

A417 Missing Link
TR010056

7.3.10 Statement of Common Ground
with Coberley Parish Council

Planning Act 2008

APFP Regulation 5(2)(q)
Infrastructure Planning (Applications: Prescribed Forms and
Procedure) Regulations 2009

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

A417 Missing Link

Development Consent Order 202[x]

Statement of Common Ground with Coberley Parish Council

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1 Introduction

1.1 Purpose of this document

- 1.1.1 This document is a Statement of Common Ground (SoCG) between National Highways and Coberley Parish Council in relation to the A417 Missing Link scheme.
- 1.1.2 The document identifies the following between the two parties:
- Matters which have been agreed; and
 - Matters currently outstanding (not agreed, or subject to ongoing engagement during detailed design, construction or operation).
- 1.1.3 The matters which are referenced in this document are those which are considered to be of material difference. Other lesser matters, such as those that concern amendments to supporting documents, will be reported on in the Consultation Report or addressed in the Environmental Statement (ES) submitted as part of the Development Consent Order (DCO) application.
- 1.1.4 Where matters are outstanding because they are subject to ongoing engagement during detailed design, construction or operation, these are categorised as such in Table 5-1 to reflect the need for ongoing discussions beyond Examination.
- 1.1.5 This document has been prepared in accordance with Department for Communities and Local Government (now Department for Levelling Up, Housing and Communities) Guidance on the pre-application process¹.

1.2 Structure of this SoCG

- 1.2.1 The SoCG is structured as follows:
- Section 2 states the role of Coberley Parish Council in the application and sets out the consultation undertaken with Coberley Parish Council since Preferred Route Announcement in March 2019.
 - Section 3 summarises the topics considered within the SoCG.
 - Section 4 lists those matters which have been agreed, including the date that the matter was agreed.
 - Section 5 lists those matters which remain outstanding, incorporating a description of the matter; the position of both parties; any actions taken to address the matter; and the date of the latest position, including any further meetings planned regarding the matter.
- 1.2.2 Appendix A includes the signing sheet.

1.3 Status of this SoCG

- 1.3.1 This SoCG presents the final submission between both parties during Examination, submitted at Deadline 9 (16 May 2022).

¹ Department for Communities and Local Government. Planning Act 2008: Guidance for the examination of applications for development consent. (2015)

2 Consultation

2.1 Role of Coberley Parish Council

- 2.1.1 The Parish Council exists to represent the interests of the whole Coberley community. The current Council is non-party political and is made up of Parish Councillors who are local residents. Parish Councillors are elected by the electors of the parish, under section 16(2) of the Local Government Act 1972.
- 2.1.2 The Parish Council's main roles are to ensure that the delivery of services to meet local needs is maintained (and ideally enhanced) and that the quality of life in the community and the environment of the Parish are improved.
- 2.1.3 This SoCG deals with issues that are relevant to Coberley Parish Council in its capacity under section 42(1)(a) of the Planning Act 2008 ('the Act').

2.2 Summary of consultation

- 2.2.1 The engagement outlined in Table 2-1 covers formal consultation with Coberley Parish Council, and engagement which pertains to matters raised in this SoCG. Other exchanges, such as requests for information or clarification points are not detailed below but are available on request.

Table 2-1 Consultation with Coberley Parish Council

Date	Method	Parties concerned	Matters discussed
September to November 2019	Consultation pre-meeting (briefing)	National England Coberley Parish Council	Communications associated with statutory consultation exercise
25 October 2019	Consultation response	Coberley Parish Council	Coberley Parish Council submitted their response to the statutory consultation
17 September 2020	Consultation pre-meeting (briefing)	National Highways Coberley Parish Council	Communications associated with statutory consultation exercise
9 November 2020	Consultation response	Coberley Parish Council	Coberley Parish Council submitted their response to the statutory consultation
11 November 2020	Email	Coberley Parish Council to National Highways	Coberley Parish Council emailed their response to the statutory consultation to National Highways project team
12 November 2021	Letter via email	National Highways to Coberley Parish Council	Response to Relevant Representation and the request from PINS for additional Statements of Common Ground with the organisations listed in Annex E of the Rule 6 Letter including Coberley Parish Council
8 December 2021	Letter via email (response to letter sent 12 November 2021)	Coberley Parish Council to National Highways	Concerns about response to issues raised in Relevant Representation and request to enter into a Statement of Common Ground
8 December 2021	Email (response to letter received 8 December 2021)	National Highways to Coberley Parish Council	National Highways shared the draft SoCG for comment in advance of Examination Deadline 1
9 December 2021	Parish Council Teams Meeting	National Highways Coberley Parish Council Birdlip and Cowley Parish Council Daglingworth Parish Council Badgeworth Parish Council Brimpsfield Parish Council	Project update briefing for local Parish Councils in advance of Examination Deadline 1

		Leckhampton and Warden Hill Parish Council	
1 February 2022	SoCG meeting	Coberley Parish Council National Highways	Project update and discussion with specialists about the matters outstanding. Agreement to share meeting minutes and seek to update SoCG for Examination Deadline 5 and explain progress in the Statement of Commonality.
15 February 2022	Teams meeting regarding noise and air quality	Coberley Parish Council National Highways	Teams meeting with noise and air specialists to discuss concerns relating to matters outstanding 1.1 and 3.1.
28 February 2022	SoCG meeting	Coberley Parish Council National Highways	Project update and discussion about the matters outstanding. Agreement to share meeting minutes and seek to update SoCG for Deadline 5 and explain progress in the Statement of Commonality.
8 April 2022	SoCG meeting	Coberley Parish Council National Highways	Meeting to discuss and agree the updated Statement of Common Ground to enable signing and agreement to submit for Examination Deadline 9.

3 Topics covered in this SoCG

3.1.1 The following table is a summary of the topics which are considered within this SoCG.

Table 3-1 Summary of the Topics considered within this SoCG

Overarching topic	Topic number	Topic
Relevant ES Chapter	1.	Air Quality (Chapter 5 of the ES)
	2.	Landscape and Visual Effects (Chapter 7 of the ES)
	3.	Noise and Vibration (Chapter 11 of the ES)
	4.	Road Drainage and the Water Environment (Chapter 14 of the ES)
Other topics	5.	Traffic and Transport

4 Matters agreed

4.1.1 Table 4-1 shows those matters which have been agreed by the parties, including that matters reference number, and the date and method by which it was agreed.

Table 4-1 Matters agreed between Coberley Parish Council and National Highways

Matter reference number	Matter which has been agreed	Date and method of agreement
1. Air Quality (Chapter 5 of the ES)		
1.1	National Highways will continue to monitor traffic along the A417, which is taken into account as part of analysis of air quality. Cotswold District Council will continue to monitor the road's air quality during its operation at the Birdlip Air Quality Management Area and may review its status as a result of the scheme. The relevant local authorities are responsible for air quality monitoring if needed in the future. Gloucestershire County Council as the responsible local highway authority would monitor traffic on local roads and consider any associated impacts (e.g., air quality) if any unforeseen and significant increases in traffic are found.	Meeting, 15 February 2022
1.2	Appropriate commitments are provided in the Environmental Management Plan (EMP) to help limit or avoid air quality impacts during the construction period. For example, AQ1 – AQ12 in the REAC table of the EMP.	Meeting, 15 February 2022
1.3	If properties consider that they are experiencing a perceptible air quality change resulting in a depreciation in property value, compensation can be applied for under Part 1 of the Land Compensation Act.	Meeting, 15 February 2022
2. Landscape and Visual Effects (Chapter 7 of the ES)		
2.1	No matters identified.	
3. Noise and Vibration (Chapter 11 of the ES)		
3.1	National Highways will continue to monitor traffic along the A417, which is taken into account as part of analysis of noise and vibration effects. Gloucestershire County Council as the responsible local highway authority would monitor traffic on local roads and consider any associated impacts (e.g., noise) if any unforeseen and significant increases in traffic are found.	Meeting, 15 February 2022
3.2	Appropriate commitments are provided in the Environmental Management Plan (EMP) to help limit or avoid noise and vibration impacts during the construction period. For example, NV1 – NV9 in the REAC table of the EMP.	Meeting, 15 February 2022
3.3	If properties consider that they are experiencing a perceptible noise change resulting in a depreciation in property value, compensation can be applied for under Part 1 of the Land Compensation Act.	Meeting, 15 February 2022
4. Road Drainage and the Water Environment (Chapter 14 of the ES) and Landscape and Visual Effects (Chapter 7 of the ES)		
4.1	No matters identified.	

5. Traffic and Transport		
5.1	Coberley Parish Council welcomes commitment PH5: “provision of a public liaison officer”, secured through Requirement 3 of the EMP, which provides a commitment from National Highways and its contractor to establish a point of contact during the construction for local communities, businesses and stakeholders.	Meeting, 8 April 2022

5 Matters outstanding

5.1 Principal matters outstanding

5.1.1 The principal matters outstanding between Coberley Parish Council and National Highways are:

- Noise and air pollution due to the new road being nearer to the villages of Coberley, Cowley and Ullenwood;
- Attenuation around the Ullenwood Junction and associated impacts on the water environment and landscape; and
- Traffic impacts at and associated with the proposed new Ullenwood Junction, A436 and its roundabout and crossroads, and Leckhampton Hill Road.

5.2 Matters Outstanding

5.2.1 Shows those matters which remain under discussion by the parties. It sets out the latest position of each party in relation to each matter outstanding, and the latest date of that position.

5.2.2 In response to a request by the ExA in the Rule 6 letter issued 30 September 2021 (PD-005), the final column of the table is colour coded to indicate the status of the matter at the end of Examination. The colour coding is set out as follows:

	Matter subject to ongoing engagement during the detailed design stage, construction or operation
	Matter of difference

Table 5-1 Matters outstanding between Coberley Parish Council and National Highways

Ref.	Matter	Coberley Parish Council position	National Highways position	Date of the position
1 Air Quality (Chapter 5 of the ES)				
1.1	Air pollution due to the new road being nearer to the villages of Coberley, Cowley and Ullenwood	<p>Coberley Parish Council has expressed concerns relating to air pollution during the construction of the scheme.</p> <p>The parish accepts, in principle, the information and assessments provided by National Highways – which is subject to their ongoing review of the information provided to date. It is their position that they remain concerned until such a time that construction is underway, and the assessment conclusions can be proved in a practical setting and mitigated if and as required. They understand that National Highways and its contractor will provide an updated Construction Traffic Management Plan and Air Quality Management Plan during detailed design, which may then provide a level of information to reduce their concerns.</p>	<p>Construction Dust</p> <p>The construction of the scheme would be undertaken in phases. The qualitative assessment of construction dust effects described in Chapter 5 Air Quality of the Environmental Statement (Document Reference 6.2, APP-036) considers the construction of the scheme as a whole, including all phases of the works. The study area for the construction phase dust assessment includes all sensitive receptors within 200m of the red line boundary in accordance with LA 105 section 2.57. This study area is shown on ES Figure 5.8 Construction dust map (Document Reference 6.3).</p> <p>The assessment concludes that there are no receptors within the study area which will be significantly affected.</p> <p>Construction Traffic</p> <p>The assessment area for the existing study (shown in Volume 6 Document Reference 6.3 Figure 5.1) has been determined based on proposed traffic routes for the additional HGVs which are as a result of the scheme, and includes HGVs used to remove surplus excavated material from the construction site and HGV movements on a haul route.</p> <p>Based on the worst-case scenario approach to the assessment, there is an anticipated increase in nitrogen dioxide levels at the Air Balloon Cottages, due to the assessment being conducted on the assumption that all construction traffic will pass this</p>	Meeting, 28 February 2022

Ref.	Matter	Coberley Parish Council position	National Highways position	Date of the position
			<p>location. However, it can be assumed that this will not happen in practice, due to the phased element of the construction of the proposed scheme, if consent is granted.</p> <p>Under GP5 of the Environmental Management Plan (Document Reference 6.4, APP-317), the contractor is required to prepare an Air Quality Management Plan (including dust) as the detailed design of the scheme is developed.</p> <p>There are also a series of commitments within the Environmental Management Plan (Document Reference 6.4, APP-317), which relate specifically to Air Quality, including actions which aim to limit the mobilisation of dust by construction vehicles.</p> <p>National Highways is committed to ongoing engagement with Coberley Parish Council during detailed design and construction to help share and discuss potential impacts.</p>	
1.2	Air pollution due to the new road being nearer to the villages of Coberley, Cowley and Ullenwood	<p>Coberley Parish Council has expressed concerns relating to air pollution during the operation of the scheme.</p> <p>Their specific concern raised to date relates to potential air pollution due to the new road being nearer to the villages of Coberley, Cowley and Ullenwood. The Council requests that full studies are carried out on potential air quality impact.</p> <p>The parish accepts, in principle, the information and assessments provided by National Highways – which is subject to their ongoing review of the information provided to</p>	<p>The air quality operational assessment concluded that overall, for residential receptors there is no significant effect on air quality due to the operation of the scheme.</p> <p>Coberley village does not have specific air quality modelled for receptors in the village, this is because the village is more than 200m from the Affected Road Network (ARN) for the scheme and therefore the change in traffic emissions and air quality in the village are considered to be so small that it would be negligible.</p> <p>Modelled receptors in Cowley village (H59 and H61) are predicted to have a change in annual mean NO₂</p>	Meeting, 15 January 2022

Ref.	Matter	Coberley Parish Council position	National Highways position	Date of the position
		<p>date. It is their position that they remain concerned until such a time that the scheme is operational, and the assessment conclusions can be proved in a practical setting and mitigated if and as required.</p>	<p>of <0.1 µg/m³. The annual mean NO₂ concentration remains well below the NO₂ Limit Value (or objective). This change is considered to be not significant.</p> <p>Modelled receptors in Ullenwood (H49, H74 and H98) are predicted to have a change in annual mean NO₂ of 0.9, 0.2 and 0.5µg/m³ respectively. The annual mean NO₂ concentration remains well below the NO₂ Limit Value (or objective). This change is considered to be not significant.</p> <p>As outlined in matter agreed 1.1, National Highways will continue to monitor traffic along the A417, which is taken into account as part of analysis of air quality. Cotswold District Council will continue to monitor the road’s air quality during its operation at the Birdlip Air Quality Management Area and may review its status as a result of the scheme. The relevant local authorities are responsible for air quality monitoring if needed in the future. Gloucestershire County Council as the responsible local highway authority would monitor traffic on local roads and consider any associated impacts (e.g., air quality) if any unforeseen and significant increases in traffic are found.</p> <p>National Highways, under agreement with Gloucestershire County Council, commits to undertaking an ongoing review of traffic, road safety and air quality on Leckhampton Hill, in accordance with the following provisions:</p> <ol style="list-style-type: none"> 1. A review is to be conducted on the first, second and third year anniversaries of the Scheme being open to traffic; 	

Ref.	Matter	Coberley Parish Council position	National Highways position	Date of the position
			<p>2. That review will include assessments of traffic, road safety and air quality monitoring on Leckhampton Hill. Assessments of road safety will be based on STATS19 records to be provided to National Highways by GCC;</p> <p>3. An investigation into effective measures to be carried out, if the review demonstrates that there are exceedances of observed traffic, accidents and/or air quality impacts, in excess of that predicted and assessed in the A417 DCO application. The investigation would also be conditional on those exceedances being directly caused by the Scheme;</p> <p>4. Measures to be considered as part of that investigation would include traffic calming measures on affected roads, signage, or reduced speed limits; and</p> <p>5. National Highways commits to fund those measures (in 3 above) in the event they are demonstrated to be necessary due to changes in traffic caused by the Scheme (as identified in 2 above).</p> <p>National Highways is also committed to ongoing engagement with Coberley Parish Council during detailed design, construction and operation to help share and discuss potential impacts.</p>	
2 Landscape and Visual Effects (Chapter 7 of the ES)				
2.1	Landscape and visual impact of the proposed attenuation around the Ullenwood Junction	Proposed installation of attenuation tanks around the Ullenwood Junction raises concerns at visual impact on the landscape of the area.	<p>The basins at Ullenwood junction will be integrated sympathetically into the landscape and will be slightly lower than the adjacent roads.</p> <p>Attenuation basins/infiltration basins would typically have a maximum storage depth of 1.5m with 0.3m</p>	Meeting, 28 February 2022

Ref.	Matter	Coberley Parish Council position	National Highways position	Date of the position
		<p>The parish accepts, in principle, the information provided by National Highways – which is subject to their ongoing review. It is their position that they remain concerned until such a time that the attenuation basins have been placed within the landscape and considered in situ.</p>	<p>freeboard to the top of the basin. Side slopes would be 1H:3V for maintenance with a localised ramp for access and to allow mammal escape. Details of the drainage are provided in Environmental Statement - Appendix 13.10 - Drainage Report (Document Reference 6.4, APP-406). The basins are illustrated on Environmental Statement - Figure 7.11 - Environmental Masterplan - Sheets 6 and 7 of 25 (Document Reference 6.3, APP-173 and APP-174).</p>	
3 Noise and Vibration (Chapter 11 of the ES)				
3.1	<p>Noise pollution due to the new road being nearer to the villages of Coberley, Cowley and Ullenwood</p>	<p>Coberley Parish Council has expressed concerns relating to noise pollution during the construction of the scheme.</p> <p>CPC requests that full studies are carried out on potential noise quality impact.</p> <p>The parish accepts, in principle, the information and assessments provided by National Highways – which is subject to their ongoing review of the information provided to date. It is their position that they remain concerned until such a time that construction is underway, and the assessment conclusions can be proved in a practical setting and mitigated if and as required. They understand that National Highways and its contractor will provide an updated Construction Traffic Management Plan during detailed design, which may then provide a level of information to reduce their concerns.</p>	<p>The construction noise impacts of the proposed scheme have been fully assessed and are reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2, APP-042). The assessment concludes that there are no significant effects in Coberley, Cowley or Ullenwood.</p> <p>The range of construction noise levels at locations around the proposed scheme are shown in Table 11-17 of the above chapter.</p> <p>The construction noise assessment locations are shown in ES Figure 11.1 Study area, sensitive receptors and baseline assessment noise contour map (2026) (Document Reference 6.3). For example, Receptor 17 (R17, near Cowley), is assessed as having a noise level between 53dB and 55dB, which is considered relatively low for a construction period.</p> <p>The scheme has a duty, like any construction project, to reduce noise at source via best practicable means, such as using the quietest practicable construction processes to minimise noise effects.</p>	<p>Meeting, 28 February 2022</p>

Ref.	Matter	Coberley Parish Council position	National Highways position	Date of the position
3.2	Noise pollution due to the new road being nearer to the villages of Coberley, Cowley and Ullenwood	<p>Coberley Parish Council has expressed concerns relating to noise pollution during the operation of the scheme.</p> <p>Concern about potential noise pollution due to the new road being nearer to the villages of Coberley, Cowley and Ullenwood.</p> <p>CPC requests that full studies are carried out on potential noise quality impact and that National Highways sets out proposals to mitigate noise pollution through the topography of the scheme (cuttings), road surfacing, landscaping (substantial tree-planting).</p> <p>The parish accepts, in principle, the information and assessments provided by National Highways – which is subject to their ongoing review of the information provided to date. It is their position that they remain concerned until such a time that the scheme is operational, and the assessment conclusions can be proved in a practical setting and mitigated if and as required.</p>	<p>The operational noise impacts of the proposed scheme have been fully assessed and are reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2, APP-042), and conclude that there are no significant effects in Coberley, Cowley or Ullenwood.</p> <p>The changes in noise as a result of the proposed scheme are shown in ES Figure 11.3 Operational noise difference contour map future assessment year (2041) (Document Reference 6.3).</p> <p>Noise changes have been assessed as having a minor adverse impact at properties at the centre of Cowley village. At the eastern part of the village there would be a noise decrease (minor impact) due to reduced traffic on local roads to the east. Noise changes at Coberley and Ullenwood have been assessed as having a minor impact (small increases and decreases at different locations). Significant effects are generally assessed at higher levels of noise impact of 3dB or above (i.e. moderate impact).</p> <p>During operation, to mitigate noise impacts and as part of a landscape approach, National Highways will use landscaped bunding to reduce the effect of the road on the landscape and the existing noise levels. This would include an earth bund with 1.2m stone wall at Stockwell Overbridge to Cowley Overbridge along the north and southbound carriageways.</p> <p>Stockwell Overbridge is shown on Sheet 14 of the Environmental Statement - Figure 7.11 - Environmental Masterplan (Document Reference</p>	Meeting, 28 February 2022

Ref.	Matter	Coberley Parish Council position	National Highways position	Date of the position
			<p>6.3, APP-177 and APP-178) and shows the bund – labelled “Noise and landscape earthworks.”</p> <p>Cowley Overbridge is shown on Sheets 12 and 13 of the Environmental Statement - Figure 7.11 - Environmental Masterplan (Document Reference 6.3, APP-177 and APP-178) and shows the bund – labelled “Noise and landscape earthworks.”</p> <p>Also, the mitigation would include an earth bund with 1.2m stone wall at Cowley Lane (currently an unclassified road with public access rights) to Cowley junction along the southbound carriageway and at Cowley junction eastern loop. Whilst these will benefit the areas closest to the scheme, there will be diminishing benefits at larger distances including Cowley. This is shown in Environmental Statement - Figure 7.11 - Environmental Masterplan - Sheet 10 of 25 (Document Reference 6.3, APP-177) shows the Shab Hill bund – labelled “Noise and landscape earthworks.”</p> <p>With regard to the use of trees to act as acoustic screening to minimise noise, this approach is generally not effective in providing substantive, consistent noise mitigation.</p> <p>In addition, the scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. A lower noise road surface is incorporated into the proposed scheme design.</p> <p>If properties consider that they are experiencing a perceptible noise change resulting in a depreciation</p>	

Ref.	Matter	Coberley Parish Council position	National Highways position	Date of the position
			in property value, compensation can be applied for under Part 1 of the Land Compensation Act.	
4 Road Drainage and the Water Environment (Chapter 14 of the ES)				
4.1	Attenuation around the Ullenwood Junction	<p>The Council have raised concerns regarding potential flooding near this new roundabout, due to water flowing down the new link road from the Shab Hill Junction, and seek confirmation required that these attenuation tanks will mitigate any such problems.</p> <p>The Council has also requested clarity on who will be responsible for the maintenance of the attenuation basins.</p> <p>The parish accepts, in principle, the information and assessments provided by National Highways – which is subject to their ongoing review of the information provided to date. It is their position that they remain concerned until such a time that the scheme is operational, and the assessment conclusions and relevant mitigations can be proved in a practical setting and further mitigated if and as required.</p>	<p>The highway drainage design would include basins to manage the quality and quantity of surface water run-off from the new roads.</p> <p>The basins will ensure no increase on surface water peak flows and volumes downstream and hence flood risk for events up to the 1:100-year return period with an allowance included for climate change.</p> <p>There are soakaways at the Cricket Club and the junction with Leckhampton Hill that serve the existing A417 Birdlip Hill and roundabout. These are known to exceed capacity during heavy rainfall and discharge dirty road run-off and silt to the adjacent land. The proposed scheme will address these existing capacity and contamination issues.</p> <p>National Highways can confirm that Gloucestershire County Council will be responsible for the maintenance of the attenuation basins, with details subject to a separate agreement.</p>	Meeting, 28 February 2022
5 Traffic and Transport				
5.1	The proposed new Ullenwood Junction / A436 roundabout	<p>Management of traffic flow and volumes at this roundabout:</p> <p>Concerns that congestion, back-up and hazards will continue at this new roundabout, affecting both the A436 in a westerly direction and the Leckhampton Hill Road, in a south-westerly direction. Although the roundabout will be free of the through-traffic on the A417,</p>	<p>The existing Air Balloon roundabout would be removed as part of the scheme. The new Ullenwood junction would be constructed and combined with the A436/Leckhampton Hill priority junction to form a four-arm 50m ICD roundabout with a link to the A417 via the A436 Link Road and Cold Slad Lane. As part of the design of the scheme and the traffic analysis, modelling of the proposed new junctions</p>	Meeting, 8 April 2022

Ref.	Matter	Coberley Parish Council position	National Highways position	Date of the position
		<p>it will still be subject to the considerable, and growing, daily commuter traffic to/from Cheltenham and to/from Oxford/London direction.</p> <p>Flow from the A417 exit road into this roundabout is likely to be travelling faster, and more uninterrupted, than at present and hence, more hazardous to the traffic entering the roundabout from Leckhampton Hill Road. CPC requests that a detailed study be carried out on projected traffic volumes and flows at the roundabout and that mitigating solutions are designed in.</p> <p>CPC acknowledges and welcomes the comprehensive analyses, modelling and predictions carried out by NH and respects the assessments and conclusions arrived at. However, based on its concerns regarding existing traffic volumes, speeds and safety issues on these major routes through the Parish, CPC's concerns will remain until the scheme is in operation and any projected improvements, changes in driving patterns and behaviour can be evidenced in reality. CPC reiterates that it is already deeply concerned at current volumes of traffic, speeds and safety issues on the A436 and Leckhampton Hill Road.</p> <p>CPC welcomes the proposed ongoing, 3-year review by NH and GCC and the commitment to implement mitigation measures if and as required.</p>	<p>has been undertaken. This work has been undertaken to ensure that the new junctions are able to cope with the predicted peak hour traffic flows in the design year. A future design year has been assessed for this scheme in 2041 to indicate the likely future impacts on traffic, and the assessment was undertaken for the AM and PM peak hours.</p> <p>Where the results from assessments show that there are issues, then these are fed back to the design team and the junctions are modified in order to improve the capacity and thus ensure the junctions operate within capacity. This has been the case for this scheme and details on the operational modelling are in Appendix J of the ComMA (Document Reference 7.6, APP-422).</p> <p>The modelling results indicate that the proposed Ullenwood junction is forecast to operate within capacity in the 2041 scheme design year, with some limited queuing northbound on the A436 Link Road (travelling northbound from the Shab Hill junctions) in the morning peak hour and westbound on the A436 (travelling from Seven Springs) in the evening peak hour.</p> <p>National Highways have analysed traffic data on the A436 and A40 roads for the 2041 Do-Minimum (DM) and Do-Something (DS) scenarios to determine the origin/destination of the vehicles using these two roads.</p> <p>For the A436 in 2041 DM the origin/destinations are:</p> <ul style="list-style-type: none"> • Gloucester/Cheltenham • Stratford Upon Avon/Alderminster/Halford • Stow on the Wold area • Oxford 	

Ref.	Matter	Coberley Parish Council position	National Highways position	Date of the position
			<ul style="list-style-type: none"> • London (central, south, north and east) • Kent • East Sussex • Essex • Norfolk area • Bristol • Devon and Cornwall • South and Mid Wales • Herts, Beds and Bucks <p>For the DS scenario the analysis shows that those from the south-east (i.e. South London, Kent, East Sussex) that previously travelled via the A436 no longer travel via the A436 and instead travel via the M4/A417.</p> <p>For the A40 the analysis shows in the DM the origin/destinations are:</p> <ul style="list-style-type: none"> • Gloucester • Cheltenham • Bristol • Oxford • London - central and south London • East Sussex • Kent • Essex • Norfolk area • South and Mid Wales • Devon and Cornwall • Check Herts, Beds and Bucks 	

Ref.	Matter	Coberley Parish Council position	National Highways position	Date of the position
			The analysis indicates there is no change in the origin/destinations between the DM and DS scenario.	
5.2	Leckhampton Hill Road	<p>Leckhampton Hill Road (Believe this is now classified as C/377) [is] a small country road, not designed to cope with the heavy commuter traffic which it currently experiences. It includes hazardous crossroads with Ullenwood Manor Road and Greenway Lane, access to the popular Crickley Hill Country Park, a 27-dwelling property development at Ullenwood Court. Where this road enters the urban area of Cheltenham on Leckhampton Road, there is a busy junction with Old Bath Road, a new housing development at Leckhampton Views, two busy roundabouts at the Church Road/Charlton Lane and Norwood Inn. The whole route is lined with residential properties, with car parking on both sides of the road. It is the position of the Council that it is not suitable for current, let alone, increased commuter traffic and in enabling the latter, this creates safety concerns.</p> <p>CPC acknowledges and welcomes the comprehensive analyses, modelling and predictions carried out by NH and respects the assessments and conclusions arrived at. However, based on its concerns regarding existing traffic volumes, speeds and safety issues on this major route through the Parish, CPC's concerns will remain until the scheme is in operation and any projected improvements, changes in driving patterns and behaviour can be evidenced in reality.</p>	<p>The traffic modelling undertaken by National Highways forecasts that traffic on Leckhampton Hill would increase as a result of the scheme. Figure 7-1 of the Transport Report (Document Reference 7.10, APP-426) provides the Annual Average Daily Traffic flows for the base year (2015) and the 2026 and 2041 Do-Minimum (DM) and Do-Something (DS) traffic flows. This figure shows that for Leckhampton Hill between the Base year (2015) and the 2041 DS scenario there would be a 64% increase in traffic from 7,000 vehicles to 11,500 vehicles. However, the forecast traffic flows are below the existing capacity of the road. The traffic modelling forecasts that the scheme would not have a significant impact on speeds north of the Ullenwood Manor junction. The traffic modelling forecasts no significant impact on congestion at the junctions on Leckhampton Hill.</p> <p>The traffic modelling methodology and results are reported in the Case for the Scheme (Document Reference 7.1, APP-417) and the Transport Report (Document Reference 7.10, APP-426) with more details available in section 10 of the Combined Modelling and Appraisal (ComMA) report (Document Reference 7.6, APP-422).</p> <p>National Highways will continue to engage with Gloucestershire County Council as traffic models are updated at detailed design stage.</p> <p>In relation to traffic movements at Ullenwood junction the scheme will remove A417 mainline</p>	Meeting, 8 April 2022

Ref.	Matter	Coberley Parish Council position	National Highways position	Date of the position
		<p>CPC reiterates that it is already deeply concerned at current volumes of traffic, speeds and safety issues on the A436 and Leckhampton Hill Road.</p> <p>CPC welcomes the proposed ongoing, 3-year review by NH and GCC and the commitment to implement mitigation measures if and as, required.</p> <p>CPC also draws attention to the fact that Leckhampton Hill Road has a continually poor road surface between the junction with the A436 and Salterley Grange, with a significant pothole problem which has caused multiple car wheel damage in recent years</p>	<p>traffic from the Ullenwood junction, which forms a significant proportion of the traffic at Air Balloon roundabout. Figure 7-1 in the Transport Report (Document Reference 7.10, APP-426) provides the Annual Average Daily Traffic flows for the Base year and 2026 and 2041 for the DM and DS scenarios.</p> <p>Section 4.1 of National Highways Comments on Local Impact Report (Document Reference 8.12, REP2-013) responds to a comment in the Joint Councils Local Impact Report (Document Reference Rep1-133) and provides a summary of the changes in traffic flows passing through the Air Balloon roundabout/Ullenwood junction between the DM and DS scenarios.</p> <p>For the operational assessment traffic flows were extracted from the scheme traffic model and converted into peak hour flows and these traffic flows were used in the assessment of Ullenwood junction. Details on the operational assessment are in Appendix J of the Combined Modelling and Appraisal (ComMA) Report (Document Reference 7.6, APP-422). The operational modelling demonstrates that Ullenwood junction would operate within capacity with the forecast traffic flows in 2041, the design year with some limited queuing northbound on the A436 Link Road (travelling from the Shab Hill junctions) in the morning peak hour and westbound on the A436 (travelling from Seven Springs) in the evening peak hour.</p> <p>National Highways have undertaken analysis of the DM and DS 2041 scheme traffic models for movements between the A417 and A436. This analysis shows that in the DM scenario the AADT would be approximately 16,200 vehicles travelling</p>	

Ref.	Matter	Coberley Parish Council position	National Highways position	Date of the position
			<p>between the A417/A436. In the DS, the AADT would decrease to approximately 13,800.</p> <p>National Highways produced a technical note on Leckhampton Hill (Leckhampton Hill Technical Note, Document Reference 8.15, REP2-016) in response to question 1.11.20 of the Examining Authority's Written Questions (ExQ1. PD-008). This note provided information to the Examining Authority (ExA) on traffic flows on Leckhampton Hill, A436, A435, Elsktone and the A46, journey time information for travelling between Cheltenham and Cirencester via Leckhampton Hill/A417 and the A435 and junction delay on these two routes.</p> <p>This technical note concluded that the provision of the Ullenwood junction is a key reason for the increase in traffic on Leckhampton Hill as Ullenwood junction would decrease congestion in comparison to the DM scenario. This would in turn reduce delay and therefore improve journey times and would result in travelling via Leckhampton Hill being a more attractive proposition.</p> <p>National Highways remain of the view that any mitigation for Leckhampton Hill would not be proportionate or reasonable and that any mitigation may potentially impact on roads more minor than Leckhampton Hill. However, National Highways, under agreement with Gloucestershire County Council, commits to undertaking an ongoing review of traffic, road safety and air quality on Leckhampton Hill, in accordance with the following provisions:</p> <ol style="list-style-type: none"> 1. A review is to be conducted on the first, second and third year anniversaries of the Scheme being open to traffic; 	

Ref.	Matter	Coberley Parish Council position	National Highways position	Date of the position
			<p>2. That review will include assessments of traffic, road safety and air quality monitoring on Leckhampton Hill. Assessments of road safety will be based on STATS19 records to be provided to National Highways by GCC;</p> <p>3. An investigation into effective measures to be carried out, if the review demonstrates that there are exceedances of observed traffic, accidents and/or air quality impacts, in excess of that predicted and assessed in the A417 DCO application. The investigation would also be conditional on those exceedances being directly caused by the Scheme;</p> <p>4. Measures to be considered as part of that investigation would include traffic calming measures on affected roads, signage, or reduced speed limits; and</p> <p>5. National Highways commits to fund those measures (in 3 above) in the event they are demonstrated to be necessary due to changes in traffic caused by the Scheme (as identified in 2 above).</p> <p>The accident data for the assessment of the scheme was from the Department for Transport accident database. For the key links close to the scheme the accident data was updated for the period July 2014 to June 2019, which was the most recent data available. Details on the accident data and the assessment are provided in the Combined Modelling and Appraisal (ComMA) Report (Document Reference 7.6, APP-422).</p>	
5.3	Speeds on the A436	Likely increased speeds on the A436, due to freer flowing traffic, will create greater hazards for dwellings, other premises and the	National Highways has undertaken traffic modelling to assess the impact the scheme has on the Strategic Road Network and the local roads. A	Meeting, 8 April 2022

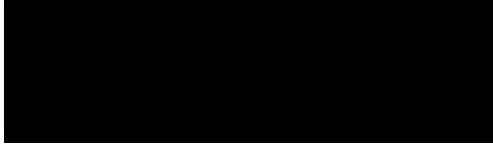
Ref.	Matter	Coberley Parish Council position	National Highways position	Date of the position
		<p>Cowley/Ullenwood crossroads on the A436. CPC requests that the current speed limit of 50 mph is reduced to 40 mph, particularly between east of Oxford Cottages and the new Ullenwood Junction roundabout.</p> <p>CPC acknowledges and welcomes the comprehensive analyses, modelling and predictions carried out by NH and respects the assessments and conclusions arrived at. However, based on its concerns regarding existing traffic volumes, speeds and safety issues on this major route through the Parish, CPC's concerns will remain until the scheme is in operation and any projected improvements, changes in driving patterns and behaviour can be evidenced in reality. CPC reiterates that it is already deeply concerned at current volumes of traffic, speeds and safety issues on the A436 and Leckhampton Hill Road.</p> <p>CPC requests that the proposed ongoing, 3-year review by NH and GCC on Leckhampton Hill Road and the commitment to implement mitigation measures if and as required is extended to include the A436.</p>	<p>summary of the forecasting methodology can be found in section 5 (without scheme (Do-Minimum)) and 7 (with scheme (Do-Something)) of the Transport Report (Document Reference 7.10, APP-426).</p> <p>More details on the forecasting methodology are contained in section 10 of the Combined Modelling and Appraisal (ComMA) Report (Document Reference 7.6, APP-422).</p> <p>The traffic modelling forecasts there would be a decrease in traffic on the A436 as vehicles would redistribute to the A417 following improvements to the road.</p> <p>The traffic modelling forecasts there would be changes in speed as a result of the scheme, but increases in speed are limited to less than 3km/h.</p> <p>National Highways is in discussion with Gloucestershire County Council over the scheme and works required as part of detrunking the existing A417. These discussions include the potential requirement for measures such as traffic calming and changes in speed limit. The latest position on these discussions is set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3, APP-419).</p>	
5.4	Ullenwood/Cowley crossroads on A436	<p>Already a dangerous junction with poor visibility, there will be increased hazard, due to increased speeds and increase in traffic volumes over long term. With the proposed enhancement of the walking, cycling and horse-riding (WCH) facilities as part of the overall scheme, CPC envisages that there will be increased WCH traffic crossing the</p>	<p>The traffic modelling forecasts that there would be a decrease in traffic on the A436 as vehicles would redistribute to the A417 following improvements to the road. The traffic modelling forecasts there would be changes in speed as a result of the scheme, but increases in speed are limited to less than 3km/h.</p> <p>National Highways is in discussion with Gloucestershire County Council over the scheme</p>	Meeting, 1 February 2022


Ref.	Matter	Coberley Parish Council position	National Highways position	Date of the position
		<p>A436 at this crossroads. Measures must be put in place to slow traffic at this crossroads and to ensure safe crossing for WCH traffic and for motorised traffic either crossing or turning onto the A436. (reduced speed limit, traffic light control or a roundabout).</p> <p>CPC requests that thorough investigation of this crossroads junction is carried out and appropriate mitigating solutions implemented.</p> <p>CPC acknowledges and welcomes the comprehensive analyses, modelling and predictions carried out by NH and respects the assessments and conclusions arrived at. However, based on its concerns regarding existing traffic volumes, speeds and safety issues on this major route through the Parish, CPC's concerns will remain until the scheme is in operation and any projected improvements, changes in driving patterns and behaviour can be evidenced in reality.</p> <p>CPC reiterates that it is already deeply concerned at current volumes of traffic, speeds and safety issues on the A436 and Leckhampton Hill Road.</p> <p>CPC requests that the proposed ongoing, 3-year review by NH and GCC on Leckhampton Hill Road and the commitment to implement mitigation measures if and as required is extended to include the A436 and this crossroads.</p> <p>CPC is concerned to note that, although an aim of the scheme is to encourage WCH (the</p>	<p>and works required as part of detrunking the existing A417. These discussions include the potential requirement for measures such as traffic calming and changes in speed limit. The latest position on these discussions is set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3, APP-419). WCH user patterns at this location (Ullenwood Manor Road / A436 junction) are outside the scope of this scheme.</p> <p>National Highways is committed to ongoing engagement throughout the detailed design stage with Coberley Parish Council. The traffic modelling methodology and results is reported in the Transport Report (Document Reference 7.10, APP-426) and the Combined Modelling and Appraisal (ComMA) report (Document Reference 7.6, APP-422).</p> <p>Coberley Parish Council have requested that National Highways engage with GCC on this matter and whilst outside of the DCO boundary, National Highways is willing to share the concerns of Coberley Parish Council with GCC.</p>	

Ref.	Matter	Coberley Parish Council position	National Highways position	Date of the position
		<p>Air Balloon Way, etc), by stating that WCH patterns at this location are outside the scope of the scheme, it is not taking responsibility for the potential WCH impacts which the scheme will generate on this key peripheral location.</p>		
5.5	Construction traffic impacts	<p>Coberley Parish Council remains concerned, more generally, regarding the impacts of construction on traffic movements and would like to further understand the construction phasing and any appropriate mitigation on the local road network to lessen the impact. Specific concerns include road and access closures, and highway and pavement cleanliness.</p> <p>CPC accepts, in principle, the information and assessments provided by National Highways – which is subject to their ongoing review of the information provided to date. It is their position that they remain concerned until such a time that construction is underway, and the assessment conclusions can be proved in a practical setting and mitigated if and as required.</p> <p>It understands that National Highways and its contractor will provide an updated Construction Traffic Management Plan during detailed design, which may then provide a level of information to reduce its concerns.</p>	<p>National Highways has submitted a Construction Traffic Management Plan (CTMP) (Document Reference 6.4, REP2-008) as part of its application. It is the intention that, during detailed design, National Highways and its contractor will provide an updated CTMP which will provide the level of detail sought by Coberley Parish Council.</p> <p>National Highways is committed to ongoing engagement with Coberley Parish Council during detailed design as the appropriate management plans are updated.</p> <p>Further to this, commitment PH5: “provision of a public liaison officer”, secured through Requirement 3 of the EMP, provides a commitment from National Highways and its contractor to establish a point of contact during the construction for local communities, businesses and stakeholders.</p>	Meeting, 28 February 2022

Appendices

Appendix A Signing Sheet

For signing	
Signed	
On Behalf of	Coberley Parish Council
Name	D S McGaw
Position	Chair
Date	03 May 2022

For signing	
Signed	
On Behalf of	National Highways
Name	Michael Goddard
Position	Project Director
Date	16 May 2022