

| Reference Number | Comment from Relevant Representation   | Highways England Response to Relevant Representation  | POR Comments  |
|------------------|--|---|---|
| RR012            | <b>Páirc na hÉireann - Gaelic Athletics Association</b>  |   |   |
|                  | Highways England continues to engage with the WGAA in regard to a mitigation solution and will report back to The Examining Authority by Deadline 2.   |   | HE submitted their DCO application at the beginning of January 2019 despite the fact they had not reached an agreement with the WGAA.<br><br>See response to RR016b.  |
| RR016            | <b>Philip O'Reilly</b>   |   |   |
| RR016a           | <p>DCO application document 'M42J6_6-1_Environmental_Statement_Chapter_4' clause 4.4.47 (c) confirms 'progression of the southern option would bring the WGAA site closer to an existing residential property' i.e. my property.</p> <p>I object in the strongest possible terms to the WGAA reconfiguration options in the DCO which involve the development of the land adjacent to my property as the impact has not been fully considered and I have had no proper consultation on the WGAA proposals.</p>   | <p>The Scheme would have a direct impact on the Warwickshire Gaelic Athletic Association (WGAA), due to the new mainline link road, Work No.7, directly impacting two of the existing three sports pitches used by the sports facility. Highways England have therefore, through the Development Consent Order Application, sought to provide a proportionate and equivalent reconfiguration of the WGAA.</p> <p>An assessment of the southern reconfiguration options identified for the WGAA was undertaken as part of the Environmental Impact Assessment, the findings of which were reported within Volume 1 of the Environmental Statement [Volume 6.1]. A summary of the predicted effects on Mr O'Reilly (Four Winds) associated with both the WGAA southern reconfiguration options and the new dual carriageway has been prepared as part of the response to this representation. See Appendix B.</p> <p>During initial discussions with the WGAA, and informed by the findings of the options assessment, Highways England concluded that Option E was the primary option to progress and develop further for the purposes of the DCO application.</p> | <p>With regard to the noise impact of the WGAA reconfiguration on my property see separate document "Critique of Highways England Document: 6.3 Environmental Statement - Appendix 12.4 - Reconfiguration of Warwickshire Gaelic Athletic Association".</p> <p>HE have consistently failed to provide a full and appropriate response to the specific issues and concerns I have raised throughout the consultation for this scheme.</p> <p>My comment was about the impact the WGAA reconfiguration will have on my home and the fact HE's only concern is to satisfy WGAA. HE have once again failed to address or acknowledge the specific impact on my property in their response. They failed to include any mitigation for my property in their DCO submission. They have still not provided a final scheme drawing for the WGAA reconfiguration and cannot fully determine the impact of the scheme on my property until they do.</p> <p>It is worth noting that in their response HE could ensure I am aware of the existence of (and ideally provide a link to) document "Volume 6 - Appendix 12.4 of the Environmental Statement - Reconfiguration of Warwickshire Gaelic Athletics Association" but choose not to. Please do note my separate comments regarding the flawed and incomplete data on which this document is based.</p> <p>In their response HE advises to 'see Appendix B'. Appendix B then refers to "Appendix 12.4 of Volume 3 of the Environmental Statement [TR010027/APP/6.3]". Is this the same document as "Volume 6 - Appendix 12.4 of the Environmental Statement - Reconfiguration of Warwickshire Gaelic Athletics Association"? If so, it is just another example of the inconsistencies in the naming convention of documents that has been adopted by HE and the confusion it creates.</p> |
|                  | <p>Despite HE now confirming the WGAA options will have 'minimal impact' on my property they have:</p> <ul style="list-style-type: none"> <li>- failed to clarify what they mean by 'minimal impact'</li> <li>- failed to disclose any options or table any drawings at any time despite numerous requests</li> <li>- repeatedly advised that the various options cannot be made available for discussion until an option has been agreed with WGAA</li> <li>- confirmed at a meeting on 01/03/19 that the five WGAA reconfiguration options being discussed: <ul style="list-style-type: none"> <li>o would have minimal impact on my property</li> <li>o involve an existing pitch, on the land adjacent to my property, being rotated through 90° and a new pitch being created alongside</li> <li>o may include the construction of a new clubhouse</li> <li>o did not include any proposal to build any new clubhouse on the land adjacent to my property</li> <li>o included the construction of a 3m high soil bund approximately 50m from my boundary, topped with a 3m high acoustic fence and planting, to mitigate the increased noise levels from the pitches</li> </ul> </li> </ul> | <div style="border: 1px solid black; padding: 10px; width: fit-content; margin: auto;"> <p><b>NO RESPONSE<br/>PROVIDED BY<br/>HIGHWAYS<br/>ENGLAND</b></p> </div>   | <p>HE have consistently failed to provide a full and appropriate response to the specific issues and concerns I have raised throughout the consultation for this scheme.</p> <p>An appropriate response to my comment would require HE to confirm the extent of their proposal for the WGAA reconfiguration, to confirm the impact the WGAA reconfiguration will have on my home and acknowledge the considerable distress this is causing to my family.</p> <p>They failed to include any mitigation for my property in their DCO submission and despite my numerous meetings with HE, during which elements of mitigation to my property were understood to have been agreed, they have failed to provide any confirmation here or in any documentation.</p> <p>They have still not provided a final scheme drawing for the WGAA reconfiguration and cannot fully determine the impact of the scheme on my property until they do.</p>  |

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| RR016b           | <p>However, despite the assurances and statements repeatedly made by HE, the DCO application:</p> <ul style="list-style-type: none"> <li>- includes five options for the reconfiguration of the WGAA, all of which will have a significant effect on my property</li> <li>- includes five options for the reconfiguration of the WGAA, all of which do not include new access roads</li> <li>- proposes two out of the five options will include a new clubhouse being constructed immediately adjacent to my boundary</li> <li>- proposes four out of the five options will include a new car park being constructed immediately adjacent to my boundary</li> <li>- proposes four out of the five options will be in close proximity to my boundary, at a maximum distance of 10m and a minimum distance of 7m</li> <li>- proposes only one out of the five options will permit the construction of a soil bund to mitigate increased noise levels as the other four options are too close to my boundary</li> <li>- proposes that any new clubhouse will be more than twice the size of the existing clubhouse, thereby considerably exceeding like for like replacement</li> <li>- proposes that any new car park will be more than four times the size of the existing car park, thereby considerably exceeding like for like replacement</li> <li>- fails to mention all WGAA requirements, such as new floodlighting</li> <li>- proposes to create a site compound directly behind my property</li> </ul> | <p>Noted.<br/>Highways England will provide an update on the WGAA at Deadline 2</p> | <p>With regard to the noise impact of the WGAA reconfiguration on my property see separate document "Critique of Highways England Document: 6.3 Environmental Statement - Appendix 12.4 - Reconfiguration of Warwickshire Gaelic Athletic Association".</p> <p>An appropriate response to my comment would require HE to confirm the extent of their proposal for the WGAA reconfiguration, to confirm the impact the WGAA reconfiguration will have on my home and acknowledge the considerable distress this is causing to my family</p> <p>Please note:<br/>On 21st June 2019, I received a copy of HE document '8.21 Proposed Proportionate Reconfiguration of the Warwickshire Gaelic Athletic Association'.</p> <p>The introduction states the following: 'At the M42 Junction 6 (the Scheme) Development Consent Order (DCO) Open Floor Hearing on 21 May 2019 Mr O'Reilly, the owner of Four Winds, raised concerns to the Examining Authority about the lack of clarity on the Applicant's proposals to reconfigure the Warwickshire Gaelic Athletic Association (WGAA) facility and the subsequent impact that this might have on his property'.</p> <p>However, the document:</p> <ul style="list-style-type: none"> <li>- does not include any provision for mitigation to my property.</li> <li>- does not advise that the drawing they have included with the document - Figure 8.21, Proposed Reconfiguration of WGAA facility (see Appendix A) - is a revision of the Option 1 drawing (see Appendix B) issued to me by AECOM on 19th March 2019 and by HE on 22nd March 2019.</li> <li>- does not explain why Pitch 2 and Pitch 3 have been moved further south, and thus closer to Four Winds, increasing the impact on my property rather than reducing it. It is also worth noting that the minutes from my meeting with HE on 1st March 2019 confirm that Jonathan Pizzey (HE) stated 'the project team was seeking to, where practicable, maximise the gap between the reconfigured WGAA and Four Winds'.</li> <li>- does not explain why a gap of 28m has been left between the southern edge of Pitch 1 and the northern edge of pitches 2 and 3.</li> <li>- does not explain why the orientation of Pitch 2 and Pitch 3 has not been adjusted so they run north to south as recommended in Sport England guidance - there is ample space available and by doing so could avoid building over the ESSO pipeline.</li> <li>- does not mention that WGAA propose to apply for planning permission to construct a new club house and hurling wall to the north of Pitch 2, hence the positioning of Pitch 2 and Pitch 3, and in doing so avoid the scrutiny of the Planning Inspectorate.</li> <li>- omits the fact that one of the proposed new pitches will be an artificial surface, costing more than a like-for-like replacement pitch and suitable for year round use, whatever the conditions, thereby increasing the impact on my property.</li> <li>- does not confirm the existing club house will be retained.</li> <li>- does not confirm the proposal for a hurling wall has been removed once and for all.</li> <li>- does not confirm the extent of potential parking provision to the east of Pitch 1 and Pitch 3.</li> <li>- advises the proposals within Figure 8.21 represent a preliminary design option only. After more than two years of negotiation and despite submitting five option drawings with the DCO application and issuing the Option 1 drawing on 19th March 2019 and 22nd March 2019 (which Jonathan Pizzey (HE) described as 'the proposed DCO mitigation for the WGAA site'), HE are still no closer to agreeing the basis of a scheme for the WGAA reconfiguration and therefore no closer to confirming the impact on my property.</li> <li>- indicates the location of a new attenuation tank adjacent to Four Winds despite HE confirming it will be located further south (by Jonathan Pizzey (HE) at meeting on 1st March 2019 - see separate document "Philip O'Reilly - M42 Jct6 - Record of engagement with HE and AECOM (12th December 2017 - 6th June 2019)".</li> </ul> |
| RR016c           | <p>HE have steadily shifted in their view on the impact of the scheme on my property from an initial 'no impact' to what they suggest is 'minimal impact' that warrants the construction of a considerable soil bund with acoustic fencing and planting to mitigate the 'minimal impact'</p>  | <p>Refer to response for RR016a.</p>  | <p>It is difficult to conclude that HE fully considered acquiring my property as part of its WGAA reconfiguration proposals as it appears from Section 1.3 that they may have considered it but didn't actually perform a full and proper appraisal of it as an option. Given they have spent more than two years negotiating with the WGAA and are still no closer to agreeing the basis of a scheme (and therefore no closer to confirming the impact on my property) I would suggest the minimum they should have done would be to properly review all options. At the very least this would require a drawing, cost appraisal, and impact assessment and possibly the opinion of SMBC planners. Armed with all the facts I would then expect them to identify the issues and potential solutions and have an objective discussion with the WGAA with a view to reaching a mutually agreeable outcome. It would seem this did not happen with regard to an option that included my property and instead they are focussing solely on a solution that suits HE, whilst paying lip service to those impacted by their decisions.</p> <p>I should also add that the information provided by HE in Section 1.3 is rather different to the information provided throughout the consultation. An action from the meeting on 25th January 2019 was for Lydia Barnstable (AECOM) or Jonathan Pizzey (HE) to 'advise on why an option which included Four Winds had not been explored as an option despite discussions in January 2018 suggesting this as a possible solution'. The minutes from my meeting with HE on 1st March 2019 only confirm that Jonathan Pizzey (HE) 'had consulted with the District Land Valuer in relation to an option that included Four Winds and was advised that the costs of undertaking this option would be considerable and could not be justified as a suitable use of public funds'. At no time have HE suggested that an option requiring the acquisition of my property was ever explored.</p> <p>Also please note at least two councillors from Hampton in Arden Parish Council attended the meetings I had with HE and AECOM and can verify the statements I have made above.</p>  |

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| RR016d           | The DCO confirms that HE are actively supporting and progressing a 'southern option' for the reconfiguration of the WGAA, despite the fact they have not tabled any drawings for discussion at any of the five meetings I have had with them and have consistently confirmed that 'all options' are still on the table.  | Highways England refers Mr O'Reilly to Chapter 4 of Volume 1 of the Environmental Statement [APP-049/Volume 6.1], Section 4.4.43 to 4.4.52, which describes the history of the WGAA reconfiguration.   | With regard to the WGAA reconfiguration, Chapter 4 of Volume 1 of the Environmental Statement:<br><br>Section 4.4.46 clearly states: 'The assessment focused on appraising the relative advantages and disadvantages of each option against operational, safety, cost, environmental, programme and statutory criteria. Each option was ranked based on their performance against the criteria'.<br><br>This confirms the impact on my property was not even considered when appraising the WGAA options.<br><br>Section 4.4.47 states: 'progression of the southern option would bring the WGAA site closer to an existing residential property' (my property)'<br><br>In Section 4.4.43 to 4.4.52, there is no further reference to my property, no suggestion of mitigation to my property and not even a suggestion of any impact on my property.  |
| RR016e           | With regard to the WGAA reconfiguration the DCO makes no reference to our property, or any concerns expressed, other than a throwaway line advising that 'progression of the southern option would bring the WGAA site closer to an existing residential property'.  | A summary of the predicted effects on Mr O'Reilly (Four Winds) associated with both the WGAA southern reconfiguration options and the new dual carriageway has been prepared as part of the response to this representation. See response to RR016a.<br><br>The Environmental Statement [Volume 6.1] reports the assessments undertaken to identify the effects that the WGAA southern reconfiguration options would have on Mr O'Reilly's property. | See response to RR016b, RR016c and RR016d.<br><br>With regard to the noise impact of the WGAA reconfiguration on my property see separate document "Critique of Highways England Document: 6.3 Environmental Statement - Appendix 12.4 - Reconfiguration of Warwickshire Gaelic Athletic Association".   |
| RR016f           | The WGAA reconfiguration options included in the DCO application do not appear to have considered the actual route of the ESSO pipeline and have simply assumed that it runs in a straight line, which is incorrect.   | Highways England continues to liaise with Esso and its appointed representatives in relation the protection of their asset.<br><br>Following a meeting with ESSO on 22 March 2019, ESSO has provided as built records of their assets and the alignment of the fuel line on any plans associated with the Scheme shall be updated in due course.   | Noted.   |
| RR016g           | HE do not appear to have fully established the true ownership of the existing three pitches at the site. Previous planning applications at the site indicate that Warwickshire GAA (WGAA) applications are related to the two pitches adjacent to the existing clubhouse and Sean McDermotts GAA applications are related to the standalone pitch in the adjacent field. | Highways England as part of the Development Consent Order has completed a comprehensive review of land titles that established current ownership.<br><br>For further detail on land titles, Highways England refers Mr O'Reilly to the Book of Reference [APP-020/Volume 4.3], which was submitted as part of the Development Consent Order Application.   | Noted.   |
| RR016h           | HE should not be spending public money overcompensating an affected party for the sole purpose of silencing or removing an objection to their scheme.  | As part of the Development Consent order application, Highways England has provided a reconfiguration proposal that delivers a proportionate and equivalent facility for the WGAA.   | See response to RR016b, RR016c and RR016d.<br><br>The WGAA options submitted with the DCO were 'Options 1 - 5' so what drawing is being referred to?<br>No singular reconfiguration proposal was submitted with the DCO application.<br><br>Lydia Barnstable (AECOM) (on 19th March 2019) and Jonathan Pizzey (HE) on (22nd March 2019) confirmed the drawing they were progressing with WGAA was the "Option 1 Drawing" (see Appendix B) and that this drawing had been submitted with the DCO application - see separate document "Philip O'Reilly - M42 Jct6 - Record of engagement with HE and AECOM (12th December 2017 - 6th June 2019)".<br>However this drawing has not been submitted with the DCO application and despite being referred to as the "Option 1 Drawing" it is not one of the five options they actually submitted with the DCO which they routinely refer to as Option 1, Option 2, ....., Option 5 - see HE response to RR017d. |

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| RR016i           | My property, which sits in open green belt, cannot be fully mitigated from the impact of the 'southern options' in the DCO without such mitigation creating an adverse visual impact, as well as having a considerable detrimental effect on its amenity and character.  | <p>Please see Paragraphs 5.3.56- 5.3.61 of the Planning Statement [APP-173 / Volume 7.1] which articulates the need for the Scheme and demonstrates the very special circumstances that exist that justify any harm caused to the character of the Green Belt by the Scheme.</p> <p>A summary of the predicted effects on Mr O'Reilly (Four Winds) associated with both the WGAA southern reconfiguration options and the new dual carriageway has been prepared as part of the response to this representation. Refer to response for RR016a.</p>   | <p>See response to RR016b, RR016c and RR016d.</p> <p>With regard to the noise impact of the WGAA reconfiguration on my property see separate document "Critique of Highways England Document: 6.3 Environmental Statement - Appendix 12.4 - Reconfiguration of Warwickshire Gaelic Athletic Association".</p>   |
| RR016j           | HE have repeatedly failed to be transparent in their actions and discussions and have blatantly lied about their proposals for the WGAA site and how it will impact my property.   | <p>Highways England does not accept that it has lied about its proposals. Highways England acknowledges that proposals have evolved which may have given rise to some confusion.</p> <p>At the Open Floor Hearing, held on the 21 May 2019, Highways England made a commitment to document all previous communication and information provided to Mr O'Reilly in order to provide transparency on the status of discussions held to date.</p> <p>This document [Document 8.5] was submitted to The Planning Inspectorate on the 3 June 2019, (Deadline 1).</p>   | <p>See response to RR016b, RR016c and RR016d.</p> <p>Despite the commitment they gave to the hearing on 21st May 2019, HE appear to have overlooked a number of records when compiling the record of engagement they then submitted to the Planning Inspectorate on 3rd June 2019.</p> <p>Full transparency on discussions to date has been provided in my separate submission "Mr Philip O'Reilly - M42 Jct6 - Record of engagement with HE and AECOM (12th December 2017 - 6th June 2019)" which includes all correspondence with Jonathan Pizze (HE) and Lydia Barnstable (AECOM).</p> <p>It is quite evident that HE in particular have consistently dodged, backtracked and misinformed both myself and the Hampton in Arden Parish Council throughout the whole consultation process.</p> <p>Also please note at least two councillors from Hampton in Arden Parish Council attended the meetings I had with HE and AECOM and can verify the statements I have made in this document.</p> |
| RR016k           | HE have repeatedly refused to cover the cost of professional advice which I believe I am entitled to given the significant impact to my property.  | <p>Highways England does not cover legal advice for those persons objecting to the application proposals.</p> <p>Highways England has however, reinforced the importance of Mr O'Reilly submitting his relevant representation and that the Planning Inspectorate will consider all relevant representations with equal weighting.</p>   | <p>See response to RR016b, RR016c and RR016d.</p> <p>Highways England appear to be blind to the fact my property is considerably affected by their proposals rather than being 'a person objecting to the application proposals'.</p> <p>Given the quantity of documentation submitted for the DCO, and the technical nature of much of that documentation, it is beyond belief that HE expect any householder to fully review it, fully understand it and then represent themselves against legal and planning experts acting for HE.</p>  |
| RR016l           | The proposals will have a significant detrimental impact on the value of my property.  | <p>Highways England notes Mr O'Reilly's concerns and refers Mr O'Reilly to the Part 1 compensation claim advice and discretionary purchase advice that is available on Highways England's website.</p> <p><a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/425148/M150005_Compensation_booklet_v3.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/425148/M150005_Compensation_booklet_v3.pdf</a></p> <p><a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/645174/Your_property_and_discretionary_purchase.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/645174/Your_property_and_discretionary_purchase.pdf</a></p> | <p>See response to RR016b, RR016c and RR016d.</p> <p>HE have not produced a final scheme drawing which includes the WGAA reconfiguration and the works around my property.</p> <p>Option for a Part 1 claim comes into effect one year after the scheme is opened. At the moment that is likely to be 2024.</p> <p>HE have not provided a final scheme drawing and therefore the impact of the scheme is unknown. From discussions with HE I understand a Discretionary Purchase Application cannot be made until the impact of the scheme is known.</p> <p>From discussions with HE I understand that as the WGAA are a private organisation neither of these options are available with regard to the impact of the WGAA reconfiguration on my property.</p>  |
| RR016m           | As far as I am aware, at the time of writing, no agreement has been reached between The WGAA and HE as to the acceptability of any of the submitted options or any variation/ additional option that may be offered. Therefore, I am sure you will appreciate the unfortunate predicament I find myself in through no fault of my own. I cannot understand how a scheme can be put forward when such a major consequence of it, i.e. the relocating/reconfiguring of the WGAA, is still to be resolved and its impact on me yet to be fully established. | <p>As part of the Development Consent Order application, Highways England has provided a reconfiguration proposal that delivers a proportionate and equivalent facility for the WGAA. Refer to the response to RR016a.</p> <p>Highways England understands that the WGAA do not believe that this provides equivalent mitigation and Highways England are continuing to discuss the way forward.</p>   | <p>See response to RR016b, RR016c and RR016d.</p> <p>My comment refers to a reconfiguration proposal (singular) not options (plural).</p> <p>Five options were submitted with the DCO application, and not a reconfiguration proposal.</p> <p>Where is this one 'reconfiguration proposal that delivers a proportionate and equivalent facility for the WGAA' within the DCO application?</p>   |

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| RR016n           | New roundabout adjacent Dogs Home on Catherine de Barnes Lane will increase noise and pollution at my property due to traffic braking on approach, standing traffic, and traffic accelerating away, particularly at night.   | <p>Highways England, as part of the Development Consent Order application, has undertaken traffic modelling to understand how the Scheme would alter traffic movements on the road network. The outputs from this modelling have formed the basis of the air quality and noise assessments reported within the Environmental Statement.</p> <p>A combination of monitoring and computer modelling has been used to establish existing noise and pollutant levels, and to predict the changes that would arise from the Scheme, once open to traffic in the future.</p> <p>The findings of the air quality and noise assessments, which considered changes in road traffic noise and pollutant levels are reported in Chapter 6 [APP-51/Volume 6.1] and Chapter 12 [APP-57/Volume 6.1] of Volume 1 of the Environmental Statement respectively.</p> | <p>See response to RR016b, RR016c and RR016d.</p> <p>With regard to the noise impact of the WGAA reconfiguration on my property see separate document "Critique of Highways England Document: 6.3 Environmental Statement - Appendix 12.4 - Reconfiguration of Warwickshire Gaelic Athletic Association".</p> <p>This issue was also raised at the meetings with HE and AECOM on 25th January 2019 and 1st March 2019 and no definitive answer was provided.</p> <p>This comment is specifically related to the proposed new Barbers Coppice roundabout adjacent to Four Winds, not predicted noise from the scheme as a whole.</p> <p>I understand that noise calculations are more or less based on volume of traffic, speed of traffic and materials used in road construction. Therefore noise related to braking and accelerating traffic at the roundabout would not be factored into the calculations provided and neither would associated increases in air pollution levels. In terms of air quality, the proposed roundabout will cause traffic to frequently queue outside my property, particularly as Catherine de Barnes Lane is frequently used by motorists avoiding the southbound section of the M42 between junctions 6 and 5. It is my understanding the air quality data provided by HE does not take this into account and again is based on the volume and speed of traffic.</p> <p>I also note HE propose to introduce a 40mph speed limit on one side of the new roundabout while retaining a 50mph speed limit on the other side.</p> |
| RR016o           | The DCO submission is incorrect as it proposes to locate my property on a new access road off an access road off Catherine de Barnes Lane. HE are fully aware that this is not acceptable and tabled a drawing at a meeting on 01/03/19 which showed access to my property would be directly off Catherine de Barnes Lane and the rear entrance to my property would become a private, fully gated/ fenced off access which I would own. | <p>Highways England notes Mr O'Reilly's comments in regard to the shared private means of access.</p> <p>Highways England is working with Mr O'Reilly and other parties to provide a revised private means of access for the sole use of Four Winds from the B4438 Catherine-de-Barnes Lane as requested.</p>  | <p>See response to RR016b and RR016c.</p> <p>I understood the access to my property and proposed mitigation works around my property had been agreed with Jonathan Pizzey (HE) at my meeting with HE and AECOM on 1st March 2019 and further discussion took place at the meeting on 28th March 2019. On both occasions I requested HE to provide a drawing showing the agreed design changes around my property, but no drawing has been provided.</p>   |
| RR016p           | Extending the current access lane to Woodhouse Farm up to the new roundabout, and creating a 'private' access road to the WGAA will create ongoing issues with regard to taxis, travellers, lorry drivers, anti-social behaviour, fly-tipping, vehicles racing, loss of privacy, unknowns hanging around, etc.   | <p>Highways England is currently discussing a revised access with the WGAA in order to provide them with a direct access off the B4438 Catherine-deBarnes Lane, removing the need for the current access road</p>  | <p>See response to RR016b.</p> <p>Although I understand HE have produced revised scheme drawings which show direct access to my property off Catherine de Barnes Lane, I am not aware of any scheme drawings which completely remove the need for a new access road to the WGAA and adjacent agricultural land. In previous discussions with HE I have been advised that any legacy issues arising from the project will be for SMBC to manage. Surely HE should be aiming to deliver a scheme that causes minimum negative impact to the local community rather than having a blinkered approach and focussing solely on building a new road, leaving others to pick up the pieces?</p> <p>Please note:<br/>On 21st June 2019, I received a copy of HE document "8.21 Proposed Proportionate Reconfiguration of the Warwickshire Gaelic Athletic Association". This document includes HE drawing "HE551485-ACM-GEN-ZZ_SW_ZZ_ZZ-DR-ZH-1113" (which is a slightly revised version of HE drawing "HE551485-ACM-GEN-ZZ_SW_ZZ_ZZ-DR-ZH-0109" (otherwise known as the "Option 1 drawing" - see Appendix A) but they have chosen to give it a new drawing number to confuse matters). This drawing clearly shows a new access road to the proposed WGAA site and adjacent agricultural land.</p> <p>My comment required a response from HE confirming how they intend to minimise the potential legacy of anti-social issues related to the finished scheme.</p>  |
| RR016q           | Lighting to new roundabout will causes a light nuisance adjacent to my property.   | <p>Lighting at Barbers Coppice roundabout has been identified as essential for road user safety.</p> <p>Highways England uses the latest lighting technology to minimise light spill.</p> <p>Please also see the Statement of Statutory Nuisance [APP-170/Volume 6.9] which confirms that:</p> <p><i>"With the application of mitigation measures included in the OEMP, no statutory nuisance under section 79 (1)(fb) would arise during construction or operation of the Scheme as a result of artificial lighting."</i></p>   | <p>Catherine de Barnes Lane does not currently have any street lighting. The scheme will create a new roundabout with associated lighting and in doing so will change the character of the area, have a negative impact on the immediately adjacent natural environment and introduce a light nuisance adjacent to my property. Whatever lighting technology is installed it will result in indirect reflection from the road, which will have some degree of reflectance, and the loss of visual amenity of the night sky, both of which will substantially interfere with the enjoyment of my home.</p>   |

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| RR016r           | Roundabout location adjacent St. Peters Lane will turn St. Peters Lane into a rat run to Bickenhill village.   | Although Catherine-de-Barnes Lane is no longer connected to Clock Interchange, it will remain the most convenient means of access to Bickenhill and Clock Lane, thereby minimising the potential for 'rat running'.                                       | My comment refers specifically to the potential for St. Peters Lane to become a rat run into Bickenhill village due to the proposed location of the new Bickenhill Roundabout.  |
| RR016s           | New cycleway' appears to be using existing cycleway which is too narrow and not fit for purpose.   | Highways England can confirm that the realigned Catherine-de-Barnes Lane where a proposed shared footway cycleway has been identified in the Development Consent Order application, has been designed to 3m width and adheres to latest design standards. | The existing cycle path, which is the only route onto the proposed cycleway, is less than 700mm wide in places and is not proposed to be widened as part of the HE scheme.<br><br>Jonathan Pizzey (HE) in an email dated 21st December 2018 advised the following:<br>'The cycle/ footway would be improved from a point south of the dogs home to Bickenhill Roundabout, to be a 3m wide path; this would be located on the western side of the re-aligned Catherine de Barnes Road, north of Bickenhill roundabout, the cycle path would be replaced by a 2 m wide footpath, and cyclists would need to cycle in the road through Bickenhill to the A45'. |
| RR016t           | At no time have Highways England (HE) voluntarily offered to meet with me and any meeting we have had has been chaired by Hampton in Arden Parish Councillors.   | Refer to response to RR016j.  | See response to RR016j.   |
| <b>RR017</b>     | <b>Philip O'Reilly</b>   |   |   |
|                  | At a meeting with Highways England (HE) and AECOM on 01/03/2019 they were asked to provide a copy of the current proposal being discussed with Warwickshire Gaelic Athletic Association (WGAA) so that I could gain an understanding of the proposal and its impact on me.   | NO RESPONSE PROVIDED BY HIGHWAYS  | See response to RR016b, RR016c and RR016d.<br><br>With regard to the noise impact of the WGAA reconfiguration on my property see separate document "Critique of Highways England Document: 6.3 Environmental Statement - Appendix 12.4 - Reconfiguration of Warwickshire Gaelic Athletic Association".  |
| RR017a           | On 19/03/2019 I, and the Hampton in Arden Parish Council, received a copy of drawing number 'HE551485-ACM-GEN-ZZ_SW_ZZ_ZZ-DR-ZH-0109 Rev.P02' attached to an email from AECOM with an accompanying note which read 'Also attached is the reconfiguration option, Option I, which is the layout that has been included for consideration in the DCO application and that is currently being discussed with the GAA. Please note however that Highways England is in on-going dialogue with WGAA to determine if this layout is acceptable to them or could be further developed in order to better meet their needs'. | Noted.  | See response to RR016b, RR016c, RR016d and RR016j.  |
| RR017b           | On 22/03/2019, I received a copy of the same drawing attached to an email from Highways England. The accompanying note read 'Please see attached the drawing . . . which shows the proposed DCO mitigation for the WGAA site'.   | Refer to response to RR016j.  | See response to RR016b, RR016c, RR016d and RR016j.  |
| RR017c           | I have today, 28/03/2019, had a further meeting with Highways England and AECOM. It was my understanding, and also that of the Hampton in Arden Parish Councillors who attended, that the purpose of the meeting was to finalise some issues relating to access to my property and its boundary, and to also review the drawing I had been sent on 19/03/2019 and 22/03/2019.  | Refer to response to RR016j.  | See response to RR016b, RR016c, RR016d and RR016j.  |
| RR017c           | HE and AECOM confirmed at the meeting that the drawing I had been sent ('HE551485-ACM-GEN-ZZ_SW_ZZ_ZZ-DR-ZH-0109 Rev.P02'):<br>o had been submitted as part of the DCO application<br>o was the drawing that was being discussed and finalised with the WGAA   | Refer to response to RR016j.  | See response to RR016b, RR016c, RR016d and RR016j.  |

| Reference Number | Comment from Relevant Representation  | Highways England Response to Relevant Representation   | POR Comments  |
|------------------|---|--|---|
| RR017d           | <p>As the meeting progressed, HE and AECOM acknowledged that this drawing:</p> <ul style="list-style-type: none"> <li>o had not been submitted with the DCO application</li> <li>o was not the actual drawing being discussed and finalised with the WGAA</li> <li>o was actually the default position if no agreement was reached with the WGAA</li> <li>o bore little resemblance to the actual drawing being discussed and finalised with the WGAA</li> </ul>  | <p>Highways England note Mr O'Reilly's comment and can confirm that drawing HE551485-ACM-GEN-ZZ_SW_ZZ_ZZ-DR-ZH-0109_P02 is a refinement of Option 5 presented in the Environmental Statement of the Development Consent Order application following further liaison with the WGAA.</p>   | <p>See response to RR016b, RR016c, RR016d and RR016j.</p>   |
| RR017e           | <p>HE and AECOM then confirmed that the actual drawing being discussed and finalised with the WGAA loosely resembles 'Figure 3.5e, Warwickshire Gaelic Athletic Association, Option 5 (HE551485-ACM-EGNM42_SW_ZZ_ZZ-DR-DC-0249') but now includes:</p> <ul style="list-style-type: none"> <li>o a new licensed clubhouse, with a proposed GIA more than twice the size of the existing clubhouse, to be moved over 300m south of the existing clubhouse, sited approximately 100m from my property, with clear green field between, and fronting onto Catherine de Barnes Lane</li> <li>o a new car park, with proposed parking provision more than six times the existing provision, to be moved over 300m south of the existing parking provision, to be sited approximately 100m from my property, with clear green field between, and fronting onto Catherine de Barnes Lane</li> <li>o additional land being acquired outside the red line boundary on DCO drawings (which was supposed to mark the 'limits of land to be acquired') to accommodate football pitches</li> <li>o pitches being moved further West, deeper into the green belt, and thus more into our line of view across open countryside</li> </ul> | <p>As part of the Development Consent Order application, Highways England has provided a reconfiguration proposal that delivers a proportionate and equivalent facility for the WGAA.</p> <p>Highways England is aware that the WGAA has aspirations to improve its facilities in line with its perceived status as the premier Gaelic Sports facility in England. Mr O'Reilly's relevant representation makes reference to a number of the WGAA's aspirations for the site which do not currently align with this Development Consent Order application.</p> <p>Highways England understands that the WGAA, currently, does not believe that this provides equivalent mitigation and Highways England is continuing to discuss the way forward.</p> | <p>See response to RR016b, RR016c, RR016d and RR016j.</p> <p>With regard to the noise impact of the WGAA reconfiguration on my property see separate document "Critique of Highways England Document: 6.3 Environmental Statement - Appendix 12.4 - Reconfiguration of Warwickshire Gaelic Athletic Association".</p> |
| RR017f           | <p>HE and AECOM appear to have no concept or understanding of the considerable consequences of their actions or the legacy they leave behind. All they appear to be doing is overcompensating an affected party, with the sole purpose of silencing and removing an objection to their scheme, rather than addressing the impact their decisions will have on others both now and in the future.</p>  | <p>Noted, see response RR016m from Mr O'Reilly's first relevant representation.</p>  | <p>See response to RR016b, RR016c, RR016d and RR016p.</p> <p>With regard to the noise impact of the WGAA reconfiguration on my property see separate document "Critique of Highways England Document: 6.3 Environmental Statement - Appendix 12.4 - Reconfiguration of Warwickshire Gaelic Athletic Association".</p> |
| RR017g           | <p>By way of example, the WGAA have said from day one that they want to install floodlights to one of their pitches but they are currently restricted due to being located under the flightpath to Birmingham Airport. Any proposal to move their pitches away from the flightpath allows them a greater chance of succeeding with a subsequent planning application to install floodlights.</p>  | <p>Noted. The mitigation proposed as part of the Development Consent Order application does not include flood lighting. This provision is not seen as proportionate and equivalent as the WGAA currently do not have this facility.</p>  | <p>See response to RR016b, RR016c, RR016d and RR016j.</p> <p>With regard to the noise impact of the WGAA reconfiguration on my property see separate document "Critique of Highways England Document: 6.3 Environmental Statement - Appendix 12.4 - Reconfiguration of Warwickshire Gaelic Athletic Association".</p> |
|                  | <p>I understand the WGAA are agreeing all matters relating to the reconfiguration of their site with Peter Mumford, Highways England Director of Major Projects &amp; Capital Portfolio Management, thereby trumping any discussions or agreements we have with HE and AECOM and effectively trampling over the concerns I have expressed to date.</p>  | <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <p><b>NO RESPONSE<br/>PROVIDED BY<br/>HIGHWAYS<br/>ENGLAND</b></p> </div>   | <p>See response to RR016j.</p>  |

| Reference Number | Comment from Relevant Representation  | Highways England Response to Relevant Representation   | POR Comments                                       |
|------------------|---|--|--|
| RR017h           | I also note that despite the growing impact of the scheme on my property HE and AECOM refuse to acknowledge any impact and still refuse to cover the cost of professional advice which I have repeatedly requested and believe I am entitled to. It is my understanding that this request is being blocked by senior management at HE, who coincidentally are negotiating with the WGAA on the reconfiguration of their site. | Mr O'Reilly's request is being treated in accordance with Highways England's approach as set out in response to RR016k | See response to RR016b, RR016c, RR016d and RR016k. |



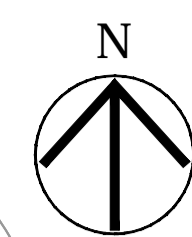
**Appendix A:**

**Figure 8.21**

**Proposed Reconfiguration of WGAA facility**

Issued by Lydia Barnstable (AECOM) on 21<sup>st</sup> June 2019

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**CONSTRUCTION**  
 MAINTENANCE / OPERATION / DECOMMISSIONING / DEMOLITION

**NOTES**  
 LIMITS OF LAND TO BE ACQUIRED OR USED PERMANENTLY OR TEMPORARILY (THE ORDER LIMITS)  
 LAND NOT INCLUDED WITHIN THE ORDER LIMITS  
 EXISTING WGAA SITE  
 EXISTING ALIGNMENT OF ESSO FUEL LINE BASED UPON AS-BUILT RECORDS RECEIVED 25/03/2019. DRAWING REFERENCE 6225/DR/BL/LR/10027 REV X5.



**DRAFT**

FOR INFORMATION

M42 JUNCTION 6 IMPROVEMENT

FIGURE 8.21  
 PROPOSED DCO MITIGATION  
 RECONFIGURATION  
 OF WGAA

| Revision Details | By  | Check | Date     | Suffix |
|------------------|-----|-------|----------|--------|
| First Issue      | JCH | NC    | 20/06/19 | P01    |

Purpose of issue  
 Client: Highways England  
 Floor 5  
 Two Colmore Square  
 38 Colmore Circus  
 BA 4BN  
 Working on behalf of

Project Title  
 Drawing Title  
 Designed: JCH  
 Drawn: JCH  
 Checked: ME  
 Approved: NC  
 Date: 19/06/19  
 Internal Project No.: 60543032  
 Suitability: S2  
 Scale @ A1: N/A  
 Zone: Scheme Wide General

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Royal Court  
 Basildon  
 Chesterfield  
 Tel: 01246 209221  
 Fax: 01246 209229  
 www.aecom.com

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 Registered office: Midpoint, Alconton Link,  
 Basingstoke, Hampshire RG21 7PP

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|----------------|----------------------|--------------|----------|-----|
| Drawing Number | Highways England PIN | I Originator | I Volume | Rev |
| HE551485 -ACM  | -GEN-                |              |          | P01 |
| ZZ_SW_ZZ_ZZ    | -DR-ZH-1113          |              |          |     |
| Location       | I Type               | I Role       | I Number |     |

P01 Date: 20 June 2019 14:13:31  
 File Name: C:\P\WORKING\AECOM\_EU\JAMES:HE\IND\WAY\00077198\HE551485-ACM-GEN-ZZ\_SW\_ZZ\_DR-ZH-1113

## **Appendix B:**

### **Warwickshire Gaelic Athletic Association**

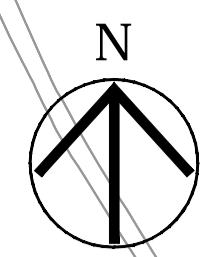
#### **Option 1 Drawing**

**(HE551485-ACM-GEN-ZZ\_SW\_ZZ\_ZZ-DR-ZH-0109)**

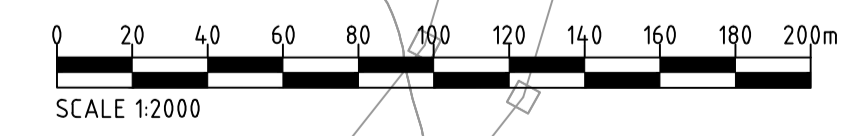
Issued by Lydia Barnstable (AECOM) on 19th March 2019

and Jonathan Pizzey (HE) on 22nd March 2019

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| NOTES  |   |
|  | LIMITS OF LAND TO BE ACQUIRED OR USED PERMANENTLY OR TEMPORARILY (THE ORDER LIMITS) |
|  | LAND NOT INCLUDED WITHIN THE ORDER LIMITS   |
|  | EXISTING WGAA SITE  |



**NOTES:**

- OPTION I - PLOTS 195 / 200 / 210 / 375 / 380
- DIMENSIONS - PITCHES (90mx145m), CLUB HOUSE (60m x 30m)
- SITE AREA - 88,056m<sup>2</sup>

**FOR INFORMATION**

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

Project Title  
**M42 JUNCTION 6 IMPROVEMENT**

Drawing Title  
**POTENTIAL WGAA RECONFIGURATION OPTION I**

**DRAFT**

|                                  |             |                             |                 |                  |
|----------------------------------|-------------|-----------------------------|-----------------|------------------|
| Designed<br>CW                   | Drawn<br>WC | Checked<br>JCH              | Approved<br>LJB | Date<br>18/03/19 |
| Internal Project No.<br>60543032 |             | Suitability<br>S2           |                 |                  |
| Scale @ A1<br>1:2000             |             | Zone<br>Scheme Wide General |                 |                  |

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**AECOM**  
Royal Court  
Basel Close  
Chesterfield  
Tel: 01246 209221  
Fax: 01246 209229  
www.aecom.com

AECOM Infrastructure & Environment UK Limited  
Registered in England Registered number: 880328  
Registered office: Midpoint, Alconon Link,  
Basingstoke, Hampshire RG21 7PP

|                            |                    |                   |                  |
|----------------------------|--------------------|-------------------|------------------|
| Drawing Number<br>HE551485 | Originator<br>-ACM | I Volume<br>-GEN- | Rev<br>P02       |
| Location<br>ZZ_SW_ZZ_ZZ    | I Type<br>-DR-     | I Role<br>-ZH-    | I Number<br>0109 |

Plot Date: 18 March 2019 09:18:44 File Name: C:\PWORKING\AECOM\EJAMES\HEINING\WV\030719\HE551485-ACM-GEN-ZZ\_SW\_ZZ\_DR-2H-0109