted 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

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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)
	what solution is.			<p>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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p>
Design	I feel eventually it will benefit fow of traffic around this area , but won't it move problem to Island to access M6, M69? M1	00_89X	N	<p>It is acknowledged that improving the A46 Walsgrave would lead to increased predicted 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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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</p>

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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.
Design	I don't think there is a need to change it	00_68X	N	<p>The Case for the Scheme (<b>TR010066/APP/7.1</b>) 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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p>
Design	I'm torn I can understand why your doing it but the cost to City / Council not sure it's really worth it.	00_96X	N	<p>Chapter 5 of The Case for the Scheme (<b>TR010066/APP/7.1</b>) 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. The Scheme would be funded by the Applicant and not by local authorities.</p> <p>The Case for the Scheme (<b>TR010066/APP/7.1</b>) provides an overview of how existing conditions at the junction</p>

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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)
				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.
Design	a flyover is also needed like which is on A46 near B482 roundabout.	00_98X	N	<p>The Scheme Design Report (<b>TR010066/APP/7.4</b>) provides a detailed description of the Scheme, including the design principles, objectives and constraints.</p> <p>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.</p> <p>ES Chapter 3 (Assessment of Alternatives) (<b>TR010066/APP/6.1</b>) 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.</p> <p>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</p>

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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)
				<p>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 (<b>TR010066/APP/7.4</b>).</p> <p>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 (<b>TR010066/APP/7.1</b>).</p>
Design	Definitely need flyover at the roundabout to avoid traffic during peak time.	00_98X	N	<p>The Scheme Design Report (<b>TR010066/APP/7.4</b>) provides a detailed description of the Scheme, including the design principles, objectives and constraints.</p> <p>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.</p> <p>ES Chapter 3 (Assessment of Alternatives) (<b>TR010066/APP/6.1</b>) 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.</p>

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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)
				<p>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 (<b>TR010066/APP/7.4</b>).</p> <p>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 (<b>TR010066/APP/7.1</b>).</p>
Design	I expected the existing roundabout to be preserved. I expected a flyover to be built over the existing roundabout. I expected a similar scheme to what has built at the Rugby turn by the Cocked Hat/Fridays. I am not happy that you are ignoring requests to preserve the roundabout.	00_63X	N	<p>The Scheme Design Report (<b>TR010066/APP/7.4</b>) provides a detailed description of the Scheme, including the design principles, objectives and constraints.</p> <p>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.</p> <p>ES Chapter 3 (Assessment of Alternatives) (<b>TR010066/APP/6.1</b>) outlines the alternative design options that were considered during the development of</p>

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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)
				<p>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.</p> <p>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 (<b>TR010066/APP/7.4</b>).</p> <p>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 (<b>TR010066/APP/7.1</b>).</p>
Design	A flyover maybe a better solution	00_68X	N	<p>The Scheme Design Report (<b>TR010066/APP/7.4</b>) provides a detailed description of the Scheme, including the design principles, objectives and constraints.</p> <p>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</p>

Table 4 – Targeted statutory consultation: design theme				
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)
				<p>development.</p> <p>ES Chapter 3 (Assessment of Alternatives) (<b>TR010066/APP/6.1</b>) 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.</p> <p>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 (<b>TR010066/APP/7.4</b>).</p> <p>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 (<b>TR010066/APP/7.1</b>).</p>
Design	A flyover at the junction would minimise the footprint and alleviate traffic using local	00_70X	N	The Scheme Design Report ( <b>TR010066/APP/7.4</b> ) provides a detailed description of the Scheme, including the design principles, objectives and constraints.

Table 4 – Targeted statutory consultation: design theme				
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)
	roads.			<p>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.</p> <p>ES Chapter 3 (Assessment of Alternatives) (<b>TR010066/APP/6.1</b>) 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.</p> <p>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 (<b>TR010066/APP/7.4</b>).</p> <p>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</p>

Table 4 – Targeted statutory consultation: design theme				
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)
				demonstrate value for money, as set out in the Case for the Scheme (TR010066/APP/7.1).
Design	I feel that unless access is provided & acted upon for the hospital for blue light /staff then they will be inclined to come off at the TGI Island , along Brandon Road to Clifford Bridge Road to the hospital, therefore causing an increase in local traffic.	00_89X	N	<p>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.</p> <p>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</p>

Table 4 – Targeted statutory consultation: design theme				
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)
				<p>functionality of the Scheme and falls outside the remit of the strategic highways company (National Highways). 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.</p> <p>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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p>
Design	Ensure access roads to hospital are built	00_92X	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

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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)
				<p>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.</p> <p>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 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.</p>

Table 4 – Targeted statutory consultation: design theme				
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)
				<p>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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p>
Design	Traffic on A45 will reduce but Clifford Bridge Road will increase and this is a hospital route (the only route)!	00_93X	N	<p>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</p>

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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)
				<p>information on the proposed general arrangement and layout of the scheme, and will continue to do so throughout the course of the DCO process.</p> <p>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 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.</p> <p>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</p>

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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)
				<p>routes via local roads such as Clifford Bridge Road.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p>
Design	It would have been even better if road A45 could have had access to hospital. This would have been a major success for ambulances on the busier Clifford Bridge Road will struggle.	00_93X	N	<p>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.</p> <p>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</p>

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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)
				<p>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 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.</p> <p>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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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</p>

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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)
				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	Would like to see a road from the hospital to the New Junction that would relieve traffic on Clifford Bridge Road	00_79X	N	<p>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.</p> <p>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</p>

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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)
				<p>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 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.</p> <p>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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p>
Design	Consider if we can have some sort of hospital connection Road (even if it was just for emergency services). This	00_93X	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

Table 4 – Targeted statutory consultation: design theme				
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 be worthwhile then.			<p>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.</p> <p>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 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.</p>

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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)
				<p>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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p>
Design	We need a PUBLIC route from the A46 to the Hospital to take traffic away from Clifford Bridge Road and Ansty Road. If the proposed route to the Hospital from the new A46 junction blue light/staff only then it won't help to ease traffic flow on local roads.	00_63X	N	<p>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</p>

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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)
				<p>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.</p> <p>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 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.</p> <p>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</p>

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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)
				<p>lead to a reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p> <p>The future development of a hospital link road would be subject to its own planning application, in which factors such as the monitoring of any proposed traffic enforcement measures would be set out in detail.</p>
Design	I can't see why you have altered the scheme boundary from Brinklow Road Bridge to Smite Brook culvert from 2023 - 2024 the boundary now appears to be a lot nearer to residents and in your document I can't see why. This obviously would have a detrimental effect on the environment wildlife & residents.	00_89X	N	The Order Limits have changed in this location to allow for the installation of pedestrian crossing infrastructure, enabling access to existing cables for connection to the signals. Work would not be required beyond the existing hedgerow and so would be limited to land only accessible from the highway.
Design	To approach the road scheme in a serious manner is important	00_82X	N	Chapter 7 of the Transport Assessment ( <b>TR010066/APP/7.3</b> ) provides an assessment of the

Table 4 – Targeted statutory consultation: design theme				
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)
	there is too much at risk with peoples standard of driving			<p>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.</p> <p>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.</p>
Design	Previous work on the A46 - Brandon Road at Binley went well and has made the road much safer particularly pedestrians.	00_94X	N	The comment is noted.
Design	Having thought of other route possibilities with my limited knowledge, I feel this is the only other option to improve the build up of traffic in the area	00_72X	N	<p>The Case for the Scheme (<b>TR010066/APP/7.1</b>) 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.</p> <p>ES Chapter 3 (Assessment of Alternatives) (<b>TR010066/APP/6.1</b>) 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</p>

Table 4 – Targeted statutory consultation: design theme				
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)
				environmental impact, and still met the objectives of the Scheme.
Design	Don't see how else it could be done	00_88X	N	The comment is noted.
Design	The revisions seem fine to me but I don't wish to plough through the whole document again.	email2X	N	The comment is noted.
Design	understand the need for improvement	00_91X	N	The comment is noted.
Design	Seems logical and sensible	00_78X	N	The comment is noted.
Design	Allowing traffic to flow rather than stop will reduce pollution, accidents and queues.	00_92X	N	The comment is noted.
Design	Get on with it as fast as possible	00_74X	N	The comment is noted.
Design	Such a shame it's not starting in 2025	00_82X	N	The comment is noted.
Design	Get on with it	00_92X	N	The comment is noted.

Table 4 – Targeted statutory consultation: design theme				
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	Seems slow just get on with it!	00_83X	N	The comment is noted.
Design	Good to see there will be the opportunity for another access route to the hospital albeit at a later stage and separate.	00_83X	N	The comment is noted.
Design	the Walsgrave roundabout is quite difficult to cross with a car - dangerous. The improvements would reduce accidents	00_77X	N	The comment is noted.
Design	It will make it safer	00_79X	N	The comment is noted.
Design	Perhaps it will make the road and junctions safer	00_94X	N	The comment is noted.
Design	Hopefully the scheme will make the A46 (Walsgrave) much safer for all road users.	00_94X	N	The comment is noted.
Design	Traffic build up at existing roundabout	00_69X	N	The comment is noted.
Design	Although this now Walsgrave scheme is going to mean extra	00_72X	N	The comment is noted.

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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)
	mileage for me I believe it will help alleviate the build up of traffic at that point			
Design	To stop traffic build up at the Walsgrave roundabout, to keep traffic flowing	00_77X	N	The comment is noted.
Design	Build up of traffic Northbound from TGI's junction	00_78X	N	The comment is noted.
Design	To keep traffic on the move	00_79X	N	The comment is noted.
Design	A46 - M6 M69 needs a through route	00_83X	N	The comment is noted.
Design	Better for through traffic - improves flow significantly	00_88X	N	The comment is noted.
Design	To ease traffic in local areas	00_97X	N	The comment is noted.
Design	It's not too bad at the moment but i can see how the scheme might be better	00_93X	N	The comment is noted.
Design	Hopefully will keep traffic moving and avoid queing at the present roundabout - looks	00_67X	N	The comment is noted.

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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)
	good in the picture.			
Design	It will alleviate queing from Binley & Walsgrave	00_74X	N	The comment is noted.
Design	It should solve most of the congestion issues	00_81X	N	The comment is noted.
Design	Keep Local users and passing through users separate.	00_91X	N	The comment is noted.
Design	Perhaps it will reduce congestion	00_94X	N	The comment is noted.
Design	Long term the traffic will flow more consistently.	00_72X	N	The comment is noted.
Design	This will ease the traffic queues during peak time.	00_98X	N	The comment is noted.
Design	To stop traffic buildup on Clifford Bridge Road	00_64X	N	The comment is noted.

Table 5 – Targeted statutory consultation: environment theme				
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	I have concerns about the air quality too.	00_91X	N	<p>The Applicant sets out at section 5.10 of ES Chapter 5 (Air Quality) (<b>TR010066/APP/6.1</b>) 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) (<b>TR010066/APP/6.1</b>).</p> <p>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.</p> <p>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 (<b>TR010066/APP/6.5</b>). 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 (<b>TR010066/APP/3.1</b>).</p> <p>ES Chapter 12 (Population and Human Health) (<b>TR010066/APP/6.1</b>) has determined that the impact of</p>

Table 5 – Targeted statutory consultation: environment theme				
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 air quality on health outcomes, both during construction and operation, are anticipated to result in a neutral health outcome.
Environment	I'm worried about the impact on health due to the traffic diversion which would increase air pollution during and after construction. I'm also concerned regarding dust from construction work as my grandson lives here as well.	00_90X	N	<p>The Applicant sets out at section 5.10 of ES Chapter 5 (Air Quality) (<b>TR010066/APP/6.1</b>), 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).</p> <p>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.</p> <p>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 (<b>TR010066/APP/6.5</b>). 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 (<b>TR010066/APP/3.1</b>).</p>

Table 5 – Targeted statutory consultation: environment theme				
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 12 (Population and Human Health) ( <b>TR010066/APP/6.1</b> ) 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	Although the environmental issues have been looked into for the A46 junction itself I don't feel enough consideration has been evaluated for the surrounding area of Clifford Bridge Road and my property including increased noise pollution and dust created during construction as well as after.	00_90X	N	<p>The ES (<b>TR010066/APP/6.1</b>) follows DMRB LA104, which sets out the requirements for the environmental assessment of projects, including reporting and monitoring of significant adverse environmental effects as a result of construction and operation.</p> <p>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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p>

Table 5 – Targeted statutory consultation: environment theme				
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)
				<p>ES Chapter 4 (Environmental Assessment Methodology) (<b>TR010066/APP/6.1</b>) outlines the purpose and main stages of the assessment process and explains the methodology that has been followed and details the approach to mitigation.</p> <p>The physical scope of assessments varies according to the effects they are assessing, for example air quality effects or noise and vibration effects, as defined in each topic based chapter of the ES.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• Avoidance and prevention: design and mitigation measures to prevent the effect (e.g., alternative design options or avoidance of environmentally sensitive sites)</li> <li>• Reduction: where avoidance is not possible, then mitigation is used to lessen the magnitude or significance of effects</li> <li>• Remediation: where it is not possible to avoid or reduce a significant adverse effect, these are measures to offset the effect</li> </ul>

Table 5 – Targeted statutory consultation: environment theme				
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)
				<p>Full details of the mitigation measures included within the Scheme are described in each of the topic-based chapters of the ES (<b>TR010066/APP/6.1</b>).</p> <p>Mitigation measures required during construction and operation of the Scheme are identified in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (<b>TR010066/APP/6.5</b>)) and would be secured through Schedule 2 of the draft DCO (<b>TR010066/APP/3.1</b>).</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) summarises the Scheme's impact on the strategic and local highway network with respect to traffic congestion and road safety for motorised transport.</p> <p>The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.</p>
Environment	This scheme is proposed to run over 2 years from start to finish. The environmental impact on construction traffic, lorries, machinery will be huge.	00_71X	N	The ES ( <b>TR010066/APP/6.1</b> ) 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.

Table 5 – Targeted statutory consultation: environment theme				
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)
				<p>ES Chapter 4 (Environmental Assessment Methodology) (<b>TR010066/APP/6.1</b>) 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:</p> <ul style="list-style-type: none"> <li>• Avoidance and prevention: design and mitigation measures to prevent the effect (e.g., alternative design options or avoidance of environmentally sensitive sites)</li> <li>• Reduction: where avoidance is not possible, then mitigation is used to lessen the magnitude or significance of effects</li> <li>• Remediation: where it is not possible to avoid or reduce a significant adverse effect, these are measures to offset the effect</li> </ul> <p>Full details of the mitigation measures included within the Scheme are described in each of the topic-based chapters of the ES (<b>TR010066/APP/6.1</b>).</p> <p>Mitigation measures required during construction and operation of the Scheme are listed in the Register of</p>

Table 5 – Targeted statutory consultation: environment theme				
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)
				<p>Environmental Actions and Commitments (Appendix A of the First Iteration EMP (<b>TR010066/APP/6.5</b>)) and would be secured through Schedule 2 of the draft DCO (<b>TR010066/APP/3.1</b>).</p> <p>Further information about HGV movements for construction of the Scheme, including estimated movements is set out in ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>).</p> <p>The Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) 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.</p>
Environment	I have concern about the two year project and the dirt and dust it is going to create and the noise from the traffic.	00_91X	N	<p>ES Chapter 12 (Population and Human Health) (<b>TR010066/APP/6.1</b>) 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).</p> <p>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) (<b>TR010066/APP/6.1</b>), the effects are expected to be non-</p>

Table 5 – Targeted statutory consultation: environment theme				
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)
				<p>significant. Therefore, changes to air pollution during construction are anticipated to result in a neutral health outcome.</p> <p>For the operation phase, as the levels of NO<sub>2</sub> and PM<sub>10</sub> are not considered to significantly impact human health, no mitigation is identified as required, and a neutral health outcome is deemed appropriate.</p> <p>An Outline Air Quality and Dust Management Plan has been developed and forms Appendix B.1 of the First Iteration EMP (<b>TR010066/APP/6.7</b>). 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 Schedule 2 Requirement 4 of the draft DCO (<b>TR010066/APP/3.1</b>).</p> <p>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) (<b>TR010066/APP/6.3</b>).</p> <p>An Outline Noise and Vibration Management Plan is included within the First Iteration EMP</p>

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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)
				( <b>TR010066/APP/6.5</b> ). 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 Schedule 2 Requirement 4 of the draft DCO ( <b>TR010066/APP/3.1</b> ).
Environment	Don't know at this stage but as explained above I have real concerns about dirt and dust and noise.	00_91X	N	<p>ES Chapter 12 (Population and Human Health) (<b>TR010066/APP/6.1</b>) 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).</p> <p>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) (<b>TR010066/APP/6.1</b>), the effects are expected to be non-significant. Therefore, changes to air pollution during construction are anticipated to result in a neutral health outcome.</p> <p>For the operation phase, as the levels of NO<sub>2</sub> and PM<sub>10</sub> are not considered to significantly impact human health, no mitigation is identified as required, and a neutral health outcome is deemed appropriate.</p> <p>An Outline Air Quality and Dust Management Plan has been developed and forms Appendix B.1 of the First</p>

Table 5 – Targeted statutory consultation: environment theme				
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)
				<p>Iteration EMP (<b>TR010066/APP/6.7</b>). 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 Schedule 2 Requirement 4 of the draft DCO (<b>TR010066/APP/3.1</b>).</p> <p>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 (<b>TR010066/APP/6.3</b>), which present the assessments used to determine any potential likely significant effects of the Scheme on each environmental aspect.</p> <p>As set out in ES Chapter 11 (Noise and Vibration) (<b>TR010066/APP/6.1</b>) the Applicant's construction traffic noise 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 (<b>TR010066/APP/7.5</b>) potential significant effects are unlikely.</p> <p>The Applicant has produced an Outline Noise and Vibration Management Plan (<b>TR010066/APP/6.5</b>), which forms Appendix B.2 of the First Iteration Environmental Management Plan (<b>TR010066/APP/6.5</b>), which sets out a range of measures to ensure the effects of noise are</p>

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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)
				<p>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.</p> <p>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 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.</p>
Environment	I'm also worried that the increased size of the road and junction could increase flooding levels which could effect my property more.	00_90X	N	<p>The Applicant has considered the impact of the Scheme on drainage and flood risk. 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).</p> <p>The drainage strategy for the Scheme is set out in ES</p>

Table 5 – Targeted statutory consultation: environment theme				
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)
				<p>Appendix 13.6 (Drainage Strategy Report) (<b>TR010066/APP/6.3</b>), and the flood assessment is detailed within ES Appendix 13.1 (Flood Risk Assessment) (<b>TR010066/APP/6.3</b>).</p> <p>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.</p> <p>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.</p> <p>The new detention ponds are designed to mitigate the impact of the Scheme on the local water environment, as detailed in the Drainage strategy report. The ponds are not designed for any other requirement.</p> <p>The drainage layout for the Scheme is presented on the Drainage and Surface Water Plans (<b>TR010066/APP/2.7</b>).</p>
Environment	Only worry is that Smite Brook which flows into the River Sowe & Coombe pool floods in the winter onto the farmland alongside the A46 slip road.	00_67X	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.

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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)
				<p>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) (<b>TR010066/APP/6.3</b>), and the flood assessment, which includes consideration of Coombe Pool, Smite Brook and the River Sowe, is detailed within ES Appendix 13.1 (Flood Risk Assessment) (<b>TR010066/APP/6.3</b>).</p> <p>ES Chapter 13 (Road Drainage and the Water Environment) (<b>TR010066/APP/6.1</b>) 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.</p> <p>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.</p> <p>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.</p> <p>The drainage layout for the Scheme is presented on the</p>

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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)
				<p>Drainage and Surface Water Plans (<b>TR010066/APP/2.7</b>).</p> <p>The new detention ponds 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 (Drainage Strategy Report) (<b>TR010066/APP/6.3</b>). The ponds are not designed for any other requirement.</p>
Environment	it could increase traffic on Clifford Bridge Road health risks from vehicle emissions	00_90X	N	<p>ES Chapter 12 (Population and Human Health) (<b>TR010066/APP/6.1</b>) 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).</p> <p>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 (<b>TR010066/APP/7.3</b>).</p> <p>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,</p>

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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)
				<p>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 (<b>TR010066/APP/7.1</b>).</p> <p>The Transport Assessment modelling has been used in the air quality assessment, which is presented in ES Chapter 5 (Air Quality) (<b>TR010066/APP/6.1</b>). ES 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).</p> <p>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.</p>
Environment	The proposal will cause more pollution to the local area.	00_68X	N	<p>ES Chapter 3 (Assessment of Alternatives) (<b>TR010066/APP/6.1</b>) 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.</p> <p>The development of the Scheme design adheres to the principles of the design and mitigation hierarchy. The first</p>

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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)
				<p>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.</p> <p>ES Chapter 12 (Population and Human Health) (<b>TR010066/APP/6.1</b>) 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).</p> <p>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) (<b>TR010066/APP/6.1</b>), the effects are expected to be non-significant. Therefore, changes to air pollution during construction are anticipated to result in a neutral health outcome.</p> <p>An Outline Air Quality and Dust Management Plan has been developed and forms Appendix B.1 of the First Iteration EMP (<b>TR010066/APP/6.7</b>). 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</p>

Table 5 – Targeted statutory consultation: environment theme				
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)
				<p>Second Iteration EMP and would be secured through Schedule 2 Requirement 4 of the draft DCO (TR010066/APP/3.1).</p> <p>For the operation phase, as the levels of NO<sub>2</sub> and PM<sub>10</sub> are not considered to significantly impact human health, no mitigation is identified as required, and a neutral health outcome is deemed appropriate.</p> <p>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.</p>
Environment	The proposal will force traffic and therefore pollution onto local roads.	00_70X	N	<p>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.</p> <p>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</p>

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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)
				<p>Assessment and Monitoring) and DMRB LA 108 (Population and human health).</p> <p>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) (<b>TR010066/APP/6.1</b>), the effects are expected to be non-significant. Therefore, changes to air pollution during construction are anticipated to result in a neutral health outcome.</p> <p>An Outline Air Quality and Dust Management Plan has been developed and forms Appendix B.1 of the First Iteration EMP (<b>TR010066/APP/6.7</b>). 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 Schedule 2 Requirement 4 of the draft DCO (<b>TR010066/APP/3.1</b>).</p> <p>For the operation phase, as the levels of NO<sub>2</sub> and PM<sub>10</sub> are not considered to significantly impact human health, no mitigation is identified as required, and a neutral health outcome is deemed appropriate.</p> <p>The Applicant has developed an Environmental Masterplan (Figure 2.4 (<b>TR010066/APP/6.2</b>)) which sets</p>

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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)
				<p>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.</p> <p>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.</p> <p>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.</p> <p>The Applicant's assessments show that with the Scheme</p>

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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)
				<p>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.</p> <p>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.</p> <p>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).</p>
Environment	the future realignment of A46 will further impact the environment, pollution & noise pollution by their land grab.	00_89X	N	<p>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.</p> <p>The development of the Scheme design adheres to the principles of the design and mitigation hierarchy. The first</p>

Table 5 – Targeted statutory consultation: environment theme				
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)
				<p>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.</p> <p>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 (<b>TR010066/APP/6.1</b>).</p> <p>The ES (<b>TR010066/APP/6.1</b>) 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.</p>
Environment	light pollution is a big concern with road being raised to a higher level as it runs parallel to our estate.	00_100X	N	<p>ES Chapter 7 (Landscape and Visual Effects) (<b>TR010066/APP/6.1</b>) 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).</p> <p>The Applicant has undertaken a lighting assessment to provide an analysis of the potential operational light spill</p>

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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)
				<p>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.</p> <p>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.</p>
Environment	it could increase traffic on Clifford Bridge Road causing noise level	00_90X	N	<p>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).</p> <p>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.</p> <p>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</p>

Table 5 – Targeted statutory consultation: environment theme				
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)
				<p>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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p>
Environment	Noise is a big concern with road being raised to a higher level as it runs parallel to our estate. It can be very noisy as it is.	00_100X	N	<p>ES Chapter 11 (Noise and Vibration) (<b>TR010066/APP/6.1</b>) 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).</p> <p>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</p>

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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)
				having no likely significant effect on noise and vibration during its operational phase.
Environment	I am not sure if it would improve the A46 but I feel it will negatively impact Clifford Bridge Road increasing noise which I struggle with now even though I have double glazing but still kept up through the night when work is being done on the A46 and traffic diverted to Clifford Bridge Road with HGVs.	00_90X	N	<p>ES Chapter 11 (Noise and Vibration) (<b>TR010066/APP/6.1</b>) 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).</p> <p>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 (<b>TR010066/APP/7.5</b>).</p> <p>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.</p> <p>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</p>

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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)
				<p>HGVs. The access to the satellite compound is shown on the ES Figure 2.5 (Temporary Works) (<b>TR010066/APP/6.2</b>). Therefore, there would not be a 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.</p> <p>The construction traffic management phases of the Scheme are presented in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.</p> <p>A Construction Traffic Management Plan would be developed and implemented based on the measures and approaches detailed within the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>). Item G5 of the Register of Environmental Actions and Commitments (Appendix A of the First Iteration Environmental Management Plan (<b>TR010066/APP/6.5</b>), sets out a commitment to ensure disruption is minimised on those travelling between communities and those travelling to facilities and businesses.</p> <p>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 (<b>TR010066/APP/7.5</b>).</p>

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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)
				<p>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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p>
Environment	During construction it will be very noisy with drilling etc.	00_91X	N	<p>ES Chapter 11 (Noise and Vibration) (<b>TR010066/APP/6.1</b>) 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).</p> <p>The Applicant acknowledges that there are some noisy construction activities that require mitigation during</p>

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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)
				<p>construction. The duration and timing of these activities would be refined during detailed design to minimise the impact on residential and non-residential receptors.</p> <p>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 Schedule 2 Requirement 4 of the draft DCO (TR010066/APP/3.1).</p> <p>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.</p> <p>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.</p>
Environment	There will also be a detrimental affect to wildlife & habitat.	00_68X	N	The Applicant has considered the impacts of the Scheme on wildlife and habitats within the study area relating to each feature.

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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)
				<p>ES Chapter 8 (Biodiversity) (<b>TR010066/APP/6.1</b>) 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).</p> <p>The assessment detailed within this 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. This is limited to a specific phase of the construction works and appropriate acoustic mitigation would be required to address this potential significant impact. This may include measures such as additional 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.</p> <p>All other likely effects are deemed not significant during the construction and operation period with the appropriate mitigation in place. Mitigation measures are included in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (<b>TR010066/APP/6.5</b>)), which would be secured through</p>

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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)
				Schedule 2 of the draft DCO ( <b>TR010066/APP/3.1</b> ).
Environment	The proposal will affect to wildlife in the area	00_70X	N	<p>The Applicant has considered the impacts of the Scheme on wildlife and habitats within the study area relating to each feature.</p> <p>ES Chapter 8 (Biodiversity) (<b>TR010066/APP/6.1</b>) 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).</p> <p>The assessment detailed within this 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. This is limited to a specific phase of the construction works and appropriate acoustic mitigation would be required to address this potential significant impact. This may include measures such as additional 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.</p> <p>All other likely effects are deemed not significant during the construction and operation period with the appropriate</p>

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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)
				mitigation in place. Mitigation measures are included in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (TR010066/APP/6.5)), which would be secured through Schedule 2 of the draft DCO (TR010066/APP/3.1).
Environment	IMPORTANT I would like to see 2 x environmental reports from UKAS accredited ISO 14001 auditors to be commissioned and the results reviewed before any work starts or is planned further	00_71X	N	<p>ISO14001 is an international standard for environmental management systems. The Principal Contractor for the scheme has an integrated management system that is audited on an annual basis and includes Quality (ISO 9000), Environment (ISO14001) and Health and Safety (ISO45001).</p> <p>It is not appropriate to undertake an ISO14001 audit on a stand-alone site although sites are chosen at random from the operational portfolio of projects at the time of each audit.</p> <p>The ES (TR010066/APP/6.1) follows DMRB LA104, which sets out the requirements for the environmental assessment of projects, including reporting and monitoring of significant adverse environmental effects as a result of construction and operation.</p> <p>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.</p>

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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	Dust could become a major harassment.	00_80X	N	<p>ES Chapter 12 (Population and Human Health) (<b>TR010066/APP/6.1</b>) 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).</p> <p>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) (<b>TR010066/APP/6.1</b>), the effects are expected to be non-significant. Therefore, changes to air pollution during construction are anticipated to result in a neutral health outcome.</p> <p>An Outline Air Quality and Dust Management Plan has been developed and forms Appendix B.1 of the First Iteration EMP (<b>TR010066/APP/6.7</b>). 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 (<b>TR010066/APP/3.1</b>).</p> <p>For the operation phase, as the levels of NO<sub>2</sub> and PM<sub>10</sub></p>

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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)
				<p>are not considered to significantly impact human health, no mitigation is identified as required, and a neutral health outcome is deemed appropriate.</p> <p>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.</p>
Environment	air quality to be measured including the amount of sand in the atmosphere and exhaust pollution.	00_95X	N	<p>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).</p> <p>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.</p> <p>An Outline Air Quality and Dust Management Plan has</p>

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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)
				<p>been developed and forms Appendix B.1 of the First Iteration EMP (<b>TR010066/APP/6.7</b>). 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 (<b>TR010066/APP/3.1</b>).</p> <p>For the operation phase, as the levels of NO<sub>2</sub> and PM<sub>10</sub> are not considered to significantly impact human health, no mitigation is identified as required, and a neutral health outcome is deemed appropriate.</p>
Environment	We have seen a steady decline in birds, butterflies, in fact all insects and wildlife over the past 20 years in this area, we don't want to lose more. Residents do as much as they can to protect wildlife & keep some valley areas clean & healthy, please respect this!	00_89X	N	<p>The Environmental Masterplan (ES Figure 2.4 (<b>TR010066/APP/6.2</b>)) has 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.</p> <p>ES Chapter 8 (Biodiversity) (<b>TR010066/APP/6.1</b>) 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</p>

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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)
				<p>Assessment and Monitoring) and DMRB LA 108 (Biodiversity).</p> <p>Mitigation incorporated as part of the design is identified within Chapter 8 and includes a mammal crossing under the new B4082 link road.</p>
Environment	Building new roads on existing farmland is always going to have an impact on the environment. How long does it take to recover?	00_73X	N	<p>ES Chapter 9 (Geology and Soils) (<b>TR010066/APP/6.1</b>) 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).</p> <p>The full results of the soil survey are presented in ES Appendix 9.2 (Soil Resource Plan and Agricultural Land Classification) (<b>TR010066/APP/6.3</b>).</p> <p>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.</p>
Environment	No mention of the flood plain	00_66X	N	The Preliminary Environmental Information Report (PEIR) that was included in the material produced for consultation

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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)
				<p>included explanations of how the Applicant had assessed the potential impacts of the Scheme on flood risk and how these assessments would continue.</p> <p>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) (<b>TR010066/APP/6.3</b>), and the flood assessment is detailed within ES Appendix 13.1 (Flood Risk Assessment) (<b>TR010066/APP/6.3</b>).</p> <p>ES Chapter 13 (Road Drainage and the Water Environment) (<b>TR010066/APP/6.1</b>) 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.</p> <p>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.</p>

Table 5 – Targeted statutory consultation: environment theme				
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)
				<p>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.</p> <p>The drainage layout for the Scheme is presented on the Drainage and Surface Water Plans (<b>TR010066/APP/2.7</b>).</p>
Environment	It would help if that brook was cleaned of fallen trees and rubbish.	00_67X	N	<p>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.</p> <p>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) (<b>TR010066/APP/6.3</b>), and the flood assessment is detailed within ES Appendix 13.1 (Flood Risk Assessment) (<b>TR010066/APP/6.3</b>).</p> <p>ES Chapter 13 (Road Drainage and the Water Environment) (<b>TR010066/APP/6.1</b>) 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</p>

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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)
				<p>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.</p> <p>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.</p> <p>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.</p> <p>The drainage layout for the Scheme is presented on the Drainage and Surface Water Plans (<b>TR010066/APP/2.7</b>).</p>
Environment	Clear Smite Brook of fallen trees and rubbish prior to starting this may minimise the impact of floods and anything else that is done that may impact the groundwater levels and surface water levels.	00_67X	N	<p>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.</p> <p>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) (<b>TR010066/APP/6.3</b>), and the flood assessment is</p>

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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)
				<p>detailed within ES Appendix 13.1 (Flood Risk Assessment) (<b>TR010066/APP/6.3</b>).</p> <p>ES Chapter 13 (Road Drainage and the Water Environment) (<b>TR010066/APP/6.1</b>) 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.</p> <p>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.</p> <p>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.</p> <p>The drainage layout for the Scheme is presented on the Drainage and Surface Water Plans (<b>TR010066/APP/2.7</b>).</p>

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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	more natural pools also rivers looked after. To reduce flooding.	00_73X	N	<p>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.</p> <p>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) (<b>TR010066/APP/6.3</b>), and the flood assessment is detailed within ES Appendix 13.1 (Flood Risk Assessment) (<b>TR010066/APP/6.3</b>).</p> <p>ES Chapter 13 (Road Drainage and the Water Environment) (<b>TR010066/APP/6.1</b>) 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.</p> <p>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</p>

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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)
				<p>water quality treatment.</p> <p>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.</p> <p>The drainage layout for the Scheme is presented on the Drainage and Surface Water Plans (<b>TR010066/APP/2.7</b>).</p>
Environment	Larger more efficient natural barrier that would work to avoid any flooding to my property as I'm not sure if the current barrier adds to the flooding as my property as there's certainly more since the original junction was put in place.	00_90X	N	<p>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) (<b>TR010066/APP/6.3</b>), and the flood assessment is detailed within ES Appendix 13.1 (Flood Risk Assessment) (<b>TR010066/APP/6.3</b>).</p> <p>ES Chapter 13 (Road Drainage and the Water Environment) (<b>TR010066/APP/6.1</b>) 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.</p>

Table 5 – Targeted statutory consultation: environment theme				
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)
				<p>The drainage of the Scheme would be designed to accommodate a 1:100 year storm event plus a climate change increase of 20%. A sensitivity text would also be undertaken for a 40% climate change increase. The attenuation basin and ponds will be designed to retain this flow and will only discharge into the adjacent watercourses at the existing greenfield runoff rate, therefore not making the existing situation any worse.</p> <p>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.</p> <p>The attenuation basin and ponds would only discharge into the adjacent watercourses at the existing greenfield runoff rate, therefore not making the existing situation any worse.</p> <p>The drainage layout for the Scheme is presented on the Drainage and Surface Water Plans (<b>TR010066/APP/2.7</b>).</p>
Environment	I think too much consideration has been given. Roads inevitably have an environmental impact, but they need to be built to enable people to get around.	00_63X	N	The ES ( <b>TR010066/APP/6.1</b> ) 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.

Table 5 – Targeted statutory consultation: environment theme				
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)
	Environmental impact has been used as an excuse to justify not building a roundabout over the existing roundabout.			<p>Each chapter identifies mitigation measures that are required during the construction and operation phase. These are recorded in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (<b>TR010066/APP/6.5</b>)) which would be secured through Schedule 2 of the draft DCO (<b>TR010066/APP/3.1</b>).</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p> <p>As set out in the Case for the Scheme (<b>TR010066/APP/7.1</b>) 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.</p>
Environment	Where I live I can see across to the A46 it is out of sight and I want the new road scheme to be out of sight with traffic. May be	00_82X	N	ES Chapter 7 (Landscape and Visual Effects) ( <b>TR010066/APP/6.1</b> ) presents the assessment used to determine any potential likely significant effects of the

Table 5 – Targeted statutory consultation: environment theme				
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 dumb bell island could be seen but hopefully it can be screened by trees.			<p>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)</p> <p>The Environmental Masterplan (ES Figure 2.4 (<b>TR010066/APP/6.2</b>)) has been developed to reflect the existing landscape context and to mitigate the impact of vegetation loss due to the Scheme. Woodland planting is proposed around the dumbbell roundabouts to provide screening.</p> <p>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.</p>
Environment	I want less pollution and less	00_82X	N	The ES ( <b>TR010066/APP/6.1</b> ) follows DMRB LA104, which

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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)
	noise			<p>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.</p> <p>Each chapter identifies mitigation measures that are required during the construction and operational phase. These are recorded in the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (<b>TR010066/APP/6.5</b>)) which would be secured through Schedule 2 of the draft DCO (<b>TR010066/APP/3.1</b>).</p> <p>The Applicant sets out at section 5.10 of ES Chapter 5 (Air Quality) (<b>TR010066/APP/6.1</b>) 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).</p> <p>ES Chapter 11 (Noise and Vibration) (<b>TR010066/APP/6.1</b>) 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</p>

Table 5 – Targeted statutory consultation: environment theme				
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)
				<p>104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and Vibration).</p> <p>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.</p> <p>The Applicant acknowledges that there are some noisy construction activities that require mitigation during construction. The duration and timing of these activities would be refined during detailed design to minimise the impact on residential and non-residential receptors.</p> <p>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).</p> <p>The Noise and Vibration Management Plan would include the measures taken to reduce noise at source, the strategy for actively communicating this information to</p>

Table 5 – Targeted statutory consultation: environment theme				
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)
				<p>local communities, and procedures for responding effectively and promptly to any specific issues or complaints arising.</p> <p>The Register of Environmental Actions and Commitments (Appendix A of the First Iteration Environmental Management Plan (<b>TR010066/APP/6.5</b>)) sets out the requirements for the Noise and Vibration Management Plan including best practice construction mitigation measures.</p>
Environment	As long as careful plans are made to follow the environment. I don't have any other questions	00_80X	N	<p>The ES (<b>TR010066/APP/6.1</b>) 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.</p> <p>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 (<b>TR010066/APP/6.5</b>)) which would be secured through Schedule 2 of the draft DCO (<b>TR010066/APP/3.1</b>).</p>
Environment	To approach the road scheme in a serious manner is important there is too much at risk with the environment	00_82X	N	<p>The ES (<b>TR010066/APP/6.1</b>) 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.</p>

Table 5 – Targeted statutory consultation: environment theme				
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)
				Each chapter identifies mitigation measures that are required for the construction and operational 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 Schedule 2 the draft DCO (TR010066/APP/3.1).
Environment	I would like assurance that everything is being done for residents re: noise & environment in the future.	00_89X	N	<p>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.</p> <p>Each chapter identifies mitigation measures that are required during the construction and operational 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 Schedule 2 of the draft DCO (TR010066/APP/3.1).</p> <p>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</p>

Table 5 – Targeted statutory consultation: environment theme				
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)
				<p>DMRB LA 111 (Noise and Vibration).</p> <p>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.</p> <p>The Applicant acknowledges that there are some noisy construction activities that require mitigation during construction. The duration and timing of these activities would be refined during detailed design to minimise the impact on residential and non-residential receptors.</p> <p>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).</p> <p>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</p>

Table 5 – Targeted statutory consultation: environment theme				
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)
				<p>effectively and promptly to any specific issues or complaints arising.</p> <p>The Register of Environmental Actions and Commitments (Appendix A of the First Iteration Environmental Management Plan (<b>TR010066/APP/6.5</b>) sets out the requirements for the Noise and Vibration Management Plan including best practice construction mitigation measures.</p> <p>ES Chapter 12 (Population and Human Health) (<b>TR010066/APP/6.1</b>) 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).</p>
Environment	As long as new trees are planted and area is landscaped to what it was before.	00_67X	N	<p>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) (<b>TR010066/APP/6.3</b>).</p> <p>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</p>

Table 5 – Targeted statutory consultation: environment theme				
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)
				<p>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.</p> <p>Compensatory tree planting is provided throughout the Scheme and is presented on the Environmental Masterplan (ES Figure 2.4 (<b>TR010066/APP/6.2</b>)). 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.</p>
Environment	Try to put measures in place to protect residents from pollution & noise disruption when scheme is finished.	00_89X	N	<p>The ES (<b>TR010066/APP/6.1</b>) 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.</p> <p>The Applicant sets out at section 5.10 of ES Chapter 5 (Air Quality) (<b>TR010066/APP/6.1</b>) 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).</p> <p>ES Chapter 11 (Noise and Vibration) (<b>TR010066/APP/6.1</b>)</p>

Table 5 – Targeted statutory consultation: environment theme				
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)
				<p>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).</p> <p>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.</p> <p>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).</p>
Environment	I would like to see more done for wild animals as they are losing a lot of their space. Safe crossing, underpasses to be considered.	00_93X	N	The Environmental Masterplan (ES Figure 2.4 (TR010066/APP/6.2)) has been developed with ecologists to mitigate the impact of the Scheme on protected species,

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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)
	There are a lot of deer that cross from Coombe - be nice to not see as many die on the road.			<p>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.</p> <p>ES Chapter 8 (Biodiversity) (<b>TR010066/APP/6.1</b>) 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).</p> <p>Mitigation incorporated as part of the design is identified within Chapter 8 and includes a badger crossing under the new B4082 link road and the retention of the Hungerley Hall Farm accommodation overbridge crossing of the A46.</p>
Environment	More trees shrubbery to make the space look aesthetically pleasing.	00_93X	N	<p>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) (<b>TR010066/APP/6.3</b>).</p> <p>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</p>

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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)
				<p>recorded of veteran condition during the tree assessment and protective measures have been proposed for works in relation to the root protection area.</p> <p>Compensatory tree planting is provided throughout the Scheme and is presented on the Environmental Masterplan (ES Figure 2.4 (<b>TR010066/APP/6.2</b>)). 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.</p>
Environment	I'm hopeful that the area's biodiversity will be left in a better state than it was before development.	00_94X	N	<p>ES Chapter 8 (Biodiversity) (<b>TR010066/APP/6.1</b>) 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).</p> <p>Mitigation incorporated as part of the design is identified within Chapter 8 and includes a badger crossing under the new B4082 link road and the retention of the Hungerley Hall Farm accommodation overbridge crossing of the A46.</p> <p>The Environmental Masterplan (ES Figure 2.4 (<b>TR010066/APP/6.2</b>)) has been developed with ecologists to mitigate the impact of the Scheme on birds, and in particular local barn owls and wintering birds. The</p>

Table 5 – Targeted statutory consultation: environment theme				
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)
				Environmental Masterplan provides replacement habitats for those lost to the Scheme and new habitats to the area.
Environment	The work should impact the local wildlife as little as possible	00_100X	N	<p>ES Chapter 8 (Biodiversity) (<b>TR010066/APP/6.1</b>) 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).</p> <p>Mitigation incorporated as part of the design is identified within ES Chapter 8 (Biodiversity) (<b>TR010066/APP/6.1</b>) and includes a badger crossing under the new B4082 link road and the retention of the Hungerley Hall Farm accommodation overbridge crossing of the A46.</p> <p>The Environmental Masterplan (ES Figure 2.4 (<b>TR010066/APP/6.2</b>)) has 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.</p>
Environment	I just want nicer spaces to consider the impact of wildlife.	00_93X	N	ES Chapter 8 (Biodiversity) ( <b>TR010066/APP/6.1</b> ) 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

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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)
				<p>Assessment and Monitoring) and DMRB LA 108 (Biodiversity).</p> <p>The Environmental Masterplan (ES Figure 2.4 (TR010066/APP/6.2)) has 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.</p>
Environment	install noise absorbers along the road. This is between B & Q flyover to Walsgrave roundabout.	00_98X	N	<p>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).</p> <p>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 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.</p>

Table 5 – Targeted statutory consultation: environment theme				
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	between B & Q flyover to Walsgrave roundabout install road noise absorbers	00_98X	N	<p>ES Chapter 11 (Noise and Vibration) (<b>TR010066/APP/6.1</b>) 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).</p> <p>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 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.</p>
Environment	Road noise increases a lot during winter time.	00_98X	N	<p>ES Chapter 11 (Noise and Vibration) (<b>TR010066/APP/6.1</b>) 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).</p>

Table 5 – Targeted statutory consultation: environment theme				
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)
				<p>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 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.</p>
Environment	Think about the road noise & pollution impact to the Morrison Estate residents.	00_98X	N	<p>ES Chapter 11 (Noise and Vibration) (<b>TR010066/APP/6.1</b>) 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).</p> <p>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 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.</p>

Table 5 – Targeted statutory consultation: environment theme			
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)
			<p>ES Chapter 12 (Population and Human Health) (<b>TR010066/APP/6.1</b>) 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).</p> <p>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) (<b>TR010066/APP/6.1</b>), the effects are expected to be non-significant. Therefore, changes to air pollution during construction are anticipated to result in a neutral health outcome.</p> <p>An Outline Air Quality and Dust Management Plan has been developed and forms Appendix B.1 of the First Iteration EMP (<b>TR010066/APP/6.7</b>). 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 (<b>TR010066/APP/3.1</b>).</p> <p>For the operation phase, as the levels of NO<sub>2</sub> and PM<sub>10</sub></p>

Table 5 – Targeted statutory consultation: environment theme				
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 not considered to significantly impact human health, no mitigation is identified as required, and a neutral health outcome is deemed appropriate.
Environment	Following the previous work on the A46 - Rugby Road and Brandon Road - flyover in certain weather conditions, road noise greatly increases and this may be exacerbated once the flow of traffic increases in speed near to my property. The elevated part of the flyover makes tyre noise more pronounced.	00_94X	N	<p>ES Chapter 11 (Noise and Vibration) (<b>TR010066/APP/6.1</b>) presents the assessment used to determine any potential likely significant effects of the Scheme, including the proposed bridge over the A46, 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).</p> <p>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 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.</p> <p>NV4 of the Register of Environmental Actions and Commitments (Appendix A of the First Iteration Environmental Management Plan (<b>TR010066/APP/6.5</b>), sets out that all areas of new surfacing as part of the Scheme shall be surfaced with a with a low-noise road</p>

Table 5 – Targeted statutory consultation: environment theme				
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)
				<p>surface. Bridges will be surfaced with hot rolled asphalt. The surface material shall be specified to reduce road traffic noise when compared with conventional surfacing.</p> <p>Low noise surfacing was used on the A46 mainline and approach ramps for the A46 Binley Flyover. The flyover was surfaced in Hot Rolled Asphalt (not low noise) due to design requirements.</p> <p>Following its opening, the Binley scheme's operational noise was assessed and stakeholders for whom noise increased due to the scheme were notified by the Applicant through Part 1, Noise and Road Opening Notice letters.</p>
Environment	I would hope that noise is monitored through the night.	00_100X	N	<p>ES Chapter 11 (Noise and Vibration) (<b>TR010066/APP/6.1</b>) 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).</p> <p>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 Local Road Network and</p>

Table 5 – Targeted statutory consultation: environment theme				
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)
				<p>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.</p> <p>Monitoring during the construction phase would be secured in the First Iteration EMP (<b>TR010066/APP/6.5</b>). During the construction phase of works, and in accordance with Requirement 4 of the draft DCO (<b>TR010066/APP/3.1</b>), a Second Iteration EMP will secure the monitoring requirements and procedures to reduce or eliminate impacts on the environment.</p> <p>DMRB LA 111 notes that post-construction road traffic noise monitoring cannot provide a reliable gauge for whether the operational impacts are greater or less than those predicted in the assessment. Operational noise and vibration monitoring is therefore not proposed.</p>
Environment	Not once in 3 years was any impact assessment carried out on Brinklow Road when the Binley junction was altered.	00_95X	N	For Binley the Plan for Monitoring Operations document was undertaken and 1 week and 6 month monitoring reports were completed. The scheme also completed a Road Safety Audit 3 to check the performance of the as-built scheme. Specifically for the Brinklow Road Compound environmental impacts were assessed as part of the planning application through Rugby Borough Council.

Table 5 – Targeted statutory consultation: environment theme				
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	Encourage households to make their gardens more environmental not concrete parking spaces	00_73X	N	This is outside the scope of the Applicant's remit.
Environment	Take the least amount of trees & bushes for the scheme.	00_89X	N	<p>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) (<b>TR010066/APP/6.3</b>).</p> <p>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.</p> <p>Compensatory tree planting is provided throughout the Scheme and is presented on the Environmental Masterplan (ES Figure 2.4 (<b>TR010066/APP/6.2</b>)). 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.</p>
Environment	You've raised issues and how have they been dealt with. Stick	00_83X	N	The ES ( <b>TR010066/APP/6.1</b> ) follows DMRB LA104, which sets out the requirements for environmental assessment of

Table 5 – Targeted statutory consultation: environment theme				
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)
	with the plan			<p>projects, including reporting and monitoring of significant adverse environmental effects as a result of construction and operation.</p> <p>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 (<b>TR010066/APP/6.5</b>)) which would be secured through Schedule 2 the draft DCO (<b>TR010066/APP/3.1</b>).</p>
Environment	Impact on the environment appears to have been fully researched with the intention to reduce any negative impacts.	00_94X	N	The comment is noted.
Environment	Seems sensible	00_81X	N	The comment is noted.

Table 6 – Targeted statutory consultation: existing conditions theme				
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	I'm dissatisfied due to when the original junction was built the natural barrier that was provided to prevent flooding has not worked and my garden floods on a regular basis each winter by more than 2 feet high.	00_90X	N	<p>ES Chapter 13 (Road Drainage and the Water Environment) (<b>TR010066/APP/6.1</b>) 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).</p> <p>A Flood Risk Assessment for the Scheme is included in ES Appendix 13.1 (<b>TR010066/APP/6.3</b>). It demonstrates that the Scheme would be safe for its lifetime and would not increase flood risk elsewhere. This is achieved through:</p> <ul style="list-style-type: none"> <li>ensuring the A46 southbound embankment remains set above the 1% plus climate change flood level</li> <li>improvements to the structure of the A46 southbound embankment to enable it to act as a secondary defence</li> </ul>

Table 6 – Targeted statutory consultation: existing conditions theme				
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)
				<ul style="list-style-type: none"> <li>inclusion of SuDS to manage the surface water runoff from the additional areas of hardstanding.</li> </ul>
Existing conditions	The junction is poorly maintained, over growing grass on roundabout impedes view of junction Stops the increasing flow of traffic due to the Brandon Rd fly over junction	00_72X	N	<p>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 (<b>TR010066/APP/7.1</b>) 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.</p> <p>ES Chapter 7 (Landscape and Visual Effects) (<b>TR010066/APP/6.1</b>) 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).</p>
Existing	Due to high speed on A46 lot of loud	00_98X	N	The Applicant acknowledges that the existing

Table 6 – Targeted statutory consultation: existing conditions theme				
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)
conditions	noise to the residents of Morrison's estate. 70mph just beside residential area is not acceptable.			<p>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.</p> <p>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).</p> <p>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</p>

Table 6 – Targeted statutory consultation: existing conditions theme				
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.
Existing conditions	At present the speed limit is 70mph going to Walsgrave junction from the flyover. This is creating more noise for residents like ourselves who live near it.	00_67X	N	<p>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 (<b>TR010066/APP/7.1</b>) 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.</p> <p>ES Chapter 11 (Noise and Vibration) (<b>TR010066/APP/6.1</b>) 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).</p> <p>The Assessment concludes that there would be no perceptible change in road traffic noise levels at identified "Noise Important Areas"</p>

Table 6 – Targeted statutory consultation: existing conditions theme				
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)
				and that reductions in operational noise would occur at some receptors as a result of the Scheme.
Existing conditions	Travel from Clifford Bridge to turn right onto A46 towards A45 very dangerous due to cars and lorries driving at 50mph & on the island, and poor vision.	00_92X	N	<p>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 (<b>TR010066/APP/7.1</b>) 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.</p> <p>Section 6 of the Transport Assessment (<b>TR010066/APP/7.3</b>) 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</p>

Table 6 – Targeted statutory consultation: existing conditions theme				
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)
				terms.
Existing conditions	Unsafe for pedestrians trying to cross at the Clifford Bridge roundabout.	00_94X	N	<p>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 (<b>TR010066/APP/7.1</b>) 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.</p> <p>Section 6 of the Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p>

Table 6 – Targeted statutory consultation: existing conditions theme				
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)
				<p>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 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 would assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082.</p>
Existing conditions	It's dangerous	00_79X	N	<p>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.</p> <p>Section 6 of the Transport Assessment</p>

Table 6 – Targeted statutory consultation: existing conditions theme				
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/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	Heavy flow of traffic, particularly lorries. Some confusion with traffic exiting the A46 Northbound as to correct lane and "near misses".	00_94X	N	<p>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.</p> <p>Section 6 of the Transport Assessment (TR010066/APP/7.3) provides an assessment of the Scheme's impact on</p>

Table 6 – Targeted statutory consultation: existing conditions theme				
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)
				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	It can be dangerous because you can get certain drivers in powerful cars not abiding to the speed limit of 50 mph in this area, I want to see the island got rid of	00_82X	N	<p>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 (<b>TR010066/APP/7.1</b>) 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.</p> <p>Section 6 of the Transport Assessment (<b>TR010066/APP/7.3</b>) 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</p>

Table 6 – Targeted statutory consultation: existing conditions theme				
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)
				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	Flow along the A46 is currently impeded by the roundabout.	00_63X	N	<p>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.</p> <p>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.</p>

Table 6 – Targeted statutory consultation: existing conditions theme				
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 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 much traffic	00_65X	N	<p>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.</p> <p>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</p>

Table 6 – Targeted statutory consultation: existing conditions theme				
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)
				<p>compared to the existing roundabout.</p> <p>The Case for the Scheme (<b>TR010066/APP/7.1</b>) 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.</p>
Existing conditions	The congestion from 4pm is bad, always hold ups	00_73X	N	<p>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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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</p>

Table 6 – Targeted statutory consultation: existing conditions theme				
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)
				<p>that a grade-separated junction would reduce journey times through the area compared to the existing roundabout.</p> <p>The Case for the Scheme (<b>TR010066/APP/7.1</b>) 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.</p>
Existing conditions	The road is gridlocked, especially around busy commute times	00_80X	N	<p>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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) provided as part of the application for development consent sets out</p>

Table 6 – Targeted statutory consultation: existing conditions theme				
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)
				<p>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.</p> <p>The Case for the Scheme (<b>TR010066/APP/7.1</b>) 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.</p>
Existing conditions	Current congestion & queues	00_81X	N	<p>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.</p>

Table 6 – Targeted statutory consultation: existing conditions theme				
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)
				<p>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.</p> <p>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.</p>
Existing conditions	Everyday the traffic density is large at the Walsgrave junction driving along the link road from Clifford Bridge is very busy	00_82X	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

Table 6 – Targeted statutory consultation: existing conditions theme				
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)
				<p>a grade-separated junction rather than a roundabout.</p> <p>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.</p> <p>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.</p>
Existing conditions	Improvement is needed because of the bottleneck issues at Walsgrave Island. I use it for local and long distance journeys so use it a lot.	00_91X	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

Table 6 – Targeted statutory consultation: existing conditions theme				
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)
				<p>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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p> <p>The Case for the Scheme (<b>TR010066/APP/7.1</b>) 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.</p>
Existing conditions	Too much congested traffic at peak times interrupting the flow of traffic at the Clifford	00_94X	N	The Applicant acknowledges that the existing A46 Walsgrave junction roundabout can be

Table 6 – Targeted statutory consultation: existing conditions theme				
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 roundabout.			<p>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.</p> <p>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.</p> <p>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.</p>

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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)
Existing conditions	The roundabout is a bottleneck on A46 which further connects M1 & M6	00_98X	N	<p>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.</p> <p>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.</p> <p>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</p>

Table 6 – Targeted statutory consultation: existing conditions theme				
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)
				summarises the overall transport benefits, which include improvements to journey time savings and traffic flows.
Existing conditions	The traffic is backed up daily during peak times approaching the roundabout at Tesco (Clifford Bridge Road)	00_100X	N	<p>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.</p> <p>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.</p> <p>The Case for the Scheme (TR010066/APP/7.1) highlights some of the existing issues facing the current junction</p>

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				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 queues block A46 spur road	00_64X	N	<p>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.</p> <p>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.</p>

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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)
				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 depends which way you are travelling North is congested	00_73X	N	<p>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.</p> <p>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</p>

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				<p>reduce journey times through the area compared to the existing roundabout.</p> <p>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.</p>
Existing conditions	Traffic congestion	00_78X	N	<p>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.</p> <p>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</p>

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				<p>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.</p> <p>The Case for the Scheme (<b>TR010066/APP/7.1</b>) 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.</p>
Existing conditions	Commute bad when there is a lot of traffic	00_80X	N	<p>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.</p> <p>The Transport Assessment</p>

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				<p>(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.</p> <p>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.</p>
Existing conditions	There is a bottle neck everyday from both approaches.	00_100X	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

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				<p>roundabout.</p> <p>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.</p> <p>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.</p>
Existing conditions	The island is now becoming a bottleneck because of the improvements to Toll bar island and the flyover island. This happened also when these 2 islands were upgraded.	00_67X	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

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				<p>section of the A46 corridor to meet its full potential.</p> <p>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.</p> <p>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.</p> <p>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</p>

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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)
				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 development and completion of the recent A46 flyover at Brandon Rd /Rugby Rd junction this build up of traffic at the Clifford Bridge junction is worse. This, I presume is due to the development and the now flow of traffic on the A46 Northbound.	00_72X	N	<p>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.</p> <p>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.</p> <p>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</p>

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				<p>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.</p> <p>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.</p>
Existing conditions	The existing island holds traffic up & disrupts traffic flow, this was obviously going to happen when the TGI junction was completed.	00_89X	N	<p>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.</p> <p>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.</p>

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				<p>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.</p> <p>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.</p> <p>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.</p>
Existing conditions	Since developing the new University Hospital but failing to create access from	00_92X	N	The Scheme has been designed to allow a future link road to be added to the western

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	<p>the rear for staff and blue light vehicles the whole area has come to a stand still causing pollution road rage and accidents. Badly designed probably due to budget constraints for road access to hospital. I bet the designer doesn't live locally!</p>			<p>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.</p> <p>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</p>

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			<p>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 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.</p> <p>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.</p> <p>The Transport Assessment (TR010066/APP/7.3) explains the forecast</p>

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				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.
Existing conditions	The roundabout is very difficult to use at peak times when coming to the A46 from Clifford Bridge Road . Traffic entering the roundabout Northbound along the A46 is moving too fast.	00_63X	N	<p>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.</p> <p>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.</p> <p>The Transport Assessment (TR010066/APP/7.3) provided as part of the</p>

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				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 current roundabout can get very congested and difficult to access the A46 as the flow of traffic from the right is too fast currently	00_75X	N	<p>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.</p> <p>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.</p> <p>The Transport Assessment (TR010066/APP/7.3) provided as part of the</p>

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				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	when I have to do a right turn at the Walsgrave Island you have to be very alert to the traffic coming from the right side.	00_82X	N	<p>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.</p> <p>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.</p> <p>The Transport Assessment (TR010066/APP/7.3) provided as part of the</p>

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				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	Very busy roundabout, local traffic joining A46 often tails back too far.	00_83X	N	<p>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.</p> <p>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.</p> <p>The Transport Assessment (TR010066/APP/7.3) provided as part of the</p>

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				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	Can be hard at Peak times to turn right onto the A46 from the link road due to lack of breaks in the traffic	00_76X	N	<p>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.</p> <p>The Case for the Scheme (<b>TR010066/APP/7.1</b>) 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.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) provided as part of the</p>

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				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 island can be dangerous especially when wanting to turn right at the Island to go South	00_82X	N	<p>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.</p> <p>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.</p> <p>The Transport Assessment (TR010066/APP/7.3) provided as part of the</p>

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				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	Most of the day you take your life into your own hands to negotiate the island to turn right, you pray for traffic exiting A46 onto B4082 to provide a gap in the traffic. I tend to travel to the TGI Island to access the A46 Southbound. You have to queue to go left	00_89X	N	<p>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.</p> <p>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.</p> <p>The Transport Assessment (TR010066/APP/7.3) provided as part of the</p>

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				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 often join a traffic queue prior to the Binley Flyover Northbound. The Tailback of traffic from the B4082/A46 Roundabout regularly backs up to block Clifford Bridge Road	00_74X	N	<p>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.</p> <p>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.</p> <p>The Transport Assessment</p>

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				<p>(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.</p> <p>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.</p>
Existing conditions	I think the present junction is adequate	00_68X	N	<p>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.</p>

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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)
				<p>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.</p> <p>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.</p>
Existing conditions	I do not think there is an issue with the junction at present	00_70X	N	<p>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.</p> <p>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.</p>

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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)
				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 satisfied with the way the way it works now and I can choose when I travel to avoid queues	00_91X	N	<p>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.</p> <p>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.</p> <p>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</p>

Table 6 – Targeted statutory consultation: existing conditions theme				
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 proposals would change existing conditions.
Existing conditions	The current junction is perfectly adequate for the traffic using it and any tailbacks or build up of traffic is at peak times is very acceptable in terms of queuing times to pass this junction	00_71X	N	<p>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.</p> <p>The Case for the Scheme (<b>TR010066/APP/7.1</b>) 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.</p>
Existing conditions	It is only through traffic which is significantly affected by current island!	00_88X	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

Table 6 – Targeted statutory consultation: existing conditions theme				
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)
				<p>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.</p> <p>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.</p>
Existing conditions	I'm satisfied at the moment as the current junction is a direct route onto and off the A46	00_90X	N	<p>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.</p> <p>The Case for the Scheme</p>

Table 6 – Targeted statutory consultation: existing conditions theme				
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/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've never had a major issue sometimes there is heavy traffic but that's at peak times.	00_96X	N	<p>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.</p> <p>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.</p>



Table 7 – Targeted statutory consultation: operation theme				
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	ENFORCE speed limits - this is NOT done at the moment!	00_89X	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	enforce speed limits	00_92X	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	How will the proposal 50 mile limit be monitored /enforced ? There is a 50 mile limit approaching Toll Bar Island in the opposite direction which isn't adhered to.	00_100X	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	As long as 50mph speed limit on A46 is enforced and 40mph on slip road.	00_67X	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	consider adding average speed cameras to the new road leading from Clifford Bridge to the dumbbell roundabout	00_71X	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 the speed limit could be reduced to 50mph	00_67X	N	The Applicant has engaged with

Table 7 – Targeted statutory consultation: operation theme				
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)
	all along from Toll bar island to M6 JCT 2 from now, that would benefit everyone and get drivers used to driving along it at 50mph.			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	clear waste and litter in a timely manner.	00_83X	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	Proper and regular street cleaning	00_95X	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	reduce speed limits	00_92X	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

Table 7 – Targeted statutory consultation: operation theme				
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)
				<p>speed limit on a section of the A46, is assessed in Chapter 7 of the Transport Assessment (<b>TR010066/APP/7.3</b>). The assessment establishes that the Scheme fulfils its objectives by providing capacity, relieving congestion, improving journey times and increasing accessibility for the local communities.</p> <p>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.</p> <p>The Traffic Regulation Plans (<b>TR010066/APP/2.9</b>) show the locations and extents of the Traffic Regulation Orders proposed for the Scheme.</p> <p>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.</p> <p>A detailed description of the Scheme can be found in ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>).</p>

Table 7 – Targeted statutory consultation: operation theme				
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	Please keep road speed 40 - 50 mph. This is between B & Q flyover to Walsgrave roundabout.	00_98X	N	<p>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 (<b>TR010066/APP/7.3</b>). The assessment establishes that the Scheme fulfils its objectives by providing capacity, relieving congestion, improving journey times and increasing accessibility for the local communities.</p> <p>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.</p> <p>The Traffic Regulation Plans (<b>TR010066/APP/2.9</b>) show the locations and extents of the Traffic Regulation Orders proposed for the Scheme.</p> <p>All speed limits are to be assessed under the</p>

Table 7 – Targeted statutory consultation: operation theme				
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)
				<p>Applicant's latest guidance "Safe highest speed" and in accordance with Traffic and Signs Manual, Chapter 8, Part 3.</p> <p>A detailed description of the Scheme can be found in ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>).</p>
Operation	Please keep the traffic road speed on A46 to 40-50mph	00_98X	N	<p>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 (<b>TR010066/APP/7.3</b>). The assessment establishes that the Scheme fulfils its objectives by providing capacity, relieving congestion, improving journey times and increasing accessibility for the local communities.</p> <p>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.</p>

Table 7 – Targeted statutory consultation: operation theme				
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)
				<p>The Traffic Regulation Plans (<b>TR010066/APP/2.9</b>) show the locations and extents of the Traffic Regulation Orders proposed for the Scheme.</p> <p>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.</p> <p>A detailed description of the Scheme can be found in ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>).</p>
Operation	the new road leading from Clifford Bridge to the dumbbell roundabout will need traffic calming measures put in as if will become a 'race track'	00_71X	N	As set out in the Scheme Design Report ( <b>TR010066/APP/7.4</b> ) the B4082 would be owned and maintained by Coventry City Council.
Operation	excellent proposal for the introduction of a speed limit in some sections.	00_94X	N	The comment is noted.
Operation	Maybe 70 mph too fast (noise implications) continue with the 50 mph like along the first stretch of A46 from Tollbar Island.	00_83X	N	The comment is noted.

Table 8 – Targeted statutory consultation: traffic theme				
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	It's a wait and see if it's as successful as Tollbar Island - yes.	00_73X	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 ( <b>TR010066/APP/7.1</b> )
Traffic	The traffic benefits of the scheme are for through traffic.	00_88X	N	<p>The Transport Assessment (<b>TR010066/APP/7.3</b>) 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.</p> <p>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 the peak periods and even in off-peak periods.</p>

Table 8 – Targeted statutory consultation: traffic theme				
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 modelling also indicates that there would be a general decrease in vehicles diverting onto local roads, especially Clifford Bridge Road with the Scheme in place. 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	The A46 is a busy road once the new road scheme is operational the road will become busier I accept that.	00_82X	N	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	Improvements need to be made but this needs to be done to accommodate the local area	00_100X	N	In general, the impact of the Scheme is to reduce the level of traffic on the local road

Table 8 – Targeted statutory consultation: traffic theme				
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)
	also not just through traffic. This is a major route for Coventry's main Hospital which is visited by Patients from all over the UK and employs a lot of staff. This has a huge impact on the local traffic.			<p>network and to improve journey times in this area.</p> <p>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 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 <b>(TR010066/APP/5.1)</b>.</p> <p>The core assessment for the Scheme does</p>

Table 8 – Targeted statutory consultation: traffic theme				
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)
				<p>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.</p> <p>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. Please see the analysis that is presented in the Transport Assessment for further details (<b>TR010066/APP/7.3</b>).</p>
Traffic	Will there be an increase in traffic on Brandon Road to Clifford Bridge Road instead of using new 'dumbell roundabout' further down A46?	00_94X	N	On Brandon Road, traffic forecasts for future year varies depending on which journey is being considered and what time of day it is. The overall pattern from the Applicant's transport assessment shows that near to the

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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)
				<p>A46 Binley junction, traffic flows increase with the introduction of the Scheme compared to the no Scheme scenario. This is because trips from the Brandon Road area would divert to use the A46, as congestion would decrease. It is also predicted there would generally be a reduction in trips on Brandon Road near Brinklow Road/Clifford Bridge Road due to those rerouting onto the A46 thus removing traffic from local roads.</p> <p>By the 2043 forecast year, in both the morning (AM) and evening (PM) peak periods, the introduction of the Scheme leads to a decrease in trips turning from Brandon Road to Clifford Bridge Road. More traffic stays on the A46 with the Scheme rather than making this movement as congestion is decreased with the Scheme.</p> <p>In the 2043 forecast year, the day time (inter-peak) period is predicted to see a very small increase in vehicles making this movement (less than 10 vehicles), however, the reverse movement from Clifford Bridge Road to Brandon Road is predicted to decrease by approximately 80 vehicles so that the overall impact is a two-way reduction on this section of Brandon Road.</p>

Table 8 – Targeted statutory consultation: traffic theme				
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) 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	Seems common sense	00_81X	N	Comment Noted

Table 9 – Targeted statutory consultation: walkers, cyclists and horse riders (WCH) theme				
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	Providing these changes for walkers, cyclists & horseriders is commendable however your plans will further decimate the environment.	00_89X	N	<p>ES Chapter 3 (Assessment of Alternatives) (<b>TR010066/APP/6.1</b>) 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.</p> <p>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.</p> <p>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 (<b>TR010066/APP/6.1</b>).</p>

Table 9 – Targeted statutory consultation: walkers, cyclists and horse riders (WCH) theme				
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				The ES ( <b>TR010066/APP/6.1</b> ) 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.
WCH	I am again worried to the increased width as this could cause increased flooding to my property. Pictures of flooding can be provided if necessary.	00_90X	N	<p>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) (<b>TR010066/APP/6.3</b>), and the flood assessment is detailed within ES Appendix 13.1 (Flood Risk Assessment) (<b>TR010066/APP/6.3</b>).</p> <p>ES Chapter 13 (Road Drainage and the Water Environment) (<b>TR010066/APP/6.1</b>) 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). The assessment has determined that the Scheme</p>

Table 9 – Targeted statutory consultation: walkers, cyclists and horse riders (WCH) theme				
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)
				<p>would have no likely significant effects on the current flood levels.</p> <p>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.</p> <p>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.</p> <p>The drainage layout for the Scheme is presented on the Drainage and Surface Water Plans (<b>TR010066/APP/2.7</b>).</p> <p>The new detention ponds are designed to mitigate the impact of the Scheme on the local water environment, as detailed in the ES Appendix 13.6 (Drainage Strategy Report) (<b>TR010066/APP/6.3</b>). The ponds are not designed for any other requirement.</p>
WCH	It's a shame to spoil and remove trees and hedgerows . I understand it has to be safe but at what cost.	00_97X	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

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				<p>assessment are provided in ES Appendix 7.4 (Arboricultural Impact Assessment) (<b>TR010066/APP/6.3</b>).</p> <p>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.</p> <p>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.</p> <p>Compensatory tree planting is provided throughout the Scheme and is presented on the Environmental Masterplan (ES Figure 2.4 (<b>TR010066/APP/6.2</b>)).</p>
WCH	I feel a bicycle lane is not going to be used	00_72X	N	<p>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) (<b>TR010066/APP/6.1</b>). Details of the design mitigation and enhancement measures are</p>

Table 9 – Targeted statutory consultation: walkers, cyclists and horse riders (WCH) theme				
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)
				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	I have never seen a pedestrian horse or cyclist use this junction in 30 years.	00_92X	N	<p>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). 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.</p> <p>The Scheme includes the provision of a signalised pedestrian crossing on the eastern</p>

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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)
				<p>arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet of the Works Plans (<b>TR010066/APP/2.3</b>), 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</p>

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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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				<p>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.</p> <p>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.</p>
WCH	Again I'm not 100% sure as I've seen hardly anyone use the cycle lane that's been put on Binley Road so will it get enough footfall.	00_96X	N	<p>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) (<b>TR010066/APP/6.1</b>). The Design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (<b>TR010066/APP/6.2</b>). 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.</p>

Table 9 – Targeted statutory consultation: walkers, cyclists and horse riders (WCH) theme				
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	The Road is too fast & too busy for all the above to be anywhere near it.	00_68X	N	<p>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) (<b>TR010066/APP/6.1</b>). The Design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (<b>TR010066/APP/6.2</b>). 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.</p> <p>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 of the Works Plans (<b>TR010066/APP/2.3</b>), 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</p>

Table 9 – Targeted statutory consultation: walkers, cyclists and horse riders (WCH) theme				
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)
				<p>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.</p> <p>The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have</p>

Table 9 – Targeted statutory consultation: walkers, cyclists and horse riders (WCH) theme				
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)
				been explored, and the objectives of the Scheme have been met.
WCH	The Road is too busy and too fast for cyclists and horses to be anywhere near it.	00_70X	N	<p>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) (<b>TR010066/APP/6.1</b>). The Design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (<b>TR010066/APP/6.2</b>). 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.</p> <p>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 of the Works Plans (<b>TR010066/APP/2.3</b>), 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</p>

Table 9 – Targeted statutory consultation: walkers, cyclists and horse riders (WCH) theme				
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)
				<p>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.</p> <p>The Applicant considers that all reasonable</p>

Table 9 – Targeted statutory consultation: walkers, cyclists and horse riders (WCH) theme				
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)
				opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.
WCH	Happy that a pedestrian crossing has at last been proposed for the link road. However I have concerns about drivers joining the link road at speed and not having the sufficient time to stop if the crossing lights are against them. My wife & I have had several near misses trying to cross the link road on foot.	00_76X	N	<p>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) (<b>TR010066/APP/6.1</b>). The Design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (<b>TR010066/APP/6.2</b>). 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.</p> <p>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 of the Works Plans (<b>TR010066/APP/2.3</b>), to facilitate the safe movement of pedestrians across the B4082 link road, including children</p>

Table 9 – Targeted statutory consultation: walkers, cyclists and horse riders (WCH) theme				
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)
				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 9 – Targeted statutory consultation: walkers, cyclists and horse riders (WCH) theme				
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)
				As summarised in Chapter 7 of the Transport Assessment ( <b>TR010066/APP/7.3</b> ), 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	Not safe for them	00_79X	N	<p>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) (<b>TR010066/APP/6.1</b>). The Design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (<b>TR010066/APP/6.2</b>). 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.</p> <p>The Scheme includes the provision of a signalised pedestrian crossing on the eastern</p>

Table 9 – Targeted statutory consultation: walkers, cyclists and horse riders (WCH) theme				
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)
				<p>arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet of the Works Plans (<b>TR010066/APP/2.3</b>), 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</p>

Table 9 – Targeted statutory consultation: walkers, cyclists and horse riders (WCH) theme				
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)
				<p>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.</p> <p>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.</p>
WCH	Create a footpath /cycle way to Coombe Abbey so that people can enjoy the benefits of safely walking or cycling there without using the car.	00_63X	N	<p>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) (<b>TR010066/APP/6.1</b>). The Design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (<b>TR010066/APP/6.2</b>). 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.</p>

Table 9 – Targeted statutory consultation: walkers, cyclists and horse riders (WCH) theme				
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)
				<p>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 of the Works Plans (<b>TR010066/APP/2.3</b>), 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</p>

Table 9 – Targeted statutory consultation: walkers, cyclists and horse riders (WCH) theme				
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)
				<p>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.</p> <p>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.</p>
WCH	<p>The proposals do not include paths or cycle routes to Coombe Abbey Nature reserve. There is no safe or acceptable route to Coombe Abbey. If I want to cycle to Coombe Abbey I have no alternative but to use the Brinklow Road or the footpath.</p>	00_63X	N	<p>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) (<b>TR010066/APP/6.1</b>). The Design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (<b>TR010066/APP/6.2</b>). 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</p>

Table 9 – Targeted statutory consultation: walkers, cyclists and horse riders (WCH) theme				
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)
				<p>increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes.</p> <p>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 of the Works Plans (<b>TR010066/APP/2.3</b>), 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</p>

Table 9 – Targeted statutory consultation: walkers, cyclists and horse riders (WCH) theme				
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)
				<p>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.</p> <p>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.</p>
WCH	How do you persuade more people to walk or cycle!	00_73X	N	<p>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) (<b>TR010066/APP/6.1</b>). The Design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures)</p>

Table 9 – Targeted statutory consultation: walkers, cyclists and horse riders (WCH) theme				
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)
				<p>(<b>TR010066/APP/6.2</b>). 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.</p> <p>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 of the Works Plans (<b>TR010066/APP/2.3</b>), 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</p>

Table 9 – Targeted statutory consultation: walkers, cyclists and horse riders (WCH) theme				
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)
				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	Can't see any proposal here for cyclists & walkers.	00_93X	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 of the Works Plans ( <b>TR010066/APP/2.3</b> ), 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

Table 9 – Targeted statutory consultation: walkers, cyclists and horse riders (WCH) theme				
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)
				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.
WCH	Will there be any walking/cycle lane access. The smaller parts beyond the farm seem to recreational space but I am not sure?	00_93X	N	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout,

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				<p>(Work No. 2I), as shown on Sheet of the Works Plans (<b>TR010066/APP/2.3</b>), 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</p>

Table 9 – Targeted statutory consultation: walkers, cyclists and horse riders (WCH) theme				
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)
				cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas.
WCH	By the way the Clifford Bridge cycleway is not proposed - It is going ahead. The council will soon be chopping down 26 mature trees!!	00_63X	N	<p>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) (<b>TR010066/APP/6.1</b>). The Design mitigation and enhancement measures are shown on ES Figure 12.3 (Design mitigation and enhancement measures) (<b>TR010066/APP/6.2</b>). 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.</p> <p>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 of the Works Plans (<b>TR010066/APP/2.3</b>), to facilitate the safe movement of pedestrians</p>

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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)
				<p>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</p>

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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)
				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 use cycleways as too old and don't feel safe on a bike now. They are good provision if they are used but cannot say that about Binley cycleway in Coventry.	00_67X	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	the environmental impacts on everyone living in the area the Coventry City Council aims to fell all trees from the top of Clifford Bridge Road to the Island which will decimate the environment for residents, insects & birds,	00_89X	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	Not happy with destruction of trees on Clifford Bridge Road to make way for cyclist.	00_93X	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	I don't feel that N Highways have even	00_89X	N	The Binley Cycleway is being implemented

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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)
	considered the impact of annihilation of the environment that Coventry City Council aims to force on residents & users of Clifford Bridge Road, by putting a cycle path through,			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	As with all glossy brochures everything is painted as being rosey the reality is far different. No mention has been made of Coventry Council's decisions to fell 36 mature trees on Clifford Bridge Road and the impact on the local environment.	00_95X	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	I am sure the residents on Clifford Bridge Road would also be interested to know as all the trees are being removed for a bike. Sounds like total chaos in the making.	email1X	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	Coventry City Council has banned horseriding on land by Smite Brook why!!	00_89X	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). 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

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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)
				<p>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.</p> <p>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 of the Works Plans (<b>TR010066/APP/2.3</b>), 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</p>

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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)
				<p>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.</p> <p>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.</p>
WCH	If a crossing is installed motorists will need warning to slow down and be aware of an upcoming pedestrian crossing which may require them to stop	00_76X	N	As summarised in Chapter 7 of the Transport Assessment ( <b>TR010066/APP/7.3</b> ), the preliminary design of the Scheme has been subject to a Stage 1 Road Safety Audit (RSA), which considers pedestrians and cyclists, and would be continued through a further three stages as the design of the

Table 9 – Targeted statutory consultation: walkers, cyclists and horse riders (WCH) theme				
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 is developed.
WCH y	It is very important that the above people who take part activities are safe!	00_82X	N	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, and would be continued through a further three stages as the design of the Scheme is developed.
WCH	Cycle connections needed	00_78X	N	Comment noted.
WCH	Seems sensible	00_81X	N	Comment noted.
WCH	May help to reduce the reliance of cars!	00_94X	N	Comment noted.
WCH	Pedestrian crossing required.	00_78X	N	Comment noted.
WCH	The addition of a crossing in the most recent document is a very positive step	00_83X	N	Comment noted.
WCH	The proposed crossing across B4082 is a useful addition to this scheme. It will help those who walk from the Coombe Park Estate	00_63X	N	Comment noted.

Table 9 – Targeted statutory consultation: walkers, cyclists and horse riders (WCH) theme				
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 Tesco and back.			
WCH	Although I welcome improvements for cyclists, horse riders and mainly walkers as I walk often.	00_90X	N	Comment noted.
WCH	Provisions need to be made for these users	00_100X	N	Comment noted.
WCH	The proposed changes will make the environment safer for the WCH group.	00_94X	N	Comment noted.