

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

## **5.1 Consultation Report**

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Planning Act 2008

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

**CONSULTATION REPORT**

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<b>Planning Inspectorate Scheme Reference</b>	TR010066
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<b>Author</b>	A46 Coventry Junctions (Walsgrave) Project Team, National Highways

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# 1. Introduction

## 1.1. Purpose of this document

- 1.1.1. This Consultation Report (the “Report”) relates to the A46 Coventry Junctions (Walsgrave) scheme (“the Scheme”). A detailed description of the Scheme can be found in Chapter 2 (the Scheme) of the Environmental Statement (ES) (**TR010066/APP/6.1**).
- 1.1.2. In seeking the legal powers to construct, operate and maintain the Scheme, National Highways (the “Applicant”) is making an application for a Development Consent Order (DCO) to the Secretary of State for Transport via the Planning Inspectorate (the “Inspectorate”). Section 37(3)(c) of the Planning Act 2008 (the “2008 Act”) requires the Applicant to submit this Report as part of its application for development consent.
- 1.1.3. This Report explains how the Applicant has complied with the consultation requirements set out in the 2008 Act. Guidance about this Report and the pre-application process, including statutory consultation, can be found in the Ministry of Housing, Communities and Local Government (MHCLG) and Department for Levelling Up, Housing and Communities document: Planning Act 2008: Pre-application stage for Nationally Significant Infrastructure Projects (published 30 April 2024).
- 1.1.4. This Report also provides an account of:
- engagement undertaken outside of the advertised periods of consultation
  - the statutory consultation exercise carried out in compliance with Section 42, Section 47 and Section 48 of the 2008 Act between October and December 2023
  - additional targeted statutory consultation and supplementary consultation undertaken between 23 August and 20 September 2024
  - a summary of responses during all consultation exercises (options consultation and statutory consultation)
  - how the Applicant has had regard to responses received at statutory consultation and further consultations in compliance with section 49 of the 2008 Act
  - how the Applicant has had regard to Section 51 advice
  - how the Applicant approached the Adequacy of Consultation Milestone

## 1.2. Summary of consultation activities

- 1.2.1. A summary of the main consultation activities undertaken for the Scheme is set out in **Table 1-1** below.



Table 1-1: Summary of consultation activities														
Date	Consultation Activity Undertaken													
Options Consultation														
11 January – 14 February 2022	<p><b>A46 Coventry junctions upgrade – Walsgrave junction consultation</b></p> <p>The consultation described the process through which different options for improving the existing Walsgrave junction had been assessed and discounted, resulting in one option (“Option 11”) being selected for further development. The consultation response form asked consultees whether they supported or opposed Option 11, and invited further comments.</p> <p>To publicise the consultation, around 10,000 postcards were sent to homes and businesses in a mailing zone around the Walsgrave Junction. Other engagement activities included emails and letters to stakeholder organisations, press releases, deposit locations and online information.</p> <p>The consultation took place at a time when restrictions on public gatherings because of the COVID-19 pandemic limited the possibilities of face-to-face engagement. As such, the Applicant organised a series of online events to publicise the consultation and enable members of the public to discuss the proposals with project members.</p> <p>The events took place on the following dates:</p> <table><tr><th>Event</th><th>Date</th><th>Time</th></tr><tr><td>Online Public Information Event 1</td><td>Thursday 20 January 2022</td><td>1800-2000</td></tr><tr><td>Online Public Information Event 2</td><td>Friday 21 January 2022</td><td>1200-1400</td></tr><tr><td>Online Public Information Event 3</td><td>Saturday 22 January 2022</td><td>1100-1300</td></tr></table> <p>More information about the delivery of this consultation and its outcomes is set out in Chapter 2 of this Report.</p>		Event	Date	Time	Online Public Information Event 1	Thursday 20 January 2022	1800-2000	Online Public Information Event 2	Friday 21 January 2022	1200-1400	Online Public Information Event 3	Saturday 22 January 2022	1100-1300
Event	Date	Time												
Online Public Information Event 1	Thursday 20 January 2022	1800-2000												
Online Public Information Event 2	Friday 21 January 2022	1200-1400												
Online Public Information Event 3	Saturday 22 January 2022	1100-1300												
Statutory Consultation														
25 October – 22 December 2023	<p><b>Full statutory consultation undertaken under section 42 and section 47 and publicised under section 48 of the 2008 Act.</b></p> <p>This full statutory consultation included the distribution of consultation material to approximately 11,500 properties in a mailing zone around the proposed junction. It also included statutory notification of all identified prescribed bodies, relevant local authorities and those with a defined interest in land potentially affected by the proposals.</p> <p>Consultation events were held at:</p>													

	Location	Date	Time
	Wyken Community Centre, Ennerdale Lane, Coventry, CV2 5PY	Saturday 4 November 2023	10am – 2pm
	Online webinar via the Scheme website	Tuesday 7 November 2023	6pm - 8pm
	Broadgate, Coventry City Centre (National Highways engagement van)	Thursday 9 November 2023	10am – 4pm
	Tesco (Walsgrave Superstore), Clifford Bridge Road, Coventry, CV2 2TS	Thursday 16 November 2023	10am – 2pm
	Warwickshire Shopping Park Community Centre, 1c Kynner Way, Binley, Coventry, CV3 2SB	Friday 17 November 2023	2pm – 8pm
	Coombe Country Park visitor centre, Brinklow Road, Coventry, CV3 2AB	Saturday 25 November 2023	10am – 2pm
	Brinklow Community Hall, 43 Broad Street, Brinklow, Rugby, CV23 0LS	Thursday 30 November 2023	2pm – 8pm
A full description of the delivery of this consultation is provided in Chapter 4 of this Report. Chapter 5 and <b>Annex M</b> of the Consultation Report Annexes (TR010066/APP/5.2) set out the issues raised by consultees in responses to the consultation and how the Applicant has had regard to them.			
Targeted Statutory Consultation			
23 August to 20 September 2024	Following the statutory consultation, the Applicant identified additional potential Category 3 interests through a change		

	in the methodology used to identify these consultees, compared to the method previous used at statutory consultation. This consultation included the distribution of information to newly identified persons with an interest in land, who were provided an opportunity to comment the statutory consultation proposals and the supplementary consultation. Further information is set out in Chapter 4 of this Report.
Supplementary Consultation (Non-Statutory)	
23 August to 20 September 2024	Following the statutory consultation, the Applicant carried out a targeted supplementary consultation on 19 proposed changes to the Scheme. This consultation was targeted to those persons with an interest in land where the Order Limits had been amended or where there had been a change in the land powers that would be sought in the DCO application. The Applicant also notified Coventry City Council, Rugby Borough Council and Warwickshire County Council. Further information is set out in Chapter 4 of this Report.

### 1.3. Covering Letter and completed Section 55 Checklist

- 1.3.1. A Covering Letter and completed section 55 checklist is submitted within the application documents (**TR010066/APP/1.2**).
- 1.3.2. The completed section 55 checklist provides evidence of compliance with the pre-application consultation requirements within the 2008 Act.

## 2. Options Consultation

### 2.1. Introduction

- 2.1.1. This chapter describes the options consultation undertaken by the Applicant in 2022 to inform the selection of a preferred route for the Scheme. It also sets out the steps undertaken in relation to compliance with Regulation 8(1) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the “EIA Regulations”).

### 2.2. Overview of the Options Consultation

- 2.2.1. The options consultation was carried out in the same spirit as the later statutory consultation undertaken for the Scheme, in that the Applicant actively engaged a wide range of stakeholders, including residents of the affected area, and sought their feedback on a defined set of proposals.
- 2.2.2. The options consultation period ran from 11 January to 14 February 2022, allowing a total of 35 days for responses to be received.
- 2.2.3. A postcard containing information about the consultation process, including the details of online information events, was sent on 11 January 2022 to 10,204 residential and business properties in a consultation zone surrounding the Walsgrave junction. A reminder postcard was sent to the same addresses on 2 February 2022. Copies of those postcards are included in **Annex A** of the Consultation Report Annexes (**TR010066/APP/5.2**).
- 2.2.4. A map of the consultation zone is provided below at Figure 2-1. The zone was devised to include residential and business areas potentially directly affected or likely to be interested in the Scheme, using existing boundaries (such as A roads) as borders for the area.

Figure 2-1: The consultation mailing zone



- 2.2.5. A range of other engagement activities was used to spread awareness of the consultation and encourage participation. These included two press releases issued to local and national publications at the start and towards the end of the consultation period. The press releases explained the objectives of the Scheme, the purposes of the consultation and the ways in which people could participate.
- 2.2.6. Engagement also included a social media campaign using the Applicant's Facebook (<https://www.facebook.com/HighwaysWMids>) and X platforms (<https://x.com/HighwaysWMIDS>), and posters displayed in 13 public places, such as schools and community centres. The addresses of the venues that agreed to display these posters are provided in Table 2-1 below. The posters explained the purpose of the consultation and provided details of the online events held to explain the proposals.



**Table 2-1: Venues where consultation posters were displayed**

Venue	Address
Potters Green URC Church	363 Woodway Lane, Coventry, CV2 1QL
Walsgrave Baptist Church	Hinckley Road, Coventry, CV2 2EX
St Bartholomew's Church	Brinklow Road, Binley, CV3 2DT
The Coombe Social Club	Brinklow Road, Binley, CV3 2HY
Wyken Community Centre	Westmorland Road, Coventry, CV3 5PY
Walsgrave Church of England Primary School	School House Lane, Coventry, CV2 2BA
Clifford Bridge Primary School	Coombe Park Road, Coventry, CV3 2PD
Ernesford Grange Primary School	Foxton Road, Binley, Coventry, CV3 2HN
Seva School	Eden Road, Walsgrave on Sowe, Triangle, Coventry, CV2 2TB
Caludon Castle Sports Centre	Axholme Road, Coventry, CV2 5BD
Caludon Library	Axholme Rod, Coventry, CV2 5BD
Living Well Health Club	Paradise Way, Coventry, CV2 2ST
Coombe Abbey Park	Brinklow Road, Coventry, CV3 2AB

- 2.2.7. The Applicant also used Caludon Library as a deposit point throughout the consultation, where it was possible for visitors to collect copies of the Consultation Brochure and Response form free of charge. Copies of both documents are provided in **Annex A** of the Consultation Report Annexes (**TR010066/APP/5.2**). Caludon library was selected as the deposit location on the basis that it was well located in relation to the Scheme.
- 2.2.8. The consultation took place at a time when restrictions on public gatherings due to the COVID-19 pandemic were being lifted, but when some people remained concerned about attending face-to-face meetings at indoor venues. For this reason, the Applicant did not organise indoor public information events for the purposes of the consultation but did organise three online events. Details of the events were publicised in the consultation postcard and brochure, as well as the consultation webpage (<https://nationalhighways.co.uk/our-roads/west-midlands/a46-coventry-junctions-upgrade/>).
- 2.2.9. Representatives of the Scheme delivered a presentation at each event and answered questions from online attendees. The information used in the presentation was taken from sources such as the Consultation Brochure that

were available in hardcopy, meaning those who were unable to attend online events were not at a disadvantage.

- 2.2.10. A video of the presentation was also posted on the consultation webpage so that it could be viewed throughout the remainder of the consultation period. Table 2-2 below lists the dates of the three online events.

Table 2-2: Details of online information events		
Event	Date	Time
Online Public Information Event 1	Thursday 20 January 2022	1800-2000
Online Public Information Event 2	Friday 21 January 2022	1200-1400
Online Public Information Event 3	Saturday 22 January 2022	1100-1300

- 2.2.11. In addition to these events, the Applicant made use of its Mobile Information Van to advertise the consultation.

- 2.2.12. Table 2-3 below sets out the details of these events and Figure 2-2 is a photograph of the Mobile Information Van being used for the consultation.

Table 2-3: Locations and timings of Mobile Information Van events		
Location	Date	Time
Tesco, Clifford Bridge Road, Coventry, CV2 2TS	Thursday 20 January 2022	0900-1500
B&Q, Brandon Way, Binley Woods, Coventry, CV3 2JD	Friday 21 January 2022	0900-1500
Warwickshire Shopping Park, Kynner Way, Binley, Coventry, CV3 2SB	Saturday 22 January 2022	1000-1600
Warwickshire Shopping Park, Kynner Way, Binley, Coventry, CV3 2SB	Sunday 23 January 2022	1000-1600
Tesco, Clifford Bridge Road, Coventry, CV2 2TS	Monday 24 January 2022	1000-1600
Tesco, Clifford Bridge Road, Coventry, CV2 2TS	Tuesday 25 January 2022	1000-1600

Figure 2-2: The Mobile Information Van



2.2.13. The Walsgrave junction section of the Applicant's A46 Coventry Junctions Upgrade webpage was updated to provide information on the consultation. The website provided:

- background information and context for the proposed junction upgrade.
- instructions on how to respond to the consultation, including its closing date.
- the details of online information events and Mobile Information Van events.
- downloadable copies of consultation materials.
- contact details for queries about the consultation.

## 2.3. Options Presented at Consultation

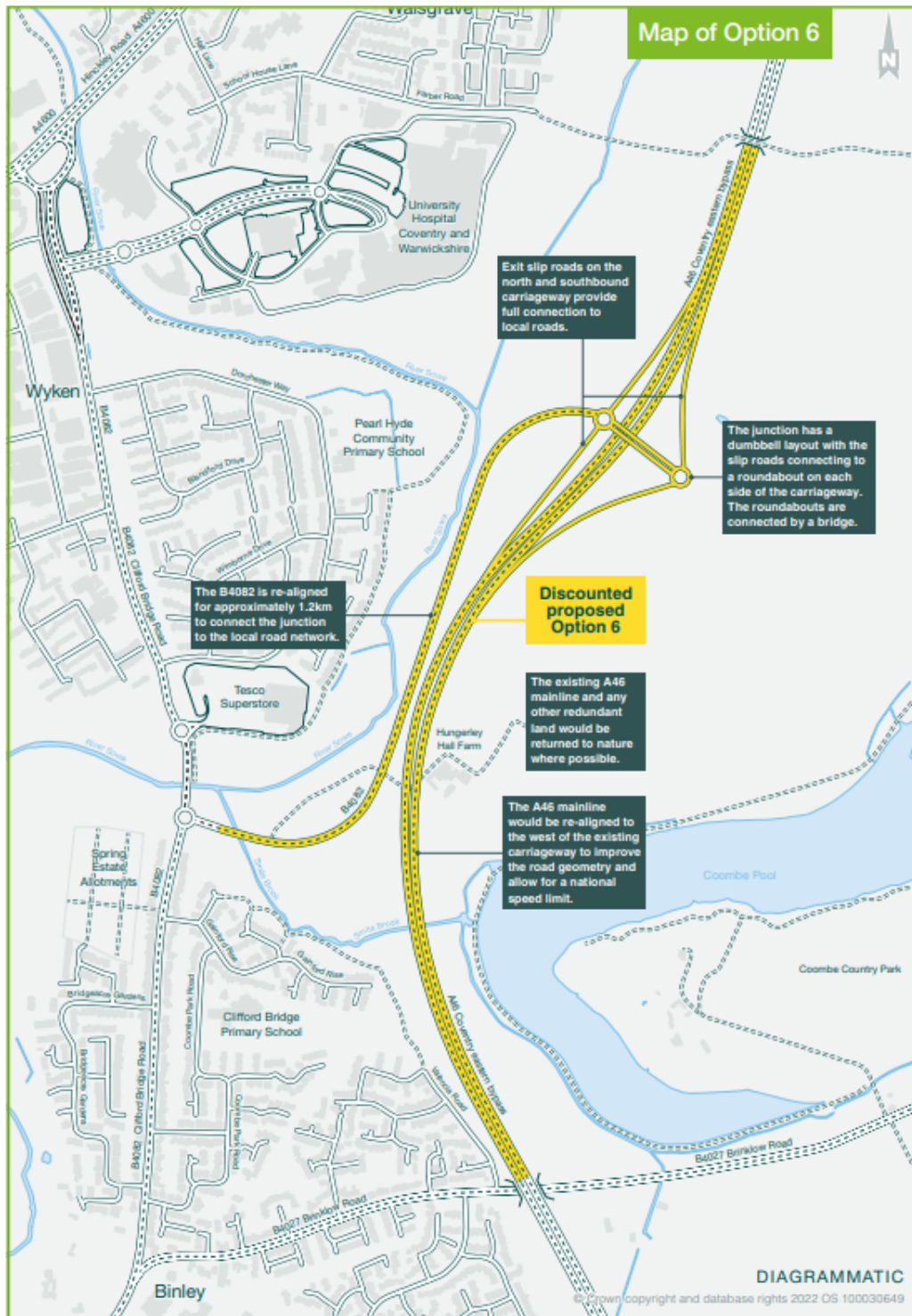
2.3.1. As explained in ES Chapter 3 (Assessment of Alternatives) (TR010066/APP/6.1), the Applicant carried out an initial assessment of eleven options to improve the Walsgrave Junction. Of these, four (options six, seven, eight and 11) were shortlisted for further assessment, and each was presented in the options Consultation Brochure.

2.3.2. Each of the four options were presented in a section of the Consultation Brochure titled 'Shortlisted options that were discounted' and included an explanation of the factors that caused the Applicant to consider it unviable.



2.3.3. Figures 2-3, 2-4, 2-5 and 2-6 below, show these options as they were presented during the options consultation.

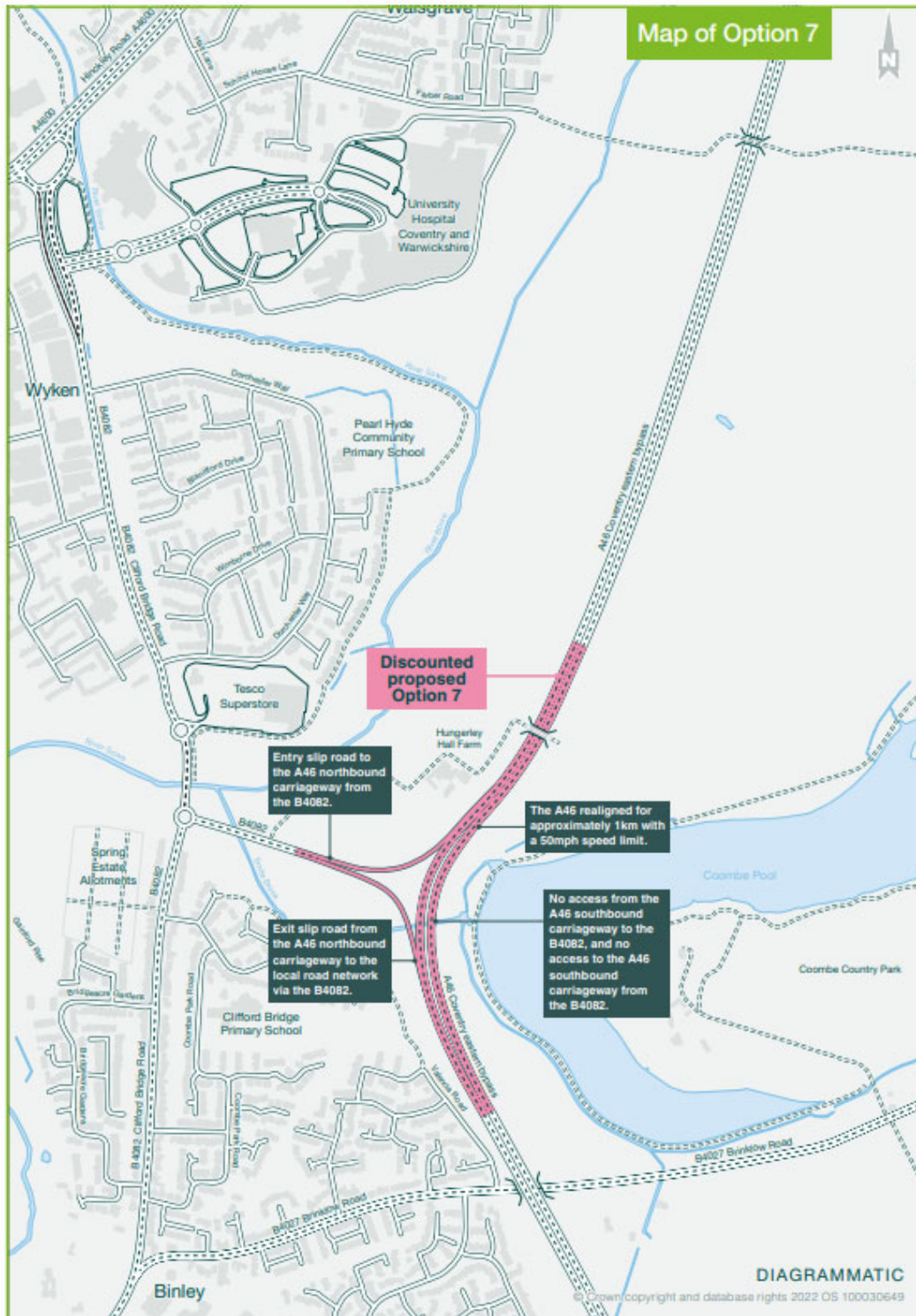
Figure 2-3: Option 6



#### 2.3.4. Option 6 comprised:

- Exit slip roads on the north and southbound carriageway to provide full connection to local roads.
- A dumbbell junction layout with the slip roads connecting to a roundabout on each side of the carriageway and the roundabouts connected by a bridge.
- The B4082 realigned for approximately 1.2km to connect the junction to the local road network.
- The A46 mainline realigned to the west of the existing carriageway to improve the road geometry and allow for a national speed limit.

Figure 2-4: Option 7



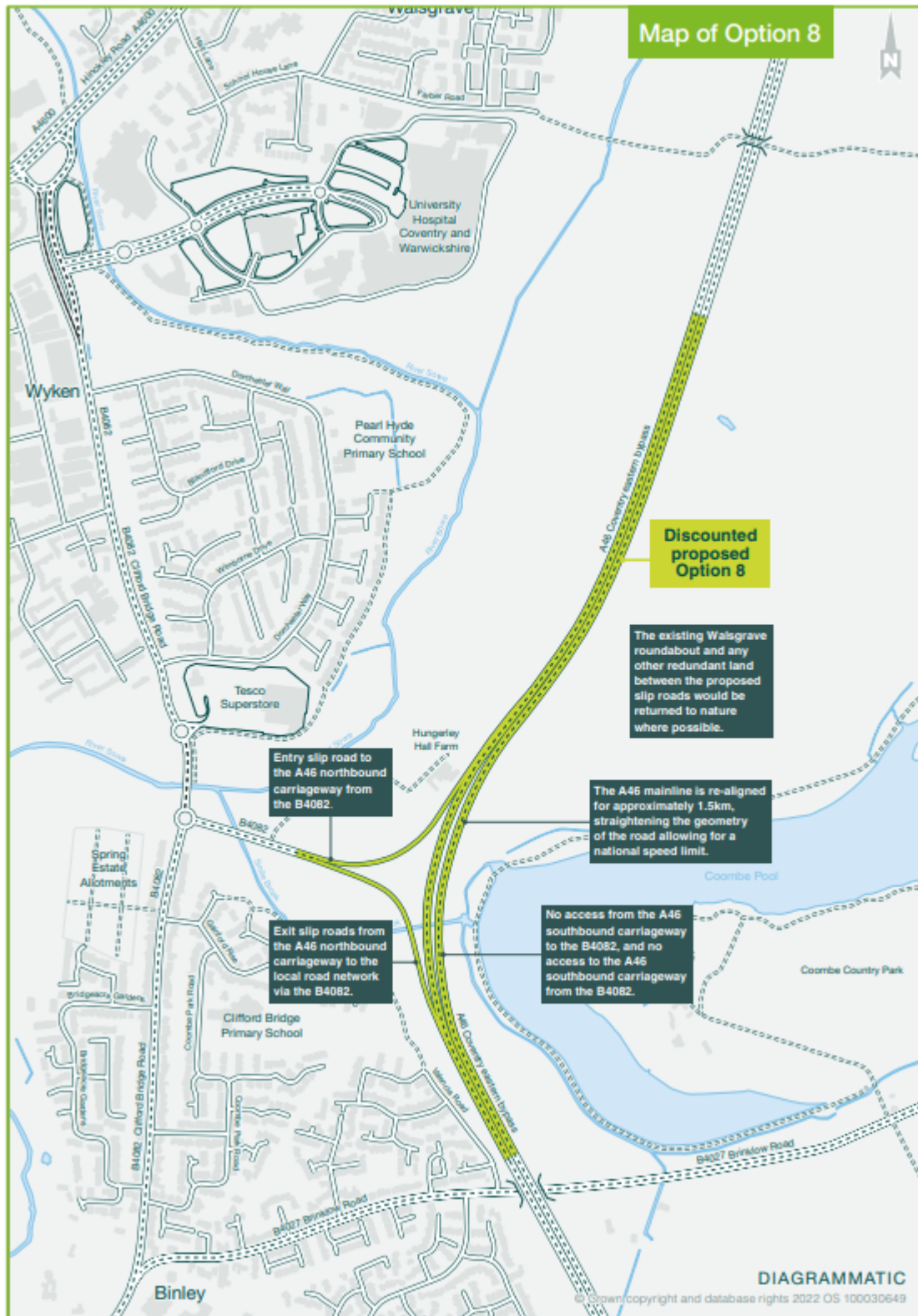
### 2.3.5. Option 7 comprised:

- An entry slip road to the A46 northbound carriageway from the B4082.
- The A46 realigned for approximately 1km with a 50mph speed limit.
- An exit slip road from the A46 northbound carriageway to the local road network via the B4082.



- No access from the A46 southbound carriageway to the B4082, and no access to the A46 southbound carriageway from the B4082.

Figure 2-5: Option 8



2.3.6. Option 8 comprised:

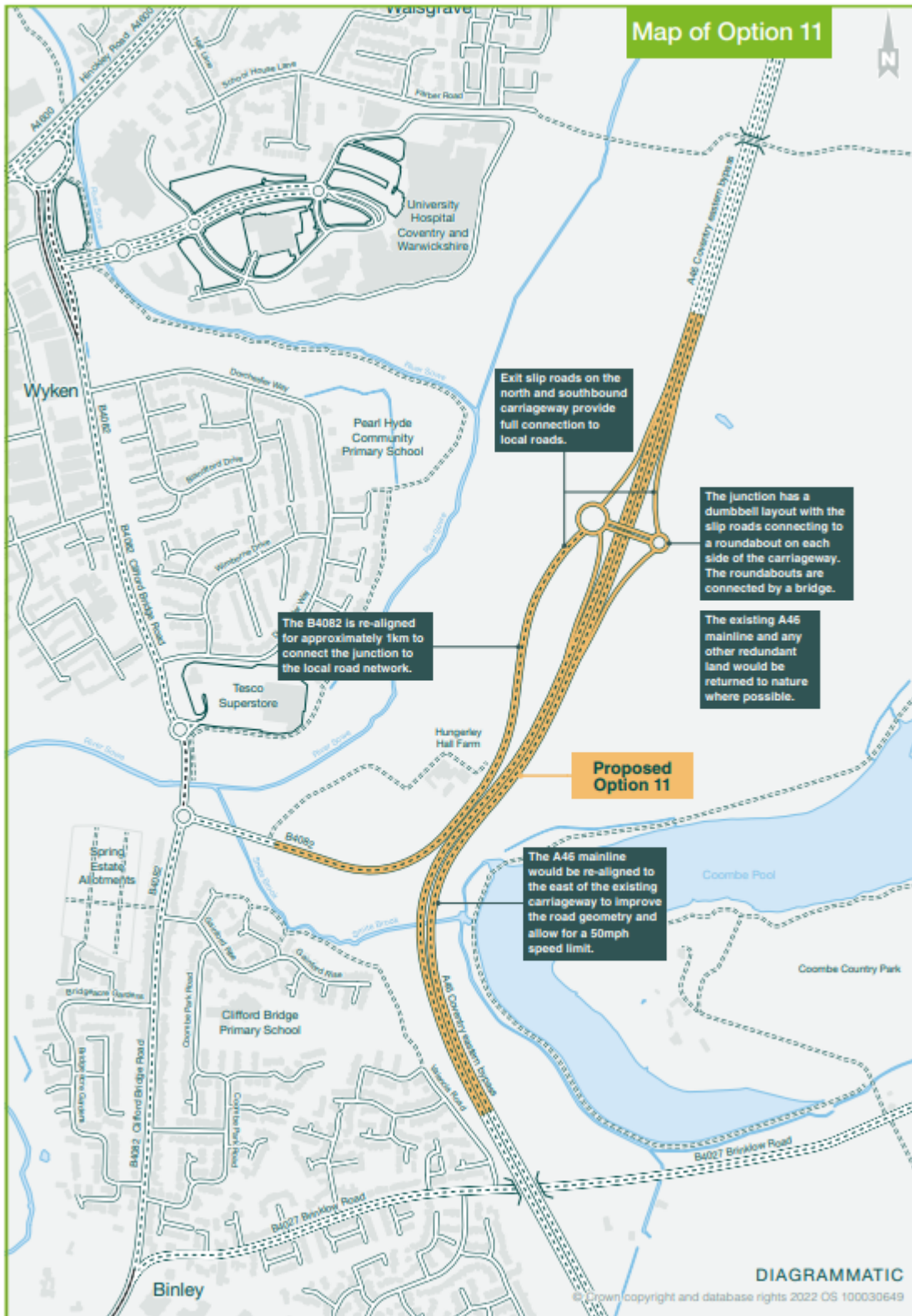
- An entry slip road to the A46 northbound carriageway from the B4082.
- The A46 mainline realigned for approximately 1.5km, straightening the geometry of the road allowing for a national speed limit.
- Exit slip roads from the A46 northbound carriageway to the local road network via the B4082.
- No access from the A46 southbound carriageway to the B4082, and no access to the A46 southbound carriageway from the B4082.

2.3.7. The Consultation Brochure set out the proposed design of Option 11 (as shown in Figure 2-6) and described how the Applicant's assessments had compared its performance against the other shortlisted options in topic areas such as 'Journey times and traffic congestion', 'Noise', and 'Cultural heritage'.

2.3.8. Option 11 comprised:

- Exit slip roads on the north and southbound carriageway to provide full connection to local roads.
- The B4082 realigned for approximately 1km to connect the junction to the local road network.
- A dumbbell junction layout with the slip roads connecting to a roundabout on each side of the carriageway, and the roundabouts connected by a bridge.
- The A46 mainline realigned to the east of the existing carriageway to improve the road geometry and allow for a 50mph speed limit.

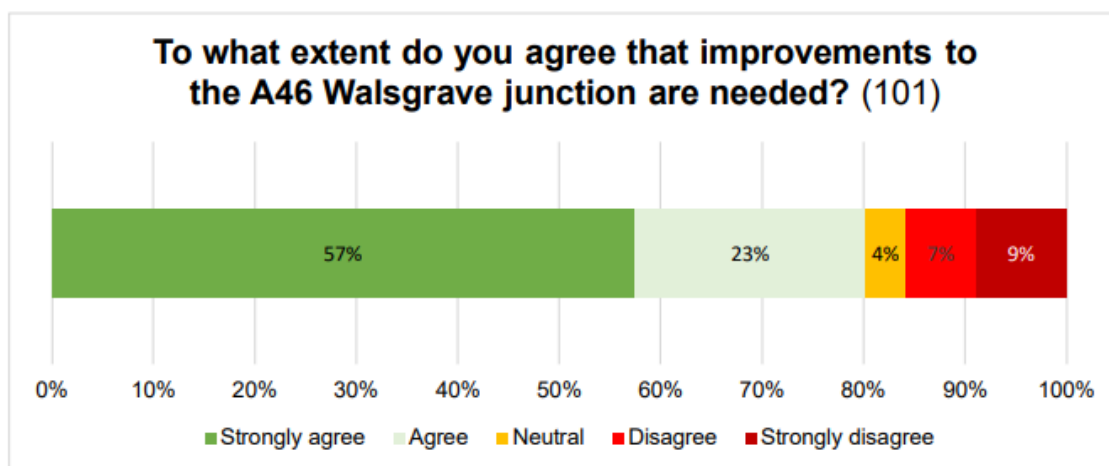
Figure 2-6: Option 11



## 2.4. Options Consultation outcome

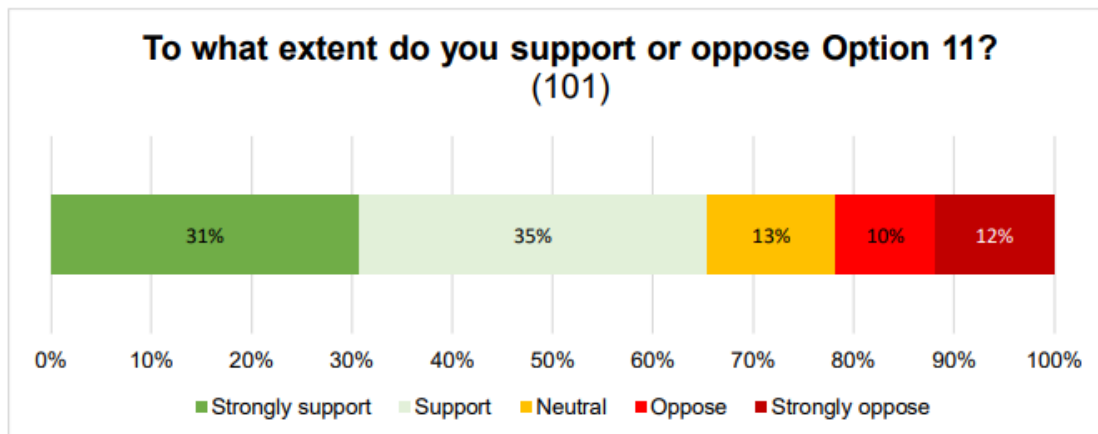
- 2.4.1. The Applicant received a total of 121 responses to the options consultation. Of the responses received, seven were hardcopy paper responses, 95 were online responses and 19 were letters or emails.
- 2.4.2. A copy of the consultation response form is provided in **Annex A** of the Consultation Report Annexes (**TR010066/APP/5.2**). Respondents were asked to state the extent to which they agreed that improvements to the A46 Walsgrave junction were needed. Eighty percent of people who answered this question indicated that they agreed or strongly agreed that improvements were needed, as shown in Figure 2-7.

Figure 2-7: Answers to the question “To what extent to you agree that improvements to the A46 Walsgrave junction are needed?”



- 2.4.3. The following question on the response form asked respondents to indicate the extent to which they supported or opposed Option 11. 66% of people who answered this question supported or strongly supported that option, as shown in Figure 2-8.

Figure 2-8: Answers to the question “To what extent do you support or oppose Option 11?”



2.4.4. Consultees were then asked a further two questions: one, Question 9B as it appeared on the response form, prompting them to provide any comments to explain their answer to the closed question gauging levels of support for Option 11; and a second, Question 10, asking them “Do you have any concerns in relation to this scheme? If you do, please list them in the space below, together with your reasons why.”

2.4.5. A summary of the main themes raised in responses to Question 9B is provided in Table 2-4 below.

Table 2-4: Summary of main themes raised in response to Question 9B – Please provide any further comments to support your answer.	
Theme	Issue/Concern
Option selection	Support for the Scheme/Option 11
Hospital link road	Calls for the junction to provide a new link road to the hospital
Traffic	Agreement that the Scheme will alleviate congestion
Option selection	Suggestions for alternative Scheme options
Traffic	Suggestions that much of existing congestion at Walsgrave is caused by hospital traffic
Design	Opposition to the length of the proposed B4082 realignment
Hospital link road	Concerns over access to the hospital for emergency service vehicles
Design	Suggestions that Option 11 is too complicated
Hospital link road	Concerns that the Scheme would not solve access and congestion problems associated with the hospital
Design	Support for a free-flowing A46



2.4.6. A summary of the themes raised in responses to Question 10 is provided in Table 2-5.

Table 2-5: Summary of main themes raised in responses to Question 10 – Do you have any concerns in relation to this scheme? If you do, please list them in the space below, together with your reasons why.	
Theme	Issue/Concern
Hospital link road	Calls for the junction to provide a new link road to the hospital
Hospital link road	Suggestions that much of existing congestion at Walsgrave is caused by hospital traffic
Hospital link road	Concerns over access to the hospital for emergency service vehicles
Hospital link road	Concerns that the Scheme would not solve access and congestion problems associated with the hospital
Option selection	Suggestions for alternative Scheme options
Design	Opposition to the length of the proposed B4082 realignment
Traffic	Concerns that the Scheme would increase journey times
Traffic	Concerns over potential rat running along Clifford Bridge Road and Binley Road
Speed limit	Opposition to the 50mph speed limit
Construction	Concerns over prolonged negative impacts of construction work
Environment	Concerns over negative impacts on air quality

2.4.7. A further 13 responses were submitted by organisations, in each case in the form of a letter or email rather than by using the consultation response form. A summary of the responses provided by those organisations is set out below in Table 2-6.

Table 2-6: Summary of responses submitted by organisations		
Organisation	View on Option 11	Summary of response
Brinklow Parish Council	Not given	Scheme should provide access to the hospital and car park to alleviate local congestion. Suggested alternative option to move the junction north to link to the existing light duty bridge. Concerned by the potential speed of traffic approaching from Ansty junction.
National Air Traffic Services (NATS)	Not given	Stated that they have no infrastructure within 10km of the site. Anticipates no impacts from the proposal. No comments to make on consultation.

**Table 2-6: Summary of responses submitted by organisations**

Organisation	View on Option 11	Summary of response
Health & Safety Executive	Not given	No comments to make at this stage. Wishes to be reconsulted when the application proceeds to NSIP.
Warwickshire County Council	Support	Grateful for engagement over last 12 months, allowing them to help shape the Scheme. Noted the importance of the A46 with regards to key local businesses, major employers, housing development and the ongoing growth and development of Warwickshire and the sub-regional economy. Support for Option 11. Seeks further engagement regarding how disruption will be managed during the construction process, particularly how emergency services will continue to access the Hospital. Seeks further engagement regarding the extent to which a second access to the hospital could be facilitated. Requested information regarding the consideration of vulnerable road users. Asked if pedestrians and cyclists could be assisted by the proposals.
Coventry City Council	Support	Support for Option 11 – Allows access to the Strategic Road Network, without putting undue pressure on local road networks. Essential that the Scheme allows for the potential facilitation of access to the proposed Walsgrave Hill Development and UHC&W. Supports the removal of the existing roundabout and notes the enhancement opportunities this could provide. Notes that all other opportunities to enhance habitat should be maximised.  Noted a number of points in relation to the new B4082 Link Road: <ul style="list-style-type: none"> <li>• Speed limit – B4082 should be graduated down from 40mph to 30mph at an appropriate point.</li> <li>• Heading to A46 south or from the A46 north – increased distance to travel. Notes this is manageable in comparison to route changes if other options were adopted.</li> <li>• Hungerley Hall Farm will require suitable noise and landscaping mitigation. Design must respect the historic importance of the building.</li> </ul>

**Table 2-6: Summary of responses submitted by organisations**

Organisation	View on Option 11	Summary of response
		<ul style="list-style-type: none"> <li>Route should minimise need for agricultural traffic to use the road.</li> <li>Walking and cycling facilities should be incorporated to connect to the planned Binley Cycle Route at Clifford Bridge Road.</li> <li>Buses – Should be designed to accommodate bus services, given the potential development at Walsgrave Hill.</li> <li>Suggested two potential options to improve walking and cycling routes as part of the Scheme.</li> <li>Need for further detailed discussions regarding drainage and flooding impacts as the design progresses.</li> <li>Scheme should accommodate buses and the potential Very Light Rail scheme.</li> </ul>
Rugby Borough Council	Not given	<p>Comments regarding consultation process and level of detail for discounted options.</p> <p>Concern that extra distance for people travelling to or from the A46 South will encourage rat running on the local roads. Essential scheme does not worsen traffic in the Borough of Rugby with their improvements.</p> <p>Stressed it is essential for the Applicant to effectively communicate the time saving measures associated with this scheme. Wish to be consulted around the development of this junction going forward.</p>
Royal Mail	Not given	<p>Notes the importance of the A46 to Royal Mail's distribution routes.</p> <p>Notes four operational properties in the vicinity that could be impacted.</p> <p>Wish to receive additional information when available, particularly around construction phasing and Traffic Management Plan.</p>
Coventry & Warwickshire Local Enterprise Partnership	Support	<p>Appreciated the Scheme briefing to the Transport and Infrastructure Business Group on 14/01/2022.</p> <p>Noted the importance of the A46 with regards to key local businesses, major employers,</p>

**Table 2-6: Summary of responses submitted by organisations**

Organisation	View on Option 11	Summary of response
		<p>housing development and the ongoing growth and development of the sub-regional economy.</p> <p>Support for Option 11.</p> <p>Seeks further engagement regarding how disruption will be managed during the construction process, particularly how emergency services will continue to access the Hospital.</p> <p>Seeks further engagement regarding the extent to which a second access to the hospital could be facilitated.</p>
Jaguar Land Rover	Support	<p>Support the aims of the overall Coventry Junctions Upgrade scheme.</p> <p>Support for the Option 11.</p> <p>Believe Option 11 will provide capacity to the local highway network around Coventry, improving traffic flow and reducing delays along the A46.</p> <p>Concern regarding the highway operation during the construction and delivery phase.</p> <p>Wish to be further consulted on the Traffic Management plans for the Scheme.</p> <p>Would like to see consideration given in the Traffic Management to their employee shift patterns.</p>
University Hospitals Coventry and Warwickshire Trust	Support	<p>Strongly agree improvements are necessary at the A46 Walsgrave junction.</p> <p>Strongly support Option 11 – believe it will provide numerous direct and indirect benefits.</p> <p>Believe Option 11 is the best option.</p> <p>Believe Options 7 and 8 would have exacerbated existing traffic problems.</p> <p>'Blue light access' to the hospital is required as part of the Scheme – should be shown on emerging plans and agreed in detailed design.</p> <p>Support that option 11 allows for Coventry City Council's emerging Very Light Rail proposals.</p>

**Table 2-6: Summary of responses submitted by organisations**

Organisation	View on Option 11	Summary of response
		Wish to be consulted on as the Scheme continues to develop.
Warwickshire Police – Traffic Management	Opposed	<p>Concerned about the 50mph speed limit – speed limit would be unenforceable.</p> <p>Concern that if compliance is poor then there may be an increase in collisions and casualties.</p> <p>Wish to be consulted throughout detailed design stage, to look to ensure maximum compliance with any speed restriction through scheme design, without requirement for police enforcement.</p>
A46 Partnership	Support	<p>Appreciated the Scheme briefing on 26/01/2022.</p> <p>Junction needs to be replaced, as the final at grade junction on the A46 between Ansty junction and the M40 at Warwick.</p> <p>Seeks confirmation of measures to be put in place during construction to minimise impact of works on the road network.</p> <p>Would like to see an access to the hospital. The A46 Partnership supports Option 11.</p> <p>Requested further updates and consultation as the Scheme progresses.</p>
Ministry of Defence	Not given	Confirmed scheme area is outside of Ministry of Defence safeguarding areas.

2.4.8. Thorough consideration of the consultation responses, which showed that 66% of respondents supported or strongly supported Option 11, together with technical appraisal, economic assessments and environmental assessments, helped to inform the Applicant's decision-making processes in the period after the options consultation. This resulted in Option 11 being confirmed as the Applicant's preferred route, which was formally published in the Preferred Route Announcement (PRA) of June 2022, a copy of which is provided at **Annex A** of this of the Consultation Report Annexes (**TR010066/APP/5.2**).

2.4.9. To document the work undertaken to develop the Scheme, and to support the Preferred Route Announcement, the Applicant produced its Staged Overview of Assessment Report (SOAR), which was published on the Scheme website:

[https://highwaysengland.citizenspace.com/he/a46-walsgrave/supporting\\_documents/SOAR%20.pdf](https://highwaysengland.citizenspace.com/he/a46-walsgrave/supporting_documents/SOAR%20.pdf).

- 2.4.10. Appendix C of the SOAR comprises the Applicant's Report on Public Consultation, which provides a full account of how the options consultation was undertaken and the issues that were raised in responses. It was also published on the Scheme website: [https://highwaysengland.citizenspace.com/he/a46-walsgrave/supporting\\_documents/SOAR%20Appendix%20AE.pdf](https://highwaysengland.citizenspace.com/he/a46-walsgrave/supporting_documents/SOAR%20Appendix%20AE.pdf).
- 2.4.11. Further details about the assessment, alternative proposals and the case for the Scheme which forms the DCO application can be found in the Case for the Scheme (**TR010066/APP/7.1**) and Chapter 4 of the ES, Assessment of Alternatives (**TR010066/APP/6.1**).

## 2.5. Compliance with Regulation 8(1) of the EIA Regulations

- 2.5.1. On 30 June 2023 the Applicant submitted its Environmental Scoping Report (**TR010066/APP/6.8**) to the Planning Inspectorate. Within the Environmental Scoping Report (**TR010066/APP/6.8**), the Applicant notified the Planning Inspectorate under Regulation 8(1) of the EIA Regulations, of the proposed DCO application for the Scheme and confirmed that an ES would be submitted (paragraph 1.2.5). An extract of this section of the Environmental Scoping Report (**TR010066/APP/6.8**) has been included in **Annex B** of the Consultation Report Annexes (**TR010066/APP/5.2**).
- 2.5.2. Accompanying the Environmental Scoping Report (**TR010066/APP/6.8**), the Applicant also provided a notification letter, provided in **Annex B** of the Consultation Report Annexes (**TR010066/APP/5.2**) explaining that under Regulation 10 of the EIA Regulations that it was seeking written opinion (the Scoping Opinion) as to the scope and level of detail of the information to be provided in the ES.
- 2.5.3. The Planning Inspectorate acknowledged receipt of the notification on 30 June 2023. A copy of the acknowledgement is provided in **Annex B** of the Consultation Report Annexes (**TR010066/APP/5.2**).

## 3. Ongoing engagement

### 3.1. Introduction

- 3.1.1. As part of the development of the Scheme, the Applicant has continued to engage outside of the advertised periods of the options consultation and statutory consultation. These discussions and the areas focused on are set out in **Table 3-1** below.
- 3.1.2. The Applicant is in the process of producing Statements of Common Ground (SoCG) and the following parties, which set out the issues on which the Applicant and the subject of each SoCG agree and disagree, and those which remain under discussion:
- Coventry City Council
  - Rugby Borough Council
  - Warwickshire County Council
  - The Environment Agency
  - Historic England
  - Natural England

**Table 3-1: Summary of engagement with stakeholders (local authorities, statutory bodies, land interests and community)**

Summary of Engagement with stakeholders		
Consultee	Discussion/Topics raised	Outcome
<b>Local authorities</b>		
Coventry City Council	<ul style="list-style-type: none"> <li>The Applicant and project team held a meeting with the council to set out key dates up to DCO submission, communication channels and contacts. Discussion points also included B4082 speed limit, B4082 alignment, Local plan housing and employment development, blue route access, design standards, asset ownership, road safety audit, walking and cycling assessment and Hungerley Hall farm accommodation overbridge.</li> <li>Regular meetings were held with the Coventry City Council Highways team to discuss and agree various technical decisions in relation to the B4082 and assets that Coventry City Council would be adopting.</li> <li>Discussions about points relating to the Road Safety Audit and the council's progress in reviewing the Applicant's position.</li> <li>The Applicant held a joint discussion with the Council and Warwickshire County Council to discuss the Walking, Cycling and Horse riding (WCH) Assessment. This was also followed up with a further discussion with the council's Public Right of Way (PRoW) officer and the Scheme WCH Lead to clarify the status of route near Farber Road.</li> <li>The Applicant shared the Landscape and Visual Impact (LVIA) assessment principles and proposed representative viewpoints for comment. A meeting was also held about the landscape design to feed into the environmental masterplan design.</li> <li>Joint meeting with Warwickshire to discuss the Scheme's suicide prevention strategy and seek input from both councils.</li> <li>Draft Geophysical survey report shared with the council, trial trenching layout rationale and draft schedule of trenching also shared.</li> </ul>	<ul style="list-style-type: none"> <li>In the meeting it was agreed to hold monthly strategic meetings and a series of design meetings to include others as required. Other discussion points were taken forward through emails or follow up meetings to agree points.</li> <li>Agreement on design of the new B4082, including the reduction in the speed limit to 40 mph, signage strategy, landscaping proposals, drainage strategy, pavement design and the allowance for the future blue light route to the hospital.</li> <li>RSA discussions outcomes. A meeting was held following the Road Safety Audit and subsequent discussion. Coventry City Council agree with the majority of the designer's responses with further detail to be provided at detailed design. The one item that was not agreed related to the verge widening for a potential future WCH route alongside the B4082.</li> <li>The councils shared the status of local WCH proposals (Binley Cycleway, Sowe Valley, Local Cycling and Walking Infrastructure Plan schemes in Warwickshire). PRoW and local user group contacts shared.</li> <li>The council suggested including a further viewpoint Points raised by the council have been noted and considered part of the design, including consideration of drought resistant tree species, due to clayey soils. The future hospital link was also raised and whether planting could be avoided in this area, however the Scheme needs to mitigate the impact of the Scheme including screening the new assets.</li> <li>The council to advise of any further considerations or issues for the Suicide Prevention Strategy and comment on the report when it is shared.</li> <li>The council reviewed the draft geophysical survey and provided feedback on the extent of trial trenching. The trial trenching written scheme of investigation was updated following receipt of the feedback.</li> </ul>



**Table 3-1: Summary of engagement with stakeholders (local authorities, statutory bodies, land interests and community)**

Summary of Engagement with stakeholders		
Consultee	Discussion/Topics raised	Outcome
	<ul style="list-style-type: none"> <li>Various discussions were held with the council about the draft geophysical report, the extent of archaeological trial trenching and the outcomes.</li> <li>Requests to meet with the council to discuss potential scooping out of Material, Assets and Waste (MAW) from ES assessments.</li> <li>Various meetings and email exchanges with the council as Lead Local Flood Authority (LLFA) for Coventry, which included the partial removal of the existing environmental bund and the provision of a flood bund.</li> <li>The Applicant met with the Coombe Abbey Park estate officer in relation to local designated sites, Biodiversity Net Gain (BNG) and scheme mitigation proposals.</li> <li>Discussions with the council about the outcomes of the archaeological trial trenching report and the mitigation being proposed by the Applicant to inform the ES.</li> <li>The Applicant met with the council's Conservation Officer on a site visit to Hungerley Hall Farm to confirm the listed status of the buildings. A site visit was also undertaken to Coombe Abbey Park to review the existing and proposed setting of Coombe Abbey.</li> <li>Discussions with the archaeological advisors and conservation officers related to cultural heritage assessments.</li> <li>The Applicant met with the council to discuss landscape design to feed into the ES chapter.</li> <li>The Applicant consulted the council regarding assessment of impacts on designated sites in relation to the biodiversity assessment. A separate discussion was held about biodiversity net gain (BNG).</li> <li>Notice of supplementary consultation and targeted statutory consultation.</li> <li>The Applicant requested feedback on the Adequacy of Consultation Milestone.</li> </ul>	<p>The findings of the trial trenching were shared and confirmed that the archaeological potential was negligible, and confirmed requirements of an Unexpected Archaeological Finds Protocol for site works.</p> <ul style="list-style-type: none"> <li>No feedback was received from the council in relation to the Applicant's approach to MAW, however the Applicant has included a chapter in the ES.</li> <li>Discussions relating to flood risk assessment are ongoing, engagement is described in ES Appendix 13.1 FRA (TR010066/APP/6.3).</li> <li>Coombe Park discussion – opportunities identified, no specific areas within the Country Park as mostly replanted and no opportunities for hedgerow enhancement</li> <li>The council's officer issued an advice note following the site visit, which is summarised in Chapter 6 (Cultural Heritage) of the ES</li> <li>Confirmation of the approach to the cultural heritage assessment methodology. Comments and information provided in relation to the archaeological potential for medieval assets within the area.</li> <li>The discussions about the designated sites fed into the wider understanding of the area and therefore into the EIA baseline assessment. Points raised by the council during the discussion about impacts upon designated sites have been noted in Ch 8, Biodiversity of the ES. The discussion about BNG was mainly focused on off-site opportunities through Coventry City Council, although it has been shown through the assessment that the Scheme is able to meet the BNG requirements within the Order Limits.</li> <li>No comments were raised in relation to the supplementary consultation and targeted statutory consultation</li> <li>The council confirmed the Applicant met the commitments set out in the SoCC and is content with the level of engagement on the Scheme.</li> </ul>

**Table 3-1: Summary of engagement with stakeholders (local authorities, statutory bodies, land interests and community)**

Summary of Engagement with stakeholders		
Consultee	Discussion/Topics raised	Outcome
Warwickshire County Council	<ul style="list-style-type: none"> <li>Joint local authority meeting to introduce the DCO process and timelines.</li> <li>Further meeting arranged with the council to discuss the SoCC</li> <li>Joint meeting with Coventry City Council to discuss Walking Cycling and Horse-riding assessment.</li> <li>Applicant sought comment on the selection of representative viewpoints for the visual impact assessment.</li> <li>Briefing to the council at launch of statutory consultation.</li> <li>Joint meeting with Coventry City Council to discuss the Scheme's suicide prevention strategy and seek input from both councils.</li> <li>A meeting was held with the council as Lead Local Flood Authority (LLFA) to provide a flood risk overview of the Scheme.</li> <li>Biodiversity Net Gain (BNG) meeting to discuss the council's BNG market, experience and opportunities and other elements in relation to metrics, management and unit costs.</li> <li>Various discussions were held with the Senior Historic Environment Officer about draft geophysical report, the extent of archaeological trial trenching and the outcomes.</li> <li>A meeting was held with the council to discuss the Applicant's approach (Design Manual for Roads and Bridges (DMRB) LA 110) and potential scoping out of Material, Assets and Waste (MAW) from ES.</li> <li>Request about the status of Ecosites and whether they should be considered in the biodiversity chapter.</li> <li>Draft short list and long list of developments shared for feedback to feed into the combined and cumulative effects assessment.</li> <li>Joint meeting with Rugby to update the council on design development since statutory consultation and potential future changes.</li> </ul>	<ul style="list-style-type: none"> <li>The Applicant agreed to share examples of SoCC and Consultation Report, presentation slides and that contacts for design/environment at councils to be shared. Stakeholder team would send out an email for follow up discussion on SoCC.</li> <li>The council requested a briefing to councillors and the Transport portfolio folder, closer to the launch of consultation. Also suggested Ansty Business Park and Coventry Hospital for consultation events using the mobile van.</li> <li>The councils shared the status of local WCH proposals (Binley Cycleway, Sowe Valley, Local Cycling and Walking Infrastructure Plan schemes in Warwickshire). PRow and local user group contacts shared.</li> <li>The council queried if they should be commenting on representative viewpoints. It was agreed that the county council should be commenting.</li> <li>No comments were received for the Suicide Prevention Strategy and the report.</li> <li>The council accepted the approach in managing flood risk and set out design requirements of drainage features, including biodiversity requirements. Deferred fluvial model review to the Environment Agency</li> <li>The council provided details of off-site BNG options and agreed with the metric version. The council set out how BNG is managed through variation legal agreements and through s106 contributions. Approximate off-site costs per unit were provided and identified potential local opportunities.</li> <li>The council reviewed the draft geophysical survey and provided feedback on the extent of trial trenching. The trial trenching written scheme of investigation was updated following receipt of the feedback. The findings of the trial trenching were shared and confirmed that the archaeological potential was negligible, and confirmed requirements of an Unexpected Archaeological Finds Protocol for site works.</li> <li>Information requested by the council relating to MAW was issued, including details of mineral safeguarding, a cumulative assessment,</li> </ul>

**Table 3-1: Summary of engagement with stakeholders (local authorities, statutory bodies, land interests and community)**

Summary of Engagement with stakeholders		
Consultee	Discussion/Topics raised	Outcome
	<ul style="list-style-type: none"> <li>• Notice of supplementary consultation and targeted statutory consultation.</li> <li>• The Applicant requested feedback on the Adequacy of Consultation Milestone.</li> </ul>	<p>availability and use of construction aggregates, and regional targets for the use of secondary aggregates were provided, but no further response was received.</p> <ul style="list-style-type: none"> <li>• Based on advice provided, Ecosites were initially scoped out, but further discussions with identified that these sites are considered important by the council. As such only those Ecosites which will be directly impacted by the Scheme are considered within this ES Biodiversity Chapter, and for these only direct impacts will be assessed.</li> <li>• Following responses from all three local authorities an additional project was added to the long list of development.</li> <li>• General update on Scheme key dates, design changes since Statutory Consultation, potential design changes due to environmental assessments, and confirmation of ongoing liaison.</li> <li>• No comments were raised in relation to the supplementary consultation and targeted statutory consultation.</li> <li>• The council confirmed the Applicant met the commitments set out in the SoCC and is content with the level of engagement on the Scheme.</li> </ul>
Rugby Borough Council	<ul style="list-style-type: none"> <li>• Introduction meeting which included an overview of the Scheme, the status of the council's local plan and an introduction to the SoCC process.</li> <li>• Joint local authority meeting to introduce the DCO process</li> <li>• Further follow up discussion on SoCC.</li> <li>• Briefing to the council at launch of statutory consultation.</li> <li>• The Applicant shared the Landscape and Visual Impact (LVIA) assessment principles and proposed representative viewpoints for comment.</li> <li>• Discussions with the archaeological advisors and conservation officers related to cultural heritage assessments.</li> <li>• A meeting was held with the council to discuss potential scooping out of Material, Assets and Waste from ES assessments.</li> </ul>	<ul style="list-style-type: none"> <li>• It was acknowledged that a DCO presentation would be beneficial for the council and a subsequent meeting was arranged. The project team were able to understand the timeline of the Rugby Borough Council's local plan and timescales.</li> <li>• The Applicant agreed to share examples of SoCC and Consultation Report, presentation slides and that contacts for design/environment at councils to be shared. Stakeholder team would send out an email for follow up discussion on SoCC.</li> <li>• No further suggestions were raised about the approach set out in the SoCC. The council did ask about the timing of the formal SoCC consultation to check it around annual leave and about when the Planning Inspectorate would issue the scoping opinion. The Applicant responded to these queries.</li> <li>• Representatives from the council's team raised questions about toxic run-off from the road, economic opportunities for Rugby, whether we</li> </ul>

**Table 3-1: Summary of engagement with stakeholders (local authorities, statutory bodies, land interests and community)**

Summary of Engagement with stakeholders		
Consultee	Discussion/Topics raised	Outcome
	<ul style="list-style-type: none"> <li>The Applicant contacted the council to request the most recent air quality monitoring data.</li> <li>The Applicant requested a meeting to discuss changes to the noise surveys.</li> <li>The Applicant held a meeting to update the council on design development since statutory consultation and potential changes.</li> <li>Draft short list and long list of developments shared for feedback to feed into the cumulative effects assessment.</li> <li>Notice of supplementary consultation and targeted statutory consultation.</li> <li>The Applicant requested feedback on the Adequacy of Consultation Milestone.</li> </ul>	<p>are engaging with Environmental bodies, maintenance of the road and trees and construction traffic impacts.</p> <ul style="list-style-type: none"> <li>The council said comments on the LVIA assessment would be provided as part of the EIA scoping. The Applicant's response to comments from the council are set out in ES Appendix 4.1 (TR010066/APP/6.3).</li> <li>Confirmation of the approach to the cultural heritage assessment methodology. Comments and information provided in relation to the archaeological potential for medieval assets within the area.</li> <li>The council confirmed that they had no objections to, or additional comments upon, the proposals for materials handling, re-use, waste management and materials controls based upon the documents supplied and discussions held to date.</li> <li>The council shared air quality monitoring data which the Applicant used to inform the ES assessments.</li> <li>In an exchange of correspondence Rugby Borough Council indicated that they accepted the change in methodology for the noise baseline survey. Rugby Borough Council also requested additional residential properties within the Coombe Abbey, which were included as part of the survey.</li> <li>General update on Scheme key dates, design changes since Statutory Consultation, potential design changes due to environmental assessments, and confirmation of ongoing liaison between Warwickshire and the design team.</li> <li>Following responses from all three local authorities an additional project was added to the long list of development.</li> <li>The council raised on query about how feedback would be considered and how the Applicant would report findings back to the group.</li> <li>The council responded to say that their view is that the Applicant had satisfied the statutory requirements.</li> </ul>
Transport for West Midlands / West Midlands Combined Authority	<ul style="list-style-type: none"> <li>The Applicant met with representatives from Transport for West Midlands to discuss comments in their statutory consultation feedback.</li> </ul>	<ul style="list-style-type: none"> <li>Transport for West Midlands also shared more information about the Network Mitigation Forum, Centre of Excellence for Decarbonation of Roads and Behaviour change hub.</li> </ul>

**Table 3-1: Summary of engagement with stakeholders (local authorities, statutory bodies, land interests and community)**

Summary of Engagement with stakeholders		
Consultee	Discussion/Topics raised	Outcome
	<ul style="list-style-type: none"> <li>The Applicant provided an overview of how feedback had been considered.</li> <li>The Applicant clarified points relating to WCH, traffic flows, hospital link, air quality assessment and construction mitigation.</li> </ul>	<ul style="list-style-type: none"> <li>Agreed to see how the project team could get involved with the Network Mitigation Forum.</li> <li>Transport for West Midlands keen for the project team to coordinate between various projects/developers in the area to ensure joint up walking/cycling was being developed together for greater benefits to the region, e.g. Project Alpha was mentioned.</li> <li>Further discussions to continue with wider teams when appropriate.</li> </ul>
Statutory Undertakers		
BT Openreach	<p>BT Openreach were contacted to discuss their assets within the Order Limits of the Scheme.</p> <p>BT Openreach have one overhead line which connects to Hungerley Hall Farm from the west.</p>	<p>The Applicant completed a clash detection of the known locations of BT Openreach assets and the proposed highways alignment. This confirmed that the assets are not affected.</p> <p>The Applicant has shared a draft Protective Provision to the utility provider.</p>
Cadent	Cadent provided details of their assets in the Scheme area.	<p>These details were assessed. It was concluded that Cadent do have assets in the area but these assets would not be affected by the works.</p> <p>The Applicant has shared a draft Protective Provision to the utility provider.</p>
ESP	ESP provided details of their assets in the Scheme area.	These details were assessed. It was concluded that ESP do have assets in the area but these assets would not be affected by the works.
GTC Pipelines	GTC Pipelines confirmed that they do not have any assets in the Scheme area.	No further action required.
National Grid Electrical Distribution (NGED)	<p>NGED were contacted to discuss the 132kV overhead cable and pylon route which runs north to south crossing the Scheme on the west side of the existing Walsgrave roundabout.</p> <p>NGED provided clear plans for the route which were used to inform the street lighting design.</p>	<p>Confirmation that neither the pylons nor access to the pylons are directly affected by the proposed Scheme.</p> <p>The street lighting design proposals have been issued to NGED with no comment raised.</p> <p>All construction activities in the vicinity of the overhead cables will be in accordance with Health and Security Executive guidance note GS6 (Avoiding danger from overhead powerlines). As part of this procedure NGED will be contacted prior to the works commencing.</p>

**Table 3-1: Summary of engagement with stakeholders (local authorities, statutory bodies, land interests and community)**

Summary of Engagement with stakeholders		
Consultee	Discussion/Topics raised	Outcome
		The Applicant has shared a draft Protective Provision to the utility provider.
	<p>NGED were contacted to confirm the locations of Low Voltage (LV) and High Voltage (HV) assets located near the Scheme Order Limits:</p> <ul style="list-style-type: none"> <li>There is an overhead LV supply from the B4082 to the Hungerley Hall Farm house.</li> <li>There is also an underground LV supply to the Electricity Interface cabinet within the Order Limits to the northwest extent of the Scheme.</li> </ul>	<p>The Applicant completed a clash detection of the known locations of the NGED assets and the proposed highways alignment. This confirmed that the assets are not affected.</p> <p>All construction activities in the vicinity of the underground cables will be in accordance with Health and Security Executive guidance note HSG47 (Avoiding danger from underground services). As part of this procedure NGED will be contacted prior to the works commencing, if applicable.</p>
National Grid Telecoms (NGT)	<p>NGT were contacted to discuss their assets within the Order Limits of the Scheme.</p> <p>NGT have a buried cable which runs in the verge to the west of the A46 south of the existing Walsgrave roundabout.</p>	<p>Trial holes have been completed to confirm that this asset does not clash with the verge works.</p> <p>NGT will be engaged prior to commencing works in the area of the asset to agree working methodologies, watching briefs and slewing of the asset if required.</p> <p>The Applicant has shared a draft Protective Provision to the utility provider.</p>
Severn Trent Water (STW)	<p>STW were contacted to discuss their assets within the Order Limits of the Scheme.</p> <p>STW identified potable and foul assets within the Scheme Order Limits.</p>	<p>The Applicant completed a clash detection of the known locations of the STW assets and the proposed highways alignment. This confirmed that the assets are not affected.</p> <p>A foul rising main is located at the access point for the satellite compound to the west of the A46. This asset has been located by trial hole. Installation of temporary protection to facilitate access during construction is to be agreed with STW.</p> <p>More information about the temporary protection is provided in the Pre-Commencement Plan (TR010066/APP/6.7).</p> <p>The Applicant has shared a draft Protective Provision to the utility provider.</p>
SHQ Telecoms	The Applicant found no requirement to divert or protect any SHQ Telecoms assets as part of the Scheme.	The Applicant has shared elevation drawings with SHQ Telecoms. No further communication has been received.

**Table 3-1: Summary of engagement with stakeholders (local authorities, statutory bodies, land interests and community)**

Summary of Engagement with stakeholders		
Consultee	Discussion/Topics raised	Outcome
	SHQ Telecoms requested elevation drawings of the Schemes proposed earthworks and structures to check for shadowing of existing telecommunications masts.	
Vodafone	<p>Vodafone were contacted to discuss their assets within the Order Limits of the Scheme.</p> <p>Vodafone have a buried cable which runs in the verge to the west of the A46 south of the existing Walsgrave roundabout.</p>	<p>Trial holes have been completed to confirm that this asset does not clash with the verge works.</p> <p>Vodafone will be engaged prior to commencing works in the area of the asset to agree working methodologies, watching briefs and slewing of the asset if required.</p> <p>The Applicant has shared a draft Protective Provision to the utility provider.</p>
Statutory Bodies		
Environment Agency (EA)	<p>During preliminary design and the development of the EIA the Applicant has held meetings with the Environment Agency and had regular contact with the flooding team.</p> <p>Discussions have included the following:</p> <ul style="list-style-type: none"> <li>• updates on protected species surveys</li> <li>• biodiversity and BNG</li> <li>• proposed drainage strategy, permits and flood risk assessment.</li> <li>• Approval of the baseline and proposed hydraulic model</li> <li>• Material, assets and waste ES chapter</li> <li>• groundwater</li> <li>• water framework directive</li> </ul>	<p>Environmental discussions have informed the baseline information for use in the EIA and reported in the ES chapters (TR010066/APP/6.1), and in particular:</p> <ul style="list-style-type: none"> <li>• Chapter 8 Biodiversity</li> <li>• Chapter 10 Material Assets and Waste</li> <li>• Chapter 13 Road Drainage and the Water Environment</li> </ul> <p>The Applicant will continue to engage with the Environment Agency on the matters raised in their statutory consultation response, in addition to those identified by the Applicant.</p> <p>In relation to flood risk, the Environment Agency have confirmed that there will be no requirement for flood plain compensation and that the hydraulic flood model is acceptable.</p> <p>Agreed positions on all matters will be set out in detail in a SoCG with the Environment Agency to be submitted during the course of the examination.</p>
Natural England	<p>During preliminary design and the development of the EIA the Applicant has had ongoing discussions with Natural England about the following topics:</p> <ul style="list-style-type: none"> <li>• Designated sites</li> </ul>	<p>Consultation led to additional baseline surveys undertaken for wintering birds and great crested newts.</p> <p>Environmental discussions have informed the baseline information and mitigation for use in environmental assessments and reported in the ES</p>



**Table 3-1: Summary of engagement with stakeholders (local authorities, statutory bodies, land interests and community)**

Summary of Engagement with stakeholders		
Consultee	Discussion/Topics raised	Outcome
	<ul style="list-style-type: none"> <li>• Scope of surveys (wintering bird and great crested newt)</li> <li>• Coombe Pool SSSI – noise survey, works impacting the SSSI</li> <li>• BNG metric</li> <li>• Protected species surveys and mitigation, including badgers, bats, barn owls, breeding birds, great crested newts and wintering birds.</li> <li>• Design of badger crossing and fencing</li> </ul>	<p>chapters (<b>TR010066/APP/6.1</b>), and in particular Chapter 8 Biodiversity.</p> <p>Feedback received from Natural England on the Geology and Soils Report, which the Applicant has considered and addressed.</p> <p>The Applicant will continue to engage with Natural England on the matters raised in their statutory consultation response, in addition to those identified by the Applicant.</p> <p>Agreed positions on these matters will be set out in detail in a draft SoCG with Natural England to be submitted during the course of the examination.</p>
Historic England	<p>In response to the PEIR Historic England confirmed that "...archaeological matters would be referred to the local authority's expert advisor on archaeological planning matters and in respect of impacts upon the Grade II listed buildings at Hungerley Hall Farm and what may or may not be curtilage thereto we referred you to the local authority's conservation officer."</p> <p>The Applicant has engaged with Historic England in relation to the Grade II* Registered Park and Garden associated with Coombe Abbey.</p> <p>Specific queries have been raised about the mitigation planting area, tree removal and changes in levels relating to the environmental bund.</p>	<p>The Applicant has engaged with Historic England on the matters raised in their statutory consultation response, in addition to those identified by the Applicant.</p> <p>The Applicant will continue to engage with the Historic Agency on the specific matters recently raised by Historic England.</p> <p>Agreed positions on these matters will be set out in detail in a SoCG with Historic England to be submitted during the course of the examination.</p>
Land Interest		
Agricultural Landowners	<p>The Applicant has engaged with directly affected landowners, tenants and their appointed agents to discuss the impacts of the Scheme on their land through a combination of in person and virtual meetings.</p> <p>Discussion topics included future land access requirements, permanent and temporary land usage, attenuation ponds,</p>	<p>Land access has remained by agreement throughout. Survey findings have informed the preliminary design and environmental assessments.</p> <p>Order Limits amended in a number of areas to address concerns raised.</p> <p>Ongoing discussions in respect of land acquisition. Further details on the latest position can be found in the Statement of Reasons (<b>TR010066/APP/4.1</b>).</p>



**Table 3-1: Summary of engagement with stakeholders (local authorities, statutory bodies, land interests and community)**

Summary of Engagement with stakeholders		
Consultee	Discussion/Topics raised	Outcome
	mitigation land, noise mitigation, construction phasing, accommodation overbridge and public rights of way. Regular discussions have been held on land access for site investigation and surveys, with a weekly schedule agreed.	Ongoing discussion in respect of noise mitigation, mitigation land and accommodation overbridge. Weekly schedule of works provided and agreed with appointed land agent. As a result of feedback from comments the following changes were made to the Scheme design including: <ul style="list-style-type: none"> <li>Reconfigured access track for access/ egress across the B4082 and accommodation overbridge</li> <li>Currently being revised – noise mitigation</li> </ul>
Residential Property Owners and Occupiers	The Applicant maintained regular contact in relation to ongoing survey activities.	Contact provided for ongoing queries.
Organisations and community		
Binley Woods Parish Council	General Scheme updates shared as necessary. Engagement has been mostly related to social value activity.	General awareness of the development of the Scheme and progress shared. A direct named contact for ongoing queries. The Scheme donated planters (and will donate signs) to the local community at the entrance to the Parish.
Brinklow Parish Council	General Scheme updates shared as necessary. The Applicant liaised directly with the Parish Council to hold a public consultation event at the hall during the statutory consultation.	A direct named contact for ongoing queries. Public information event held in response to feedback from Rugby Borough Council's SoCC feedback.
Coombe Abbey Park	The Applicant liaised directly with the manager at Coombe Abbey Park visitor centre to hold a pop-up event during the statutory consultation. This event, and others, invited the local community and Country Park Staff to meet the project team, see up to date information about the Scheme design development and ask questions to project specialists.	Land access has remained by agreement throughout. An advance schedule of works has been provided where necessary. A direct named contact for the project team for ongoing queries.

**Table 3-1: Summary of engagement with stakeholders (local authorities, statutory bodies, land interests and community)**

**Summary of Engagement with stakeholders**

Consultee	Discussion/Topics raised	Outcome
	All other specific engagement has been related to ongoing survey activities.	
Segro / Stantec	<p>The Applicant held regular meetings with Segro and Stantec, the two organisations who are the land promotor of the Walsgrave Hill local plan allocation (H2:3).</p> <p>Discussions were held throughout the development stage to provide updates on progress, key dates and answer any queries in relation to the design.</p>	The developers requested detailed drawings of the Scheme, including the size and geometry of the two proposed roundabouts. The Applicant shared drawings with the developers.

## 4. Statutory consultation

### 4.1. Overview of the Statutory Consultation

- 4.1.1. This chapter sets out how the Applicant has complied with the requirements set out in Section 42, Section 45, Section 46, Section 47 and Section 48 of the 2008 Act. It also sets out how the Applicant has prepared the SoCC.
- 4.1.2. Following PRA on 14 June 2022 the Applicant undertook one advertised period of statutory consultation to seek views and allow an opportunity for prescribed consultees, persons with land interests, and the wider local community to comment on the proposals for the Scheme.
- 4.1.3. The statutory consultation took place between 25 October and 22 December 2023, allowing a total of 59 days for responses to be received. The initial deadline of 6 December 2023 was extended to 22 December 2023 in order to provide additional time for section 42(1)(d) Category 3 land interests that were identified during the consultation period. The Applicant had regard to responses received following the closure of the statutory consultation up to 30 December 2023 to allow for postal delays.

### 4.2. Preparation of Statement of Community Consultation

- 4.2.1. Prior to commencing statutory consultation, Section 47(1) of the 2008 Act requires that a Statement of Community Consultation (SoCC) is prepared. The purpose of the SoCC is to set out how the Applicant intends to consult with people living in the vicinity of the Scheme.
- 4.2.2. To support the preparation of the SoCC, the Applicant consulted, under Section 47(2) of the 2008 Act, each of the relevant local authorities identified within Section 43(1) of the 2008 Act about the proposed content of the SoCC. The Applicant identified Coventry City Council, Rugby Borough Council and Warwickshire County Council as the host local authorities, as the Scheme is within these councils' areas.
- 4.2.3. The Applicant emailed Coventry City Council, Rugby Borough Council and Warwickshire County Council on 19 July 2023 requesting comments on an attached draft SoCC to be returned by 17 August 2023, allowing 29 calendar days to respond (beginning the day after those parties had received the draft SoCC).
- 4.2.4. A copy of the draft SoCC and emails requesting comments are provided in **Annex C** of the Consultation Report Annexes (TR010066/APP/5.2).

- 4.2.5. Coventry City Council provided feedback on the draft SoCC on 31 July 2023, Rugby Borough Council provided feedback on the draft SoCC on 14 August 2023, and Warwickshire County Council provided feedback on the draft SoCC on 11 August 2023. A copy of each authority's response is provided at **Annex D** of the Consultation Report Annexes (**TR010066/APP/5.2**).
- 4.2.6. Table 4-1 below includes the comments received from Coventry City Council, Rugby Borough Council and Warwickshire County Council on the draft SoCC and explanations of how the Applicant addressed those comments.

Table 4-1: Draft SoCC consultation with local authorities			
Relevant section of SoCC	Suggestion/comment made by local authority	Regard had to the suggestion/comment	Amendment to SoCC (if applicable)
<b>Coventry City Council</b>			
All	We try not to say hard to reach/seldom heard. If an internal document we would use the phrase people from protected characteristic groups, or if external something like, we will make sure we work hard to get feedback from all of Coventry's diverse communities.	The Applicant noted this and the SoCC was revised.	The draft SoCC was amended to avoid using the terms 'hard to reach' and 'seldom heard'.
8.1	Venues for drop-ins are good and accessible. You have to pay to park at Coombe Park, so good to pick up visitors there, but less likely to be accessed by people just going to find out more about the Scheme.	The Applicant noted this.	Details of drop-in events were listed on the Scheme website but not in the SoCC, owing to the greater flexibility over the dates and times of these events. Consequently, no amendments were required to the draft SoCC.
All	We will need to make sure Cabinet and Ward members are aware of the consultation process too.	The Applicant noted this and asked Coventry City Council to help coordinate a briefing for Cabinet and Ward members.  Briefings for councillors at all three host authorities were arranged, as stated in <b>Table 4-7</b> of this chapter.	No amendments were required to the draft SoCC.
<b>Rugby Borough Council</b>			
6	In line with previous comments given Brinklow should also be included [in the consultation mail out zone]. No justification has been given as to why Bretford was accepted to be within the consultation zone but Brinklow wasn't when there will be similar effects on both	The Applicant extended the consultation mail out zone to include Brinklow.	The SoCC was revised to include an updated consultation zone map.
8	There is no mention [in Section 8: How will we consult?] of consultation specifically with businesses. Ansty Park	The Applicant notified a range of businesses, including some outside	No amendments were required to the draft SoCC.

**Table 4-1: Draft SoCC consultation with local authorities**

Relevant section of SoCC	Suggestion/comment made by local authority	Regard had to the suggestion/comment	Amendment to SoCC (if applicable)
	is included within the consultation zone however this is a major distribution route for a lot of strategic businesses within the area. Prologis Park, Ryton is one example of this. Strategic Businesses within a certain area of the Scheme should be consulted on the Scheme.	of the consultation mail out zone, at the start of the consultation period, as described in <b>Section 4.5.9</b> of this chapter.	
6	What will be posted out to the properties within the consultation zone. This is not made clear – same as list in 10.2?	Properties within the inner area would receive the Consultation Brochure and Response form, and properties in the outer area would receive a postcard providing basic details about the consultation.	The SoCC was updated to include a revised map showing an inner and outer distribution area.
8.1	No formal consultation events in Rugby. Binley Woods Village Hall should be added and coombe country park below should definitely be included.	Taking Rugby Borough Council's comment into consideration, the Applicant investigated options for holding an event at Binley Woods Village Hall, the Coombe Abbey Park, and elsewhere in the area but were unable to find a suitable venue that was available on an appropriate date during the consultation period.  Instead, the nearby Brinklow Community Hall was selected for an additional consultation event.	The SoCC was updated to include the details of the event at Brinklow Community Hall.
8.1	This [the proposal for one webinar event] should be increased to two online webinars as this could be a good way of including hard to reach groups but they may not be available for the date given.	Rather than hold a second webinar, the Applicant chose to hold one but to post a recording of that event on the Scheme website. It was also possible throughout the consultation period to ask questions of the project team using the contact details that were widely publicised on the consultation material and Scheme website.	No amendments were required to the draft SoCC.
8.1	Identify these groups here ["We are engaging with local authorities to identify potential groups that would be interested in a briefing."] so it's clear who is currently on the list.	The Applicant continued to seek feedback from local authorities over potential groups that would be interested in a briefing on the consultation. It was not	No amendments were required to the draft SoCC.

**Table 4-1: Draft SoCC consultation with local authorities**

Relevant section of SoCC	Suggestion/comment made by local authority	Regard had to the suggestion/comment	Amendment to SoCC (if applicable)
		intended for these groups to be named on the draft or final SoCC, however, and no change was made as a result.	
8.1	Where? ["Information posters with details about the consultation will be displayed at public locations."]	The Applicant placed posters with information about the consultation in a range of public locations, having spent time researching the most appropriate and useful sites.  The Applicant concluded that this level of detail was not necessary for inclusion in the SoCC and so no changes were made in response to Rugby Borough Council's query.	No amendments were required to the draft SoCC.
10	The cost [for printing and delivery of "Other consultation documents"] needs to be specified within this document. Suggest the list at 10.2 is replicated here with the associated cost.	Section 10 of the SoCC was updated to include the maximum cost of a set of printed consultation material and its delivery.	Section 10 of the SoCC was updated to include the maximum cost of a set of printed consultation material and its delivery.
6	I had previously asked that a map be produced that shows the event locations, deposit locations and consultation zone to show the physical extent of consultation. Can this be done please.	The map of the consultation mail out zone included in Section 6 of the draft SoCC was updated to include the locations of event and deposit locations.	The map of the consultation mail out zone included in Section 6 of the draft SoCC was updated to include the locations of event and deposit locations.
<b>Warwickshire County Council</b>			
8.1	There is a heavy bias towards consultation events within Coventry area and the only location in Warwickshire is Coombe Abbey (which is listed as Coventry but is actually within Warwickshire). It may be worth requesting an additional consultation event at Binley Woods, Ansty or Brinklow?	An additional event, at Brinklow Community Hall, was added to the list of consultation events.	The SoCC was updated to include the details of the event at Brinklow Community Hall.
All	It may be worth NH discussing with Warwickshire County Council, Rugby Borough Council and Coventry City Council comms team to provide links from our website to National Highways, I think being in the industry we sometimes forget that the general public isn't always aware which part of the network falls under the responsibility of a certain highway authority.	The Applicant acted on the suggestion by engaging more closely with the communications teams of each local authority and with its existing contacts to refine the plans for consultation.	No amendments were required to the draft SoCC.



Table 4-1: Draft SoCC consultation with local authorities			
Relevant section of SoCC	Suggestion/comment made by local authority	Regard had to the suggestion/comment	Amendment to SoCC (if applicable)
All	Potential for special briefing sessions with Members and Senior Warwickshire County Council officers.	Briefings for councillors at all three host authorities were arranged, as described in Section 4.5.10 of this chapter.	No amendments were required to the draft SoCC.
All	Potential for presentations at one of [Warwickshire County Council internal staff] broadcasts – to raise awareness of the proposed works with other services within the authority	The Applicant prepared information for Warwickshire County Council to use for this purpose.	No amendments were required to the draft SoCC.
n/a	Consideration of engagement with residents who may be affected by any diversion routes (if any are required)	The Applicant would generate detailed information about any necessary diversion routes and their impacts on local roads once the construction period for the Scheme draws closer, assuming development consent is granted. At that time, a dedicated Community Liaison Manager would be responsible for communicating this information to affected residents and other stakeholders.	No amendments were required to the draft SoCC.

4.2.7. A copy of the final version of the SoCC, as it was published at the launch of the statutory consultation, is provided in **Annex E** of the Consultation Report Annexes (**TR010066/APP/5.2**).

4.2.8. Table 4-2 below sets out where the SoCC, along with the consultation materials listed within it, was available for inspection at deposit points in the vicinity of the Scheme. It was also possible to take away copies of the Consultation Brochure and Response form.

Table 4-2: Availability of the SoCC		
Dates available	Location	Opening hours
25 October to 6 December 2023	Caludon Castle School and Community Library, Axholme Road, Wyken, Coventry, CV2 5BD	Monday, Tuesday, Thursday, and Friday: 2pm – 6pm Wednesday and Sunday: closed Saturday: 10am – 4pm
25 October to 6 December 2023	Coventry Council House, Earl Street, Coventry, CV1 5RR	Monday to Friday: 9am – 5pm, Saturday and Sunday: closed

25 October to 6 December 2023	Rugby Borough Council, Town Hall, Evreux Way, Rugby, CV21 2RR	Monday to Friday: 9am – 5pm, Saturday and Sunday: closed
25 October to 6 December 2023	Warwickshire County Council, Shire Hall, Warwick, CV34 4RL	Monday to Friday: 8am – 6.30pm, Saturday: 9am – 1pm, Sunday: closed
25 October to 6 December 2023	Willenhall Library, Hagard Community Space, Remembrance Road, Coventry, CV3 3DG	Monday, Tuesday, Thursday, and Friday: 10am – 7pm Wednesday and Sunday: closed Saturday: 9am – 4pm
25 October to 6 December 2023	Wolston Library and Information Centre, Warwick Road, Wolston, Coventry, CV8 3GX	Monday, Tuesday, Wednesday: 2.30pm to 5pm Thursday, Friday, and Saturday: 10.30am to 1pm Sunday: closed

4.2.9. Table 4-3 sets out the names of the publications in which the section 47 notice was published and the dates on which this occurred. The section 48 notice was published on the same dates and in the same local publications as the section 47 notice. Copies of the published section 47 notice and section 48 notice can be found at **Annex F** of the Consultation Report Annexes (**TR010066/APP/5.2**).

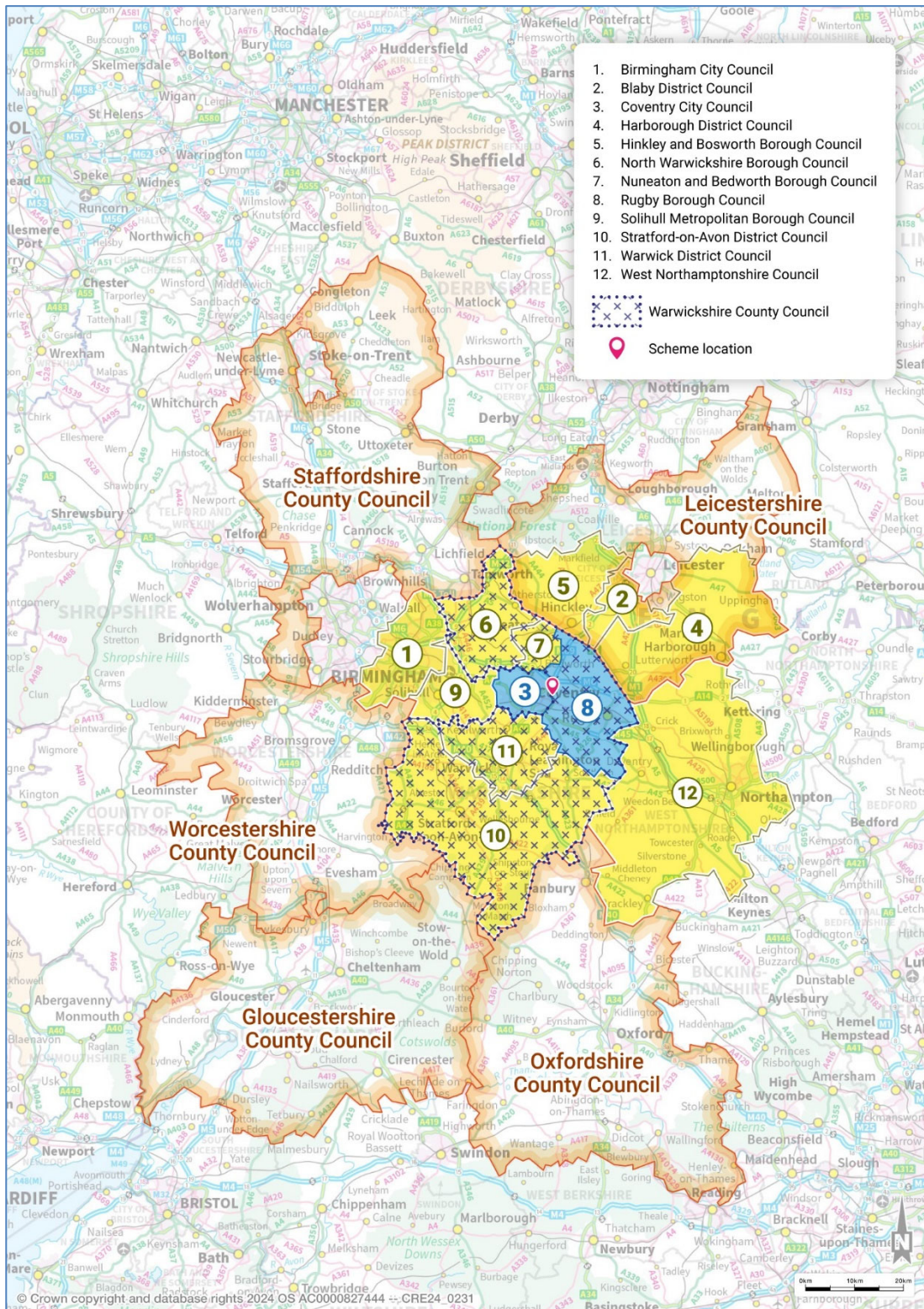
Table 4-3: S47 Notice publication details	
Date published	Relevant publication
19 October 2023	London Gazette
20 October 2023	Coventry Observer
20 October 2023	Rugby Observer
20 October 2023	The Times
27 October 2023	Coventry Observer
27 October 2023	Rugby Observer

### 4.3. Section 42 Duty to consult

4.3.1. **Annex G** of the Consultation Report Annexes (**TR010066/APP/5.2**) provides details of the prescribed consultees as set out in Schedule 1 of the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 and the justification for their inclusion or otherwise against the “circumstances” test for the Scheme. The statutory consultation was undertaken before the introduction of the 2024 Regulations, and so notification under section 42 of prescribed bodies was discharged in accordance with the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2008, which includes some organisations that are not included in the 2024 Regulations. These bodies are marked in Annex G with an asterisk against their name. Where appropriate, Annex G of the Consultation Report Annexes (**TR010066/APP/5.2**) also sets out instances of the Applicant consulting prescribed consultees on a precautionary basis.

4.3.2. Figure 4-1 below identifies the local authorities, as defined by section 43 of the 2008 Act, relevant to the Scheme.<sup>1</sup>

Figure 4-1: Host and neighbouring local authorities



<sup>1</sup> Authorities shown on the map with a blue background or with blue hatching are 'B' or 'C' host authorities for the Scheme, and all other authorities on the map are 'A' or 'D' neighbouring authorities.



4.3.3. Table 4-4 below identifies how the Applicant has applied section 43 of the 2008 Act and whether the local authorities relevant to the Scheme fall within the categories of an 'A', 'B', 'C', or 'D' local authority. The relevant local authority boundary is shown in Figure 4-1.

Table 4-4: Identification of relevant local authorities		
Name	A, B, C or D Authority	Criteria for identification
Coventry City Council	B	Land to which the proposed application relates is in Coventry City Council (host authority) area, and this council is a unitary council as defined by section 43(2)(aa) of the 2008 Act.
Rugby Borough Council	B	Land to which the proposed application relates is in Rugby Borough Council (host authority) area, and this council is a lower-tier council as defined by section 43(2)(aa) of the 2008 Act.
Warwickshire County Council	C	Land to which the proposed application relates is in Warwickshire County Council (host authority) area, and this council is an upper-tier county council as defined by section 43(1) of the 2008 Act.
Hinkley and Bosworth Borough Council	A	Identified as sharing a boundary with a category "B" host authority and is a lower-tier district council within section 43(2)(b) of the 2008 Act.
Harborough District Council	A	Identified as sharing a boundary with a category "B" host authority and is a lower-tier district council within section 43(2)(b) of the 2008 Act.
Blaby District Council	A	Identified as sharing a boundary with a category "B" host authority and is a lower-tier district council within section 43(2)(b) of the 2008 Act.
North Warwickshire Borough Council	A	Identified as sharing a boundary with a category "B" host authority and is a lower-tier district council within section 43(2)(b) of the 2008 Act.
Warwick District Council	A	Identified as sharing a boundary with a category "B" host authority and is a lower-tier district council within section 43(2)(b) of the 2008 Act.
Nuneaton and Bedworth Borough Council	A	Identified as sharing a boundary with a category "B" host authority and is a lower-tier district council within section 43(2)(b) of the 2008 Act.
Stratford-on-Avon District Council	A	Identified as sharing a boundary with a category "B" host authority and is a lower-tier district council within section 43(2)(b) of the 2008 Act.
West Northamptonshire Council	A	Identified as sharing a boundary with a category "B" host authority and is a unitary council within section 43(2)(b) of the 2008 Act.
Solihull Metropolitan Borough Council	A	Identified as sharing a boundary with a category "B" host authority and is a unitary council within section 43(2)(b) of the 2008 Act.
Birmingham City Council	A	Identified as sharing a boundary with a category "B" host authority and is a unitary council within section 43(2)(b) of the 2008 Act.
Worcestershire County Council	D	Identified as a neighbouring upper-tier county council authority within section 43(2A)(b).
Oxfordshire County Council	D	Identified as a neighbouring upper-tier county council authority within section 43(2A)(b).

**Table 4-4: Identification of relevant local authorities**

Name	A, B, C or D Authority	Criteria for identification
Leicestershire County Council	D	Identified as a neighbouring upper-tier county council authority within section 43(2A)(b).
Staffordshire County Council	D	Identified as a neighbouring upper-tier county council authority within section 43(2A)(b).
Gloucestershire County Council	D	Identified as a neighbouring upper-tier county council authority within section 43(2A)(b).

- 4.3.4. The methodology used for identifying land interests as defined in section 42(1)(d) and section 44 of the 2008 Act is detailed in the Statement of Reasons (**TR010066/APP/4.1**).
- 4.3.5. A list of land interests consulted for the purposes of the Scheme can be found in the Book of Reference (**TR010066/APP/4.3**).
- 4.3.6. The statutory consultation under section 42 of the 2008 Act with prescribed consultees, local authorities and persons with a land interest was carried out between 25 October 2023 and 22 December 2023, allowing a total of 59 days in which to respond.
- 4.3.7. A letter was sent to all section 42 prescribed consultees on 24 October 2023 via post. The letter included a copy of the section 48 notice (see **Annex F** of the Consultation Report Annexes (**TR010066/APP/5.2**)) as well as links to the Scheme website and an explanation that the following consultation materials would be available on it throughout the consultation period:
- The Consultation Brochure (see **Annex J** of the Consultation Report Annexes (**TR010066/APP/5.2**))
  - The Response form (see **Annex J** of the Consultation Report Annexes (**TR010066/APP/5.2**))
  - The PEIR accompanied by a Non-Technical Summary
  - Mapbook containing General Arrangements, Plan and Profile drawings, and Land Use drawings of the Scheme
- 4.3.8. In addition, section 42(1)(d) Category 1 and Category 2 land interests received a letter and consultation pack consisting of the following materials:
- Consultation brochure (see **Annex J** of the Consultation Report Annexes (**TR010066/APP/5.2**))
  - Response form (see **Annex J** of the Consultation Report Annexes (**TR010066/APP/5.2**))
  - Land Plans

- Land Interest Schedule
- Red Line Boundary Plan
- Land Interest Questionnaire
- Farm Data Collection and Assessment form

4.3.9. The Applicant became aware of Category 3 land interests for the Scheme after the consultation period had begun, and so made arrangements to notify those parties as soon as possible, and to extend the consultation deadline so that they would receive the same amount of time as had been provided to parties notified on 24 October 2023.

4.3.10. Letters were sent to Category 3 land interests on 9 November 2023 and set a deadline of 22 December 2023 for the submission of consultation feedback. Letters to Category 3 land interests included the following hard copy enclosures:

- Consultation brochure
- Response form

4.3.11. Examples of the letters sent to s42(1)(d) land interests are provided in **Annex H** of the Consultation Report Annexes (**TR010066/APP/5.2**).

4.3.12. The number of persons with an interest in land, under each category of Section 44 of the 2008 Act, that were consulted with during the statutory consultation are set out in Table 4-5 below.

Table 4-5: Number of Section 42(1)(d) consultees under each category of Section 44	
Category 1 & 2	30
Category 3	89

4.3.13. In order to consult with unknown landowners, the Applicant undertook a research exercise to establish ownership of areas of unregistered land. This included the use of public sources of information such as Land Registry map search, Google Maps, the Royal Mail website, the Companies House website, the relevant Highways Authority, records held by statutory utility companies and other online resources. The Applicant also undertook site visits, posting notices in the vicinity of the land in question. Details of unregistered land can be found in the Statement of Reasons (**TR010066/APP/4.1**) and the Book of Reference (**TR010066/APP/4.3**).



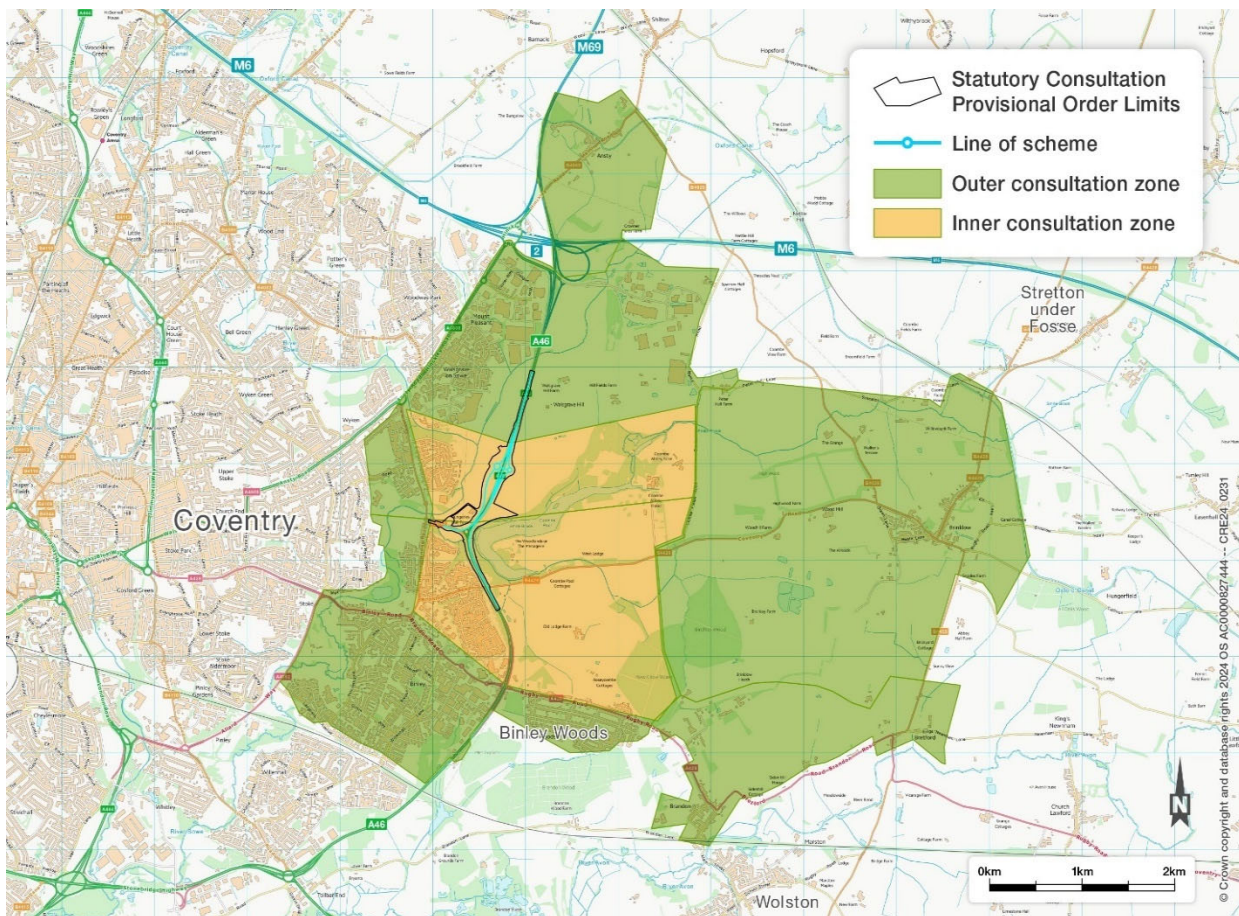
#### 4.4. Section 46 of the 2008 Act (notifying the Planning Inspectorate)

- 4.4.1. On 19 October 2023, the Applicant notified the Planning Inspectorate, via a letter attached to an email, under section 46 of the 2008 Act of the upcoming statutory consultation. The following documents were shared via a OneDrive site:
- Example letters sent to S42(1)(a), S42(1)(b) and S42(1)(d) Category 1 and Category 2 land interests
  - SoCC and Section 47 Notice
  - Section 48 Notice
  - Consultation Brochure
  - Response form
  - Preliminary Environment Information Report (PEIR) and a Non-Technical Summary of the PEIR
  - Mapbook
  - Plan setting out draft Order Limits
- 4.4.2. A copy of the notification letter sent to the Inspectorate can be found at **Annex I** of the Consultation Report Annexes (**TR010066/APP/5.2**).
- 4.4.3. As described above in section 4.3, the Applicant identified Category 3 land interests for the Scheme after the launch of the statutory consultation and duly arranged for those parties to be notified of the consultation.
- 4.4.4. The Applicant notified the Planning Inspectorate of this development on 20 November 2023, providing an example copy of the letter sent to these land interests at the same time. A copy of this notification is also provided in **Annex I** of the Consultation Report Annexes (**TR010066/APP/5.2**).

#### 4.5. Section 47 (Local community consultation)

- 4.5.1. As part of the Section 47 local community consultation, 2,213 Consultation Brochures providing information about the Scheme were distributed to section 47 consultees on 25 October 2023. This included all registered addresses in an inner consultation zone defined for the purposes of the consultation. A further 9,218 registered addresses in an outer consultation zone were sent a postcard with key information about the consultation and how to locate more information. Examples of the letter and postcard are provided in **Annex J** of the Consultation Report Annexes (**TR010066/APP/5.2**).
- 4.5.2. Figure 4-2 below depicts the inner and outer consultation zones.

Figure 4-2: Inner and outer consultation zones



- 4.5.3. The zones were developed based on the distribution area used for the Options consultation and were amended to include the Brinklow area following feedback from local authorities on the draft SoCC.
- 4.5.4. The section 47 consultation was carried out at the same time as the section 42 consultation between 25 October 2023 and 22 December 2023 allowing a total of 59 days for a response to be received. The closing date was extended from 10 December to 22 December 2023 to provide sufficient time for responses from Category 3 land interests that were identified and notified after the launch of the consultation. This extended closing was applicable to all consultees. The Applicant continued to have regard to responses received up until 30 December 2023, allowing for postal delays.
- 4.5.5. A number of consultation events within the local community were also held during the advertised period of the statutory consultation. These included public consultation events in venues close to the Scheme, pop-up events using the Applicant's mobile engagement van in outdoor locations, and an online webinar. The details of the events held are set out in Table 4-6.

**Table 4-6: Events held within the local community**

Event type	Date	Location
Public consultation event	Saturday 4 November 2023	Wyken Community Centre, Ennerdale Lane, Coventry, CV2 5PY
Online webinar	Tuesday 7 November 2023	Online via Microsoft Teams
Pop-up event	Thursday 9 November 2023	Broadgate, Coventry City Centre (National Highways engagement van)
Pop-up event	Thursday 16 November 2023	Tesco (Walsgrave Superstore), Clifford Bridge Road, Coventry, CV2 2TS
Public consultation event	Friday 17 November 2023	Warwickshire Shopping Park Community Centre, 1c Kynner Way, Binley, Coventry, CV3 2SB
Pop-up event	Saturday 25 November 2023	Coombe Country Park visitor centre, Brinklow Road, Coventry CV3 2AB
Public consultation event	Thursday 30 November 2023	Brinklow Community Hall, 43 Broad Street, Brinklow, Rugby, CV23 0LS

4.5.6. The following consultation materials were available for inspection at the consultation events, with copies of both the Consultation Brochure and Response form for visitors to collect and keep:

- A46 Walsgrave Consultation Brochure
- A46 Walsgrave Response form
- A46 Walsgrave Mapbook – large scale
- A46 Walsgrave Preliminary Environmental Information Report (PEIR)
- A46 Walsgrave PEIR Non-Technical Summary (NTS)
- A46 Walsgrave Statement of Community Consultation
- A ‘fly-through’ video of the Scheme using Computer Generated Imagery
- Pull-up banners

4.5.7. A copy of the consultation materials, apart from the CGI ‘fly-through’, the PEIR, PEIR NTS and pull-up banners, provided at the consultation events can be found within **Annex J** of the Consultation Report Annexes (**TR010066/APP/5.2**). The CGI, the PEIR and the NTS can be viewed on the Scheme website.

4.5.8. To assist those who were unable to attend the consultation events, the consultation materials listed in Section 4.5.6 were available on the Applicant’s Scheme webpage: [nationalhighways.co.uk/media/4qiiwzw2/a46-walsgrave-summary-report.pdf](https://nationalhighways.co.uk/media/4qiiwzw2/a46-walsgrave-summary-report.pdf). This also included the Response form which could be completed online. Paper copies of were also available on request and for inspection at the deposit points shown in Table 4-2.

- 4.5.9. The Applicant maintains a database of stakeholder contacts for the Scheme, and those for whom a valid email address had been established were sent an email on 24 November 2023 to explain that the consultation was underway. The message included links to the Scheme webpage and further contact details.
- 4.5.10. In response to requests made in responses to the consultation on the draft SoCC, as detailed in Table 4-1, the Applicant also organised briefing sessions for councillors at each of the three host local authorities for the Scheme. Table 4-6 below provides details of when these online sessions were held. At each session, representatives of the Applicant delivered a presentation on the Scheme and answered any questions that were raised.

Table 4-7: Councillor briefings	
Councillor briefings	Date
Warwickshire County Council	25 October 2023
Coventry City Council	27 October 2023
Rugby Borough Council	31 October 2023
Coventry City Council	10 November 2023

- 4.5.11. In order to increase public awareness and encourage participation in the consultation, the Applicant also made use of its social media platforms, including Facebook and X. Posts containing information about the consultation and forthcoming events were shared on those sites.
- 4.5.12. The Applicant issued a press release in relation to the consultation on 18 October 2023. It included information on the Scheme as well as the locations and timings of public information events and links to the consultation website. A copy of the press release is included in **Annex J** of the Consultation Report Annexes (**TR010066/APP/5.2**).
- 4.5.13. The Applicant also arranged for posters with information on the consultation to be displayed in a range of public places close to the Scheme, including the deposit locations. An example of one of these posters is included in **Annex J** of the Consultation Report Annexes (**TR010066/APP/5.2**). The locations of the posters are set out in Table 4-8 below.

Table 4-8: Locations of posters
Locations of posters
St Bartholomew's Church St.

Table 4-8: Locations of posters
Locations of posters
The Coombe Social Club
Binley Post Office
Tesco Superstore
Wyken Community Centre
Clifford Bridge Primary School
Caludon Castle Sports Centre
Caludon Library
Coombe Abbey Park
Asda Coventry Superstore
Coventry Council House
Wolston Library and Information Centre
Rugby Borough Council Town Hall
Warwickshire County Council
Willenhall Library

- 4.5.14. As was stated on the section 47 notice and other materials, it was possible to order the delivery of a full printed set of the consultation materials at a charge of up to £500 to cover the cost of printing and postage.
- 4.5.15. Section 47(7) of the 2008 Act requires the Applicant to carry out Statutory Consultation in accordance with the proposals in the SoCC. Table 4-9 below sets out the commitments made in the SoCC and how the Applicant has complied with those commitments in carrying out the statutory consultation.



**Table 4-9: SoCC compliance table**

Commitment within the SoCC	Paragraph reference	Accordance with commitment
This document will be available to view and download via the scheme webpage at <a href="https://nationalhighways.co.uk/A46Coventry">https://nationalhighways.co.uk/A46Coventry</a> after the launch of the statutory consultation and available to view at deposit locations.	1.3	<p><b>Yes.</b></p> <p>The SoCC was made available to view and download on the Scheme webpage, as described in <b>Section 4.5. 8</b>, and to view at the following deposit locations (also listed in <b>Table 4-2</b>):</p> <ul style="list-style-type: none"> <li>• Caludon Castle School and Community Library, Axholme Road, Wyken, Coventry, CV2 5BD</li> <li>• Coventry Council House, Earl Street, Coventry, CV1 5RR</li> <li>• Rugby Borough Council, Town Hall, Evreux Way, Rugby, CV21 2RR</li> <li>• Warwickshire County Council, Shire Hall, Warwick, CV34 4RL</li> <li>• Willenhall Library, Hagard Community Space, Remembrance Road, Coventry, CV3 3DG</li> <li>• Wolston Library and Information Centre, Warwick Road, Wolston, Coventry, CV8 3GX</li> </ul>
Additional information about the proposed scheme and its associated benefits, including detailed maps/plans, are included in our public consultation brochure and supporting materials. Copies of the brochure will be available during the consultation period at local deposit locations detailed in this SoCC and on the scheme webpage at: <a href="https://nationalhighways.co.uk/A46Coventry">https://nationalhighways.co.uk/A46Coventry</a> .	4.3	<p><b>Yes.</b></p> <p>The Consultation Brochure explained the need for the Scheme and its associated benefits, and included a plan of the proposals. Supporting materials such as the Preliminary Environment Information Report (PEIR), Non-Technical Summary of the PEIR and Mapbooks included detailed maps and plans. A copy of the Consultation Brochure and of the consultation mapbook is provided in <b>Annex J of the Consultation Report Annexes (TR010066/APP/5.2)</b>.</p> <p>The Consultation Brochure was available throughout the consultation period on the Scheme webpage, as described in <b>Section 4.5.8</b>, and at the following deposit locations (also listed in <b>Table 4-2</b>):</p> <ul style="list-style-type: none"> <li>• Caludon Castle School and Community Library, Axholme Road, Wyken, Coventry, CV2 5BD</li> <li>• Coventry Council House, Earl Street, Coventry, CV1 5RR</li> <li>• Rugby Borough Council, Town Hall, Evreux Way, Rugby, CV21 2RR</li> <li>• Warwickshire County Council, Shire Hall, Warwick, CV34 4RL</li> <li>• Willenhall Library, Hagard Community Space, Remembrance Road, Coventry, CV3 3DG</li> <li>• Wolston Library and Information Centre, Warwick Road, Wolston, Coventry, CV8 3GX.</li> </ul>



**Table 4-9: SoCC compliance table**

Commitment within the SoCC	Paragraph reference	Accordance with commitment																			
We will also carry out supplementary engagement methods, including newspaper adverts and social media, which would extend well beyond the postal distribution area.	6.4	<b>Yes.</b> The Applicant published notices containing information about the consultation in the following publications, which are also listed in Table 4-3 and Table 4-10 of this Report:  Section 47 notice																			
		<table><tr><th>Date published</th><th>Relevant publication</th></tr><tr><td>19 October 2023</td><td>London Gazette</td></tr><tr><td>20 October 2023</td><td>Coventry Observer</td></tr><tr><td>20 October 2023</td><td>Rugby Observer</td></tr><tr><td>20 October 2023</td><td>The Times</td></tr><tr><td>27 October 2023</td><td>Coventry Observer</td></tr><tr><td>27 October 2023</td><td>Rugby Observer</td></tr></table>	Date published	Relevant publication	19 October 2023	London Gazette	20 October 2023	Coventry Observer	20 October 2023	Rugby Observer	20 October 2023	The Times	27 October 2023	Coventry Observer	27 October 2023	Rugby Observer					
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		27 October 2023	Coventry Observer																		
		27 October 2023	Rugby Observer																		
		Section 48 notice																			
<table><tr><th>Publication</th><th>Date of first publication</th><th>Date of second publication</th></tr><tr><td colspan="3">National newspapers</td></tr><tr><td>The Times</td><td>19 October 2023</td><td>N/A</td></tr><tr><td>The London Gazette</td><td>19 October 2023</td><td>N/A</td></tr><tr><td colspan="3">Local newspapers</td></tr><tr><td>Coventry Observer</td><td>20 October 2023</td><td>27 October 2023</td></tr><tr><td>Rugby Observer</td><td>20 October 2023</td><td>27 October 2023</td></tr></table>	Publication	Date of first publication	Date of second publication	National newspapers			The Times	19 October 2023	N/A	The London Gazette	19 October 2023	N/A	Local newspapers			Coventry Observer	20 October 2023	27 October 2023	Rugby Observer	20 October 2023	27 October 2023
Publication	Date of first publication	Date of second publication																			
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The London Gazette	19 October 2023	N/A																			
Local newspapers																					
Coventry Observer	20 October 2023	27 October 2023																			
Rugby Observer	20 October 2023	27 October 2023																			
Social Media posts were also published to advertise the consultation and to remind people about forthcoming consultation events, as is described in <b>Section 4.5.11</b> of this chapter.																					
Properties located within the inner purple distribution area will receive consultation brochures and response forms directly in the post. Properties located within the outer pink distribution area will receive an information postcard providing them with details about the statutory consultation.	6.5	<b>Yes.</b> On 25 October 2023, the Applicant posted a cover letter, brochure and Response form to those in the inner area of the consultation zone.																			

**Table 4-9: SoCC compliance table**

Commitment within the SoCC	Paragraph reference	Accordance with commitment
		<p>The Applicant sent a postcard to addresses in the outer area of the consultation zone.</p> <p>Copies of these materials are included in <b>Annex J</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>). A map of the consultation zone is shown in Figure 4-2 of this Report.</p>
Anyone who is interested in this scheme is welcome to take part in the consultation. We welcome all views and will take them into account to help shape the scheme before we submit our final design at DCO submission.	7.1	<p><b>Yes.</b></p> <p><b>Chapter 5</b> of this Report and <b>Annex M</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>) set out how the Applicant had regard to the full range of views expressed in responses to the consultation.</p>
The brochure will contain details of the scheme, including a summary of the preliminary environmental information and updates to the preliminary scheme design. It will also include details of consultation events and methods available for submitting consultation responses. We will deliver this to those living within the inner area of the Consultation Zone shown in Section 6 of the SoCC.	8.1	<p><b>Yes.</b></p> <p>The Consultation Brochure, a copy of which is included in <b>Annex J</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>), included information on the Scheme under the following headings:</p> <ul style="list-style-type: none"> <li>• How to respond</li> <li>• Public consultation events and other events</li> <li>• Why is the scheme needed</li> <li>• What we've done so far</li> <li>• Our proposed design (including updates to the preliminary Scheme design)</li> <li>• What the scheme means to you (including a summary of the preliminary environmental information)</li> <li>• Traffic impacts of the scheme</li> <li>• What you can expect during construction</li> <li>• Next steps</li> </ul> <p>The Applicant posted the Consultation Brochure and Response form to those living in the inner area of the consultation zone, as is described in <b>Section 4.5.3</b>. A map of the consultation zone is shown in Figure 4-2 of this Report.</p>
Copies of the consultation brochure will be available at the deposit locations set out in section 11 and at consultation events set out in section 12 of this document. Hard copies of the brochure can also be sent on request to consultees, as described in 10.2.	8.1	<p><b>Yes.</b></p> <p>The Consultation Brochure was available throughout the consultation period at the following deposit locations (also listed in <b>Table 4-2</b>), which are the same as those listed in Section 11 of the SoCC:</p> <ul style="list-style-type: none"> <li>• Caludon Castle School and Community Library, Axholme Road, Wyken, Coventry, CV2 5BD</li> <li>• Coventry Council House, Earl Street, Coventry, CV1 5RR</li> <li>• Rugby Borough Council, Town Hall, Evreux Way, Rugby, CV21 2RR</li> <li>• Warwickshire County Council, Shire Hall, Warwick, CV34 4RL</li> </ul>

**Table 4-9: SoCC compliance table**

Commitment within the SoCC	Paragraph reference	Accordance with commitment																					
		<ul style="list-style-type: none"> <li>Willenhall Library, Hagard Community Space, Remembrance Road, Coventry, CV3 3DG</li> <li>Wolston Library and Information Centre, Warwick Road, Wolston, Coventry, CV8 3GX.</li> </ul> <p>The brochure was also available to collect at the following consultation events (also listed in <b>Table 4-6</b>) which are the same as those listed in section 12 of the SoCC but also include additional 'pop up' events not listed in the SoCC:</p> <table> <tr> <th>Event type</th><th>Date</th><th>Location</th></tr> <tr> <td>Public consultation event</td><td>Saturday 4 November 2023</td><td>Wyken Community Centre, Ennerdale Lane, Coventry, CV2 5PY</td></tr> <tr> <td>Pop-up event</td><td>Thursday 9 November 2023</td><td>Broadgate, Coventry City Centre (National Highways engagement van)</td></tr> <tr> <td>Pop-up event</td><td>Thursday 16 November 2023</td><td>Tesco (Walsgrave Superstore), Clifford Bridge Road, Coventry, CV2 2TS</td></tr> <tr> <td>Public consultation event</td><td>Friday 17 November 2023</td><td>Warwickshire Shopping Park Community Centre, 1c Kynner Way, Binley, Coventry, CV3 2SB</td></tr> <tr> <td>Pop-up event</td><td>Saturday 25 November 2023</td><td>Coombe Country Park visitor centre, Brinklow Road, Coventry CV3 2AB</td></tr> <tr> <td>Public consultation event</td><td>Thursday 30 November 2023</td><td>Brinklow Community Hall, 43 Broad Street, Brinklow,</td></tr> </table>	Event type	Date	Location	Public consultation event	Saturday 4 November 2023	Wyken Community Centre, Ennerdale Lane, Coventry, CV2 5PY	Pop-up event	Thursday 9 November 2023	Broadgate, Coventry City Centre (National Highways engagement van)	Pop-up event	Thursday 16 November 2023	Tesco (Walsgrave Superstore), Clifford Bridge Road, Coventry, CV2 2TS	Public consultation event	Friday 17 November 2023	Warwickshire Shopping Park Community Centre, 1c Kynner Way, Binley, Coventry, CV3 2SB	Pop-up event	Saturday 25 November 2023	Coombe Country Park visitor centre, Brinklow Road, Coventry CV3 2AB	Public consultation event	Thursday 30 November 2023	Brinklow Community Hall, 43 Broad Street, Brinklow,
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**Table 4-9: SoCC compliance table**

Commitment within the SoCC	Paragraph reference	Accordance with commitment								
				Rugby, CV23 0LS						
		The opportunity to request the delivery of a printed copy of the brochure was advertised on the Scheme website and on consultation material, including the brochure and Response form. Copies of those materials are provided in <b>Annex J</b> of the Consultation Report Annexes (TR010066/APP/5.2).								
The consultation response form will contain both open and closed questions relating to the scheme and allows consultees to provide feedback in a simple, structured format.	8.1	<b>Yes.</b> The consultation Response form included both open and closed questions relating to the Scheme. A copy of the response form is provided in <b>Annex J</b> of the Consultation Report Annexes (TR010066/APP/5.2).								
Printed copies of the response form will be available at the deposit locations set out in section 11 and at consultation events set out in section 12 of this document. Hard copies of the response form can also be sent on request to consultees, as described in 10.2.	8.1	<b>Yes.</b> Hard copies of the Response form were available throughout the consultation period at the following deposit locations (also listed in <b>Table 4-2</b> ), which are the same as those listed in Section 11 of the SoCC: <ul style="list-style-type: none"><li>Caludon Castle School and Community Library, Axholme Road, Wyken, Coventry, CV2 5BD</li><li>Coventry Council House, Earl Street, Coventry, CV1 5RR</li><li>Rugby Borough Council, Town Hall, Evreux Way, Rugby, CV21 2RR</li><li>Warwickshire County Council, Shire Hall, Warwick, CV34 4RL</li><li>Willenhall Library, Hagard Community Space, Remembrance Road, Coventry, CV3 3DG</li><li>Wolston Library and Information Centre, Warwick Road, Wolston, Coventry, CV8 3GX</li></ul> The Response form was also available to collect at the following consultation events (also listed in Table 4-6) which are the same as those listed in section 12 of the SoCC but also include additional ‘pop up’ events not listed in the SoCC: <table><tr><th>Event type</th><th>Date</th><th>Location</th></tr><tr><td>Public consultation event</td><td>Saturday 4 November 2023</td><td>Wyken Community Centre, Ennerdale Lane, Coventry, CV2 5PY</td></tr></table>			Event type	Date	Location	Public consultation event	Saturday 4 November 2023	Wyken Community Centre, Ennerdale Lane, Coventry, CV2 5PY
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**Table 4-9: SoCC compliance table**

Commitment within the SoCC	Paragraph reference	Accordance with commitment		
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		Pop-up event	Saturday 25 November 2023	Coombe Country Park visitor centre, Brinklow Road, Coventry CV3 2AB
		Public consultation event	Thursday 30 November 2023	Brinklow Community Hall, 43 Broad Street, Brinklow, Rugby, CV23 0LS
		<p>The opportunity to request the delivery of a printed copy of the Response form was advertised on the Scheme website and on consultation material, including the brochure. A copy of the brochure is provided in <b>Annex J</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>).</p>		
An online version of the response form will be available through the scheme webpage.	8.1	<p><b>Yes.</b></p> <p>As described in <b>Section 4.5.8</b>, the Scheme website included an online response form, meaning comments could be submitted directly to the Applicant.</p> <p>A downloadable version of the response form was also among the documents hosted on the website throughout the consultation period, as is described in <b>4.5.8</b>.</p>		

**Table 4-9: SoCC compliance table**

Commitment within the SoCC	Paragraph reference	Accordance with commitment																								
We will hold a mixture of pre-advertised consultation events at local venues and 'pop-up' events (using a National Highways engagement van, where suitable) where members of the team will be available to answer questions about the proposals.	8.1	<p><b>Yes.</b></p> <p>The Applicant held three public consultation events, three pop-up events and an online webinar. These events included the three consultation events that were listed in the SoCC. The dates and locations of all the consultation events are set out below and in Table 4-6 of this Report.</p> <table> <tr> <th>Event type</th><th>Date</th><th>Location</th></tr> <tr> <td>Public consultation event</td><td>Saturday 4 November 2023</td><td>Wyken Community Centre, Ennerdale Lane, Coventry, CV2 5PY</td></tr> <tr> <td>Online webinar</td><td>Tuesday 7 November 2023</td><td>Online via Microsoft Teams</td></tr> <tr> <td>Pop-up event</td><td>Thursday 9 November 2023</td><td>Broadgate, Coventry City Centre (National Highways engagement van)</td></tr> <tr> <td>Pop-up event</td><td>Thursday 16 November 2023</td><td>Tesco (Walsgrave Superstore), Clifford Bridge Road, Coventry, CV2 2TS</td></tr> <tr> <td>Public consultation event</td><td>Friday 17 November 2023</td><td>Warwickshire Shopping Park Community Centre, 1c Kynner Way, Binley, Coventry, CV3 2SB</td></tr> <tr> <td>Pop-up event</td><td>Saturday 25 November 2023</td><td>Coombe Country Park visitor centre, Brinklow Road, Coventry CV3 2AB</td></tr> <tr> <td>Public consultation event</td><td>Thursday 30 November 2023</td><td>Brinklow Community Hall, 43 Broad Street, Brinklow,</td></tr> </table>	Event type	Date	Location	Public consultation event	Saturday 4 November 2023	Wyken Community Centre, Ennerdale Lane, Coventry, CV2 5PY	Online webinar	Tuesday 7 November 2023	Online via Microsoft Teams	Pop-up event	Thursday 9 November 2023	Broadgate, Coventry City Centre (National Highways engagement van)	Pop-up event	Thursday 16 November 2023	Tesco (Walsgrave Superstore), Clifford Bridge Road, Coventry, CV2 2TS	Public consultation event	Friday 17 November 2023	Warwickshire Shopping Park Community Centre, 1c Kynner Way, Binley, Coventry, CV3 2SB	Pop-up event	Saturday 25 November 2023	Coombe Country Park visitor centre, Brinklow Road, Coventry CV3 2AB	Public consultation event	Thursday 30 November 2023	Brinklow Community Hall, 43 Broad Street, Brinklow,
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**Table 4-9: SoCC compliance table**

Commitment within the SoCC	Paragraph reference	Accordance with commitment			
				Rugby, CV23 0LS	
We will hold an online webinar where we will present information about the scheme and the statutory consultation as well as a live question and answer session. Information about this event will be publicised on the scheme webpage.	8.1	<b>Yes.</b> An online webinar was held on 7 November 2023, as stated in <b>Table 4-6</b> , having been advertised in advance on the Scheme website.			
The scheme webpage will provide information about the scheme as well as electronic versions of all consultation materials: <a href="https://nationalhighways.co.uk/A46Coventry">https://nationalhighways.co.uk/A46Coventry</a> .	8.1	<b>Yes.</b> The Scheme website, as described in Section 4.5.8, provided electronic versions of all consultation materials, as well as an online version of the consultation response form.			
Where possible, we'll speak when invited to local council forums and community/area forums affected or in the vicinity of our scheme. Please contact the project team via the following email address if you would like to invite us to attend any meetings.	8.1	<b>Yes.</b> The Applicant engaged with host local authorities over the possibility of meeting with and presenting consultation information to local council forums, community/area forums, community groups and others. No opportunities were identified and as such no presentations were made.			
Where possible we'll attend meetings of local community groups affected by the proposals when invited. Please contact the project team via the following email address if you would like to invite us to attend any meetings.	8.1	<b>Yes.</b> The Applicant engaged with host local authorities over the possibility of meeting with and presenting consultation information to local council forums, community/area forums, community groups and others. No opportunities were identified and as such no presentations were made.			
<p>We will follow our public sector equality duty to make sure that we understand and respond to the needs, as part of this consultation, of our diverse range of customers and communities impacted by our scheme, so that our practices and the services we deliver are appropriate, accessible and contribute to social inclusion and wellbeing.</p> <p>To ensure our consultation is inclusive to a wide audience, the materials will be prepared to be accessible and clear. Additionally, we will ensure:</p> <ul style="list-style-type: none"> <li>the contact telephone number and email address for the scheme are prominent on all published material, enabling individuals to contact the team with questions and requests.</li> <li>the consultation brochure and response form can be made available in alternative forms on request, including large print and languages other than English.</li> <li>information about the consultation is sent directly to addresses within the primary consultation zone.</li> <li>identified representatives of community groups will be contacted directly with details about the consultation.</li> </ul>	8.1	<b>Yes.</b> <p>The contact telephone number and email address were clearly stated on published consultation material, including the Brochure and Response form. Copies of those documents are provided in <b>Annex J</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>).</p> <p>The Brochure and Response form, copies of which are provided in <b>Annex J</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>), included prompts to call the stated helpline if help was needed in accessing the consultation material, and the Applicant had taken steps to prepare for any requests for different languages and formats. No such requests were received.</p> <p>As described in <b>Section 4.5</b> of this Report, the Applicant arranged for the delivery of the Consultation Brochure and Response form to each address within an inner consultation zone, with a postcard delivered to each address within an outer consultation zone. Copies of the brochure and postcard are included in <b>Annex J</b> of the Consultation Report Annexes</p>			

**Table 4-9: SoCC compliance table**

Commitment within the SoCC	Paragraph reference	Accordance with commitment																		
<p>We have sought to ensure that venues are accessible and can be reached by public as well as private transport. For anyone with specific additional requirements in relation to consultation events, please email:</p> <p><a href="mailto:A46CoventryJcns@nationalhighways.co.uk">A46CoventryJcns@nationalhighways.co.uk</a> or call 0300 123 5000.</p>		<p>(TR010066/APP/5.2. A map of the consultation zone is shown in Figure 4-2 of this Report.</p> <p>As described in <b>Section 4.5.9</b>, the Applicant sent an email to a database of organisations, including local businesses and community groups, notifying them that the consultation had begun and providing instructions on how to access further information.</p> <p>All event venues used for the consultation had been assessed in advance to establish their accessibility and suitability. These venues, as is described in <b>Section 4.2</b>, were shared with local authorities as part of the draft SoCC consultation process, so that their suitability for public consultation could be further tested.</p> <p>The pop-up events, held in accessible outdoor locations, offered further opportunities for the public to engage face-to-face with representatives of the Scheme.</p> <p>The venues and dates of all consultation events are set out below:</p> <table> <tr> <th>Event type</th><th>Date</th><th>Location</th></tr> <tr> <td>Public consultation event</td><td>Saturday 4 November 2023</td><td>Wyken Community Centre, Ennerdale Lane, Coventry, CV2 5PY</td></tr> <tr> <td>Online webinar</td><td>Tuesday 7 November 2023</td><td>Online via Microsoft Teams</td></tr> <tr> <td>Pop-up event</td><td>Thursday 9 November 2023</td><td>Broadgate, Coventry City Centre (National Highways engagement van)</td></tr> <tr> <td>Pop-up event</td><td>Thursday 16 November 2023</td><td>Tesco (Walsgrave Superstore), Clifford Bridge Road, Coventry, CV2 2TS</td></tr> <tr> <td>Public consultation event</td><td>Friday 17 November 2023</td><td>Warwickshire Shopping Park Community Centre, 1c</td></tr> </table>	Event type	Date	Location	Public consultation event	Saturday 4 November 2023	Wyken Community Centre, Ennerdale Lane, Coventry, CV2 5PY	Online webinar	Tuesday 7 November 2023	Online via Microsoft Teams	Pop-up event	Thursday 9 November 2023	Broadgate, Coventry City Centre (National Highways engagement van)	Pop-up event	Thursday 16 November 2023	Tesco (Walsgrave Superstore), Clifford Bridge Road, Coventry, CV2 2TS	Public consultation event	Friday 17 November 2023	Warwickshire Shopping Park Community Centre, 1c
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### Table 4-9: SoCC compliance table

Commitment within the SoCC	Paragraph reference	Accordance with commitment				
				Kynner Way, Binley, Coventry, CV3 2SB		
		Pop-up event	Saturday 25 November 2023	Coombe Country Park visitor centre, Brinklow Road, Coventry CV3 2AB		
		Public consultation event	Thursday 30 November 2023	Brinklow Community Hall, 43 Broad Street, Brinklow, Rugby, CV23 0LS		
The consultation documents will also be available to view free of charge for the duration of the consultation at the locations set out in Section 11 of this document.	8.1	<b>Yes.</b> The consultation documents were available to view free of charge throughout the consultation period at the following deposit locations (also listed in <b>Table 4-2</b> ), which are the same as those listed in Section 11 of the SoCC: <ul style="list-style-type: none"><li>Caludon Castle School and Community Library, Axholme Road, Wyken, Coventry, CV2 5BD</li><li>Coventry Council House, Earl Street, Coventry, CV1 5RR</li><li>Rugby Borough Council, Town Hall, Evreux Way, Rugby, CV21 2RR</li><li>Warwickshire County Council, Shire Hall, Warwick, CV34 4RL</li><li>Willenhall Library, Hagard Community Space, Remembrance Road, Coventry, CV3 3DG</li><li>Wolston Library and Information Centre, Warwick Road, Wolston, Coventry, CV8 3GX</li></ul>				
Statutory notices to publicise the proposed DCO application and the SoCC will be issued in the following newspapers: <ul style="list-style-type: none"><li>Section 47 notice – twice in local circulating newspapers:<ul style="list-style-type: none"><li>Coventry Observer</li><li>Rugby Observer</li></ul></li><li>Section 48 notice – once in The Times and London Gazette and twice in local circulating newspapers:<ul style="list-style-type: none"><li>Coventry Observer</li><li>Rugby Observer</li></ul></li></ul>	8.1	<b>Yes.</b> The Applicant published notices containing information about the consultation in the following publications at the stated dates, which are also listed in Table 4-3 and Table 4-10 of this Report. These included the Coventry Observer and the Rugby Observer, with both the section 47 and section 48 notice being issued twice each in those publications. Section 47 notice <table><tr><th>Date published</th><th>Relevant publication</th></tr></table>			Date published	Relevant publication
Date published	Relevant publication					

**Table 4-9: SoCC compliance table**

Commitment within the SoCC	Paragraph reference	Accordance with commitment		
		19 October 2023	London Gazette	
		20 October 2023	Coventry Observer	
		20 October 2023	Rugby Observer	
		20 October 2023	The Times	
		27 October 2023	Coventry Observer	
		27 October 2023	Rugby Observer	
		Section 48 notice		
		Publication	Date of first publication	Date of second publication
		National newspapers		
		The Times	19 October 2023	N/A
		The London Gazette	19 October 2023	N/A
		Local newspapers		
		Coventry Observer	20 October 2023	27 October 2023
		Rugby Observer	20 October 2023	27 October 2023
We will issue press releases at the launch and prior to the consultation closing with details of how the community and road users can get involved.	8.1	<b>No.</b> Only one press release was issued by the Applicant, on 18 October 2023. A copy is provided in <b>Annex J</b> of the Consultation Report Annexes ( <b>TR010066/APP/5.2</b> ). It was issued to local and national publications, which led, among other articles, to coverage on the national news website of the BBC. This article was published on 6 December 2023 and included a reminder that the consultation period was drawing to a close.		
The public consultation will be advertised using social media channels, including X (formerly known as Twitter) (@HighwaysWMIDS) and Facebook (https://www.facebook.com/HighwaysWMids).	8.1	<b>Yes.</b> As stated in Section 4.5.11, the Applicant made use of its Facebook and X platforms to advertise the public consultation.		
Information posters with details about the consultation will be displayed at public locations.	8.1	<b>Yes.</b> An example copy of the poster that was displayed in public locations during the consultation period is provided in <b>Annex J</b> of the Consultation Report Annexes ( <b>TR010066/APP/5.2</b> ).		

**Table 4-9: SoCC compliance table**

Commitment within the SoCC	Paragraph reference	Accordance with commitment																
		<p>The locations of venues where copies of the poster were placed are listed below:</p> <table><tr><th>Locations of posters</th></tr><tr><td>St Bartholomew's Church St.</td></tr><tr><td>The Coombe Social Club</td></tr><tr><td>Binley Post Office</td></tr><tr><td>Tesco Superstore</td></tr><tr><td>Wyken Community Centre</td></tr><tr><td>Clifford Bridge Primary School</td></tr><tr><td>Caludon Castle Sports Centre</td></tr><tr><td>Caludon Library</td></tr><tr><td>Coombe Abbey Park</td></tr><tr><td>Asda Coventry Superstore</td></tr><tr><td>Coventry Council House</td></tr><tr><td>Wolston Library and Information Centre</td></tr><tr><td>Rugby Borough Council Town Hall</td></tr><tr><td>Warwickshire County Council</td></tr><tr><td>Willenhall Library</td></tr></table>	Locations of posters	St Bartholomew's Church St.	The Coombe Social Club	Binley Post Office	Tesco Superstore	Wyken Community Centre	Clifford Bridge Primary School	Caludon Castle Sports Centre	Caludon Library	Coombe Abbey Park	Asda Coventry Superstore	Coventry Council House	Wolston Library and Information Centre	Rugby Borough Council Town Hall	Warwickshire County Council	Willenhall Library
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Coventry Council House																		
Wolston Library and Information Centre																		
Rugby Borough Council Town Hall																		
Warwickshire County Council																		
Willenhall Library																		
Any activity that cannot be undertaken due to circumstances beyond our control (such as severe weather conditions) will, where possible, be substituted with similar activities. We will take reasonable steps to notify the public of these changes through promotion via social media and website updates, issuing a press release to local media, and other measures.	8.2	<p><b>Yes.</b></p> <p>It was not necessary to cancel or rearrange any of the activities described in the SoCC or on the Scheme website.</p>																
A consultation response form has been produced to help you provide comments on the scheme design. Responses can be submitted using one of the following methods during the consultation period:	9.1	<p><b>Yes.</b></p> <p>Each of the response channels described in Section 9.1 of the SoCC remained available throughout the consultation period.</p>																
<ul style="list-style-type: none"><li>• completing the online response form available via the scheme webpage at the following address: <a href="https://nationalhighways.co.uk/A46Coventry">https://nationalhighways.co.uk/A46Coventry</a>.</li><li>• attending a consultation event where you can meet the project team and complete a paper response form.</li></ul>																		

[illegible]



**Table 4-9: SoCC compliance table**

Commitment within the SoCC	Paragraph reference	Accordance with commitment		
		Public consultation event	Saturday 4 November 2023	Wyken Community Centre, Ennerdale Lane, Coventry, CV2 5PY
		Pop-up event	Thursday 9 November 2023	Broadgate, Coventry City Centre (National Highways engagement van)
		Pop-up event	Thursday 16 November 2023	Tesco (Walsgrave Superstore), Clifford Bridge Road, Coventry, CV2 2TS
		Public consultation event	Friday 17 November 2023	Warwickshire Shopping Park Community Centre, 1c Kynner Way, Binley, Coventry, CV3 2SB
		Pop-up event	Saturday 25 November 2023	Coombe Country Park visitor centre, Brinklow Road, Coventry CV3 2AB
		Public consultation event	Thursday 30 November 2023	Brinklow Community Hall, 43 Broad Street, Brinklow, Rugby, CV23 0LS
Other consultation documents can also be supplied, but there will be a charge of up to £500 to cover the cost of printing and postage.	10.2	<b>Yes.</b> The Applicant took steps to prepare for requests for the delivery of other consultation documents, but no such requests were made.		
We plan to make printed copies of consultation materials available for inspection in public places, such as libraries. These places are known as 'deposit locations' and the addresses and opening times of ours, which are correct at the time of the publication of this document, are provided in the table below.	11.1	<b>Yes.</b> Printed copies of the consultation materials were available to view free of charge at the following deposit locations (also listed in <b>Table 4-2</b> ), which are the same as those listed in Section 11 of the SoCC:		

**Table 4-9: SoCC compliance table**

Commitment within the SoCC			Paragraph reference	Accordance with commitment		
Deposit Location	Opening times			Dates available	Location	Opening hours
Caludon Castle School and Community Library, Axholme Road, Wyken, Coventry, CV2 5BD	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	2pm – 6pm 2pm – 6pm Closed 2pm – 6pm 2pm – 6pm 2pm – 6pm 10am – 4pm Closed		25 October to 6 December 2023	Caludon Castle School and Community Library, Axholme Road, Wyken, Coventry, CV2 5BD	Monday, Tuesday, Thursday, and Friday: 2pm – 6pm Wednesday and Sunday: closed Saturday: 10am – 4pm
Coventry Council House, Earl Street, Coventry, CV1 5RR	Monday to Friday Saturday Sunday	9am – 5pm Closed Closed		25 October to 6 December 2023	Coventry Council House, Earl Street, Coventry, CV1 5RR	Monday to Friday: 9am – 5pm, Saturday and Sunday: closed
Rugby Borough Council, Town Hall, Evreux Way, Rugby, CV21 2RR	Monday to Friday Saturday Sunday	9am – 5pm Closed Closed		25 October to 6 December 2023	Rugby Borough Council, Town Hall, Evreux Way, Rugby, CV21 2RR	Monday to Friday: 9am – 5pm, Saturday and Sunday: closed
Warwickshire County Council, Shire Hall, Warwick, CV34 4RL	Monday to Friday Saturday Sunday	8am – 6.30pm 9am – 1pm Closed		25 October to 6 December 2023	Warwickshire County Council, Shire Hall, Warwick, CV34 4RL	Monday to Friday: 8am – 6.30pm, Saturday: 9am – 1pm, Sunday: closed
Willenhall Library, Hagard Community Space, Remembrance Road, Coventry, CV3 3DG	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	10am – 7pm 10am – 7pm Closed 10am – 7pm 10am – 7pm 10am – 7pm 9am – 4pm Closed		25 October to 6 December 2023	Willenhall Library, Hagard Community Space, Remembrance Road, Coventry, CV3 3DG	Monday, Tuesday, Thursday, and Friday: 10am – 7pm Wednesday and Sunday: closed Saturday: 9am – 4pm
Wolston Library and Information Centre, Warwick Road, Wolston, Coventry, CV8 3GX	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	2.30pm to 5pm 2.30pm to 5pm 2.30pm to 5pm 2.30pm to 5pm 10.30am to 1pm 10.30am to 1pm 10.30am to 1pm		25 October to 6 December 2023	Wolston Library and Information Centre, Warwick Road, Wolston, Coventry, CV8 3GX	Monday, Tuesday, Wednesday: 2.30pm to 5pm Thursday, Friday, and Saturday: 10.30am to 1pm Sunday: closed

**Table 4-9: SoCC compliance table**

Commitment within the SoCC			Paragraph reference	Accordance with commitment																					
		Closed																							
The following documents will be made available for inspection at the deposit locations: <ul style="list-style-type: none"><li>Public consultation brochure and response form</li><li>Mapbook containing General Arrangements, Plan and Profile drawings and Land Use drawings of the scheme</li><li>Preliminary Environmental Information Report and Non-Technical Summary</li><li>Section 48 Notice</li><li>Statement of Community Consultation (this document)</li><li>Development Consent Order leaflet</li></ul>			11.2	<p><b>Yes.</b></p> <p>All of the documents listed in 11.2 of the SoCC were made available at each of the deposit locations listed in Table 4-2 of this Report and set out again below:</p> <table><tr><th>Dates available</th><th>Location</th><th>Opening hours</th></tr><tr><td>25 October to 6 December 2023</td><td>Caludon Castle School and Community Library, Axholme Road, Wyken, Coventry, CV2 5BD</td><td>Monday, Tuesday, Thursday, and Friday: 2pm – 6pm Wednesday and Sunday: closed Saturday: 10am – 4pm</td></tr><tr><td>25 October to 6 December 2023</td><td>Coventry Council House, Earl Street, Coventry, CV1 5RR</td><td>Monday to Friday: 9am – 5pm, Saturday and Sunday: closed</td></tr><tr><td>25 October to 6 December 2023</td><td>Rugby Borough Council, Town Hall, Evreux Way, Rugby, CV21 2RR</td><td>Monday to Friday: 9am – 5pm, Saturday and Sunday: closed</td></tr><tr><td>25 October to 6 December 2023</td><td>Warwickshire County Council, Shire Hall, Warwick, CV34 4RL</td><td>Monday to Friday: 8am – 6.30pm, Saturday: 9am – 1pm, Sunday: closed</td></tr><tr><td>25 October to 6 December 2023</td><td>Willenhall Library, Hagard Community Space, Remembrance Road, Coventry, CV3 3DG</td><td>Monday, Tuesday, Thursday, and Friday: 10am – 7pm Wednesday and Sunday: closed Saturday: 9am – 4pm</td></tr><tr><td>25 October to 6 December 2023</td><td>Wolston Library and Information Centre, Warwick Road, Wolston, Coventry, CV8 3GX</td><td>Monday, Tuesday, Wednesday: 2.30pm to 5pm Thursday, Friday, and Saturday: 10.30am to 1pm Sunday: closed</td></tr></table>	Dates available	Location	Opening hours	25 October to 6 December 2023	Caludon Castle School and Community Library, Axholme Road, Wyken, Coventry, CV2 5BD	Monday, Tuesday, Thursday, and Friday: 2pm – 6pm Wednesday and Sunday: closed Saturday: 10am – 4pm	25 October to 6 December 2023	Coventry Council House, Earl Street, Coventry, CV1 5RR	Monday to Friday: 9am – 5pm, Saturday and Sunday: closed	25 October to 6 December 2023	Rugby Borough Council, Town Hall, Evreux Way, Rugby, CV21 2RR	Monday to Friday: 9am – 5pm, Saturday and Sunday: closed	25 October to 6 December 2023	Warwickshire County Council, Shire Hall, Warwick, CV34 4RL	Monday to Friday: 8am – 6.30pm, Saturday: 9am – 1pm, Sunday: closed	25 October to 6 December 2023	Willenhall Library, Hagard Community Space, Remembrance Road, Coventry, CV3 3DG	Monday, Tuesday, Thursday, and Friday: 10am – 7pm Wednesday and Sunday: closed Saturday: 9am – 4pm	25 October to 6 December 2023	Wolston Library and Information Centre, Warwick Road, Wolston, Coventry, CV8 3GX	Monday, Tuesday, Wednesday: 2.30pm to 5pm Thursday, Friday, and Saturday: 10.30am to 1pm Sunday: closed
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**Table 4-9: SoCC compliance table**

Commitment within the SoCC	Paragraph reference	Accordance with commitment																																	
All of the consultation materials available at deposit locations will also be accessible throughout the consultation period on the scheme webpage.	11.3	<p><b>Yes.</b></p> <p><b>Section 4.5.8</b> lists all of the materials that were available on the Scheme webpage throughout the consultation period. These include all of the materials that were available for inspection at the deposit locations, as listed in 11.3 of the SoCC.</p>																																	
<p>We will hold a series of Public Consultation Events at the venues set out in the table below. At each event it will be possible to speak with members of the project team, inspect consultation materials, and learn more about our proposals.</p> <p>Any changes to the consultation events will be communicated on the scheme webpage.</p> <table border="1"> <thead> <tr> <th>Location</th><th>Date</th><th>Time</th></tr> </thead> <tbody> <tr> <td>Wyken Community Centre, Ennerdale Lane, Coventry, CV2 5PY</td><td>Saturday 4 November 2023</td><td>10am to 2pm</td></tr> <tr> <td>Warwickshire Shopping Park Community Centre, 1c Kynner Way, Binley, Coventry, CV3 2SB</td><td>Friday 17 November 2023</td><td>2pm to 8pm</td></tr> <tr> <td>Brinklow Community Hall, 43 Broad St, Brinklow, Rugby CV23 0LS</td><td>Thursday 30 November 2023</td><td>2pm to 8pm</td></tr> </tbody> </table>	Location	Date	Time	Wyken Community Centre, Ennerdale Lane, Coventry, CV2 5PY	Saturday 4 November 2023	10am to 2pm	Warwickshire Shopping Park Community Centre, 1c Kynner Way, Binley, Coventry, CV3 2SB	Friday 17 November 2023	2pm to 8pm	Brinklow Community Hall, 43 Broad St, Brinklow, Rugby CV23 0LS	Thursday 30 November 2023	2pm to 8pm	12.1-12.3	<p><b>Yes.</b></p> <p><b>Table 4-6</b> of this Report lists all of the events held in the local community in support of the consultation. These included the three Public Consultation Events listed in 12.1-12.3 of the SoCC, all of which took place at the advertised dates and times.</p> <p>Details of all consultation events, including the online webinar, are set out below:</p> <table border="1"> <thead> <tr> <th>Event type</th><th>Date</th><th>Location</th></tr> </thead> <tbody> <tr> <td>Public consultation event</td><td>Saturday 4 November 2023</td><td>Wyken Community Centre, Ennerdale Lane, Coventry, CV2 5PY</td></tr> <tr> <td>Online webinar</td><td>Tuesday 7 November 2023</td><td>Online via Microsoft Teams</td></tr> <tr> <td>Pop-up event</td><td>Thursday 9 November 2023</td><td>Broadgate, Coventry City Centre (National Highways engagement van)</td></tr> <tr> <td>Pop-up event</td><td>Thursday 16 November 2023</td><td>Tesco (Walsgrave Superstore), Clifford Bridge Road, Coventry, CV2 2TS</td></tr> <tr> <td>Public consultation event</td><td>Friday 17 November 2023</td><td>Warwickshire Shopping Park Community Centre, 1c Kynner Way, Binley, Coventry, CV3 2SB</td></tr> <tr> <td>Pop-up event</td><td>Saturday 25 November 2023</td><td>Coombe Country Park visitor centre,</td></tr> </tbody> </table>	Event type	Date	Location	Public consultation event	Saturday 4 November 2023	Wyken Community Centre, Ennerdale Lane, Coventry, CV2 5PY	Online webinar	Tuesday 7 November 2023	Online via Microsoft Teams	Pop-up event	Thursday 9 November 2023	Broadgate, Coventry City Centre (National Highways engagement van)	Pop-up event	Thursday 16 November 2023	Tesco (Walsgrave Superstore), Clifford Bridge Road, Coventry, CV2 2TS	Public consultation event	Friday 17 November 2023	Warwickshire Shopping Park Community Centre, 1c Kynner Way, Binley, Coventry, CV3 2SB	Pop-up event	Saturday 25 November 2023	Coombe Country Park visitor centre,
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				Brinklow Road, Coventry CV3 2AB																					
		Public consultation event	Thursday 30 November 2023	Brinklow Community Hall, 43 Broad Street, Brinklow, Rugby, CV23 0LS																					
'In addition to these events, we are also planning to hold additional 'pop up' events. The dates and times of these events will be published on the scheme webpage.	12.3	<p><b>Yes.</b></p> <p>Details of all consultation events, including the three 'pop up' events organised by the Applicant, are set out below:</p> <table><tr><th>Event type</th><th>Date</th><th>Location</th></tr><tr><td>Public consultation event</td><td>Saturday 4 November 2023</td><td>Wyken Community Centre, Ennerdale Lane, Coventry, CV2 5PY</td></tr><tr><td>Online webinar</td><td>Tuesday 7 November 2023</td><td>Online via Microsoft Teams</td></tr><tr><td>Pop-up event</td><td>Thursday 9 November 2023</td><td>Broadgate, Coventry City Centre (National Highways engagement van)</td></tr><tr><td>Pop-up event</td><td>Thursday 16 November 2023</td><td>Tesco (Walsgrave Superstore), Clifford Bridge Road, Coventry, CV2 2TS</td></tr><tr><td>Public consultation event</td><td>Friday 17 November 2023</td><td>Warwickshire Shopping Park Community Centre, 1c Kynner Way, Binley, Coventry, CV3 2SB</td></tr><tr><td>Pop-up event</td><td>Saturday 25 November 2023</td><td>Coombe Country Park visitor centre, Brinklow</td></tr></table>			Event type	Date	Location	Public consultation event	Saturday 4 November 2023	Wyken Community Centre, Ennerdale Lane, Coventry, CV2 5PY	Online webinar	Tuesday 7 November 2023	Online via Microsoft Teams	Pop-up event	Thursday 9 November 2023	Broadgate, Coventry City Centre (National Highways engagement van)	Pop-up event	Thursday 16 November 2023	Tesco (Walsgrave Superstore), Clifford Bridge Road, Coventry, CV2 2TS	Public consultation event	Friday 17 November 2023	Warwickshire Shopping Park Community Centre, 1c Kynner Way, Binley, Coventry, CV3 2SB	Pop-up event	Saturday 25 November 2023	Coombe Country Park visitor centre, Brinklow
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**Table 4-9: SoCC compliance table**

Commitment within the SoCC	Paragraph reference	Accordance with commitment		
				Road, Coventry CV3 2AB
		Public consultation event	Thursday 30 November 2023	Brinklow Community Hall, 43 Broad Street, Brinklow, Rugby, CV23 0LS
<p>We'll record and carefully consider all responses received during the consultation, and these will be taken into account in finalising our DCO application before we submit it to the Planning Inspectorate.</p> <p>We'll summarise our findings in the Consultation Report which forms part of our DCO application.</p>	13.1-13.2	<p><b>Yes.</b></p> <p><b>Chapter 5</b> of this Report and <b>Annex M</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>) set out the range of issues raised by consultees and the Applicant's responses to each.</p>		
If we consider that further information is required after this consultation, we may undertake further engagement with stakeholders to address specific matters.	13.3	<p><b>Yes.</b></p> <p>Engagement with stakeholders has continued in the period after the statutory consultation, as is described in Chapter 3 of this Report.</p>		
<p>For more information visit our scheme webpage where you can also sign up for email alerts whenever the webpage is updated. If you have any queries about this scheme, please contact the project team directly by calling 0300 123 5000 or emailing <a href="mailto:A46CoventryJcns@nationalhighways.co.uk">A46CoventryJcns@nationalhighways.co.uk</a>.</p>	13.4	<p><b>Yes.</b></p> <p>As described in <b>Section 4.9</b>, the Applicant produced an interim consultation summary report and published this on the Scheme webpage in May 2024.</p>		

## 4.6. Section 48 notification (Newspaper Notices)

- 4.6.1. Section 48 of the 2008 Act requires the Applicant to publicise the proposed application in the prescribed manner, in national and local newspapers as set out in Regulation 4 of the APFP Regulations.
- 4.6.2. The names of the newspapers used to publicise the proposed application are set out in Table 4-10 below.

**Table 4-10: Details of section 48 notice publication**

Publication	Date of first publication	Date of second publication
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National newspapers		
The Times	19 October 2023	N/A
The London Gazette	19 October 2023	N/A
Local newspapers		
Coventry Observer	20 October 2023	27 October 2023
Rugby Observer	20 October 2023	27 October 2023

4.6.3. Copies of the newspaper notices as set out in Table 4-10 are provided in **Annex F** of the Consultation Report Annexes (TR010066/APP/5.2).

## 4.7. Supplementary consultation

4.7.1. Following the statutory consultation, the Applicant carried out a supplementary consultation, as a result of 19 changes to the Scheme resulting in minor amendments to the Order Limits. This supplementary consultation was targeted in nature and was held to seek the views of persons with an interest in land affected by the revisions to the Scheme which included some minor changes to the Order Limits. The Applicant also informed the three local authorities about the supplementary consultation.

4.7.2. The proposed changes to the Scheme are described in Table 4-11 below and replicates the information that was sent out at the time of the consultation.

Table 4-11: Supplementary consultation proposed changes		
Change number (as shown on plans)	Change to Scheme design	Description
1	Clifford Bridge Road roundabout additional working area	At the Clifford Bridge Road roundabout, we're proposing to extend the Order Limits to provide further working space to build the proposed pedestrian crossing as part of the Scheme. This would involve work to install traffic detection loops on the carriageway and extending pedestrian guard rails around the south-east corner of the roundabout.
2	Additional pedestrian crossing	Proposed signalised pedestrian crossing at Clifford Bridge Road.
3	Removal of haul road	The haul road using part of the access to Hungerley Hall Farm and around the buildings has been removed as the construction methodology has been changed with access proposed off the B4082.

**Table 4-11: Supplementary consultation proposed changes**

Change number (as shown on plans)	Change to Scheme design	Description
4	Detention basin orientation	The detention basin has had a change in orientation due to utility constraints. Due to this, additional land is required.
5	Landscaping	Additional vegetation planting and landscaping to Hungerley Hall Farm near the detention basin and B4082.
6	Hungerley Hall Farm buildings	The listed farm buildings have been included into the order limits to allow for monitoring during construction and for any potential mitigation requirements.
7	Re-aligned access road at Hungerley Hall farm	Following feedback from the landowner we've realigned the access road at Hungerley Hall farm to bring it closer to the existing buildings and reduce the distance travelled to/from the accommodation overbridge and farmland east of the A46.  The revised access road would result in farm vehicles travelling on the new B4082 for approximately 50m to access the accommodation overbridge via a staggered junction.
8	Drainage pond enlarged	The drainage pond between the B4082 and A46 has been enlarged to take the drainage from the A46 which results in a decrease in the land use north of the junction, and reduces the size of the water quality treatment swale north of the junction
9	Drainage ditch	A drainage ditch has been developed with landscaping along the B4082 embankment which includes an extension to the land at the local watercourse for drainage discharge.
10	Drainage connection into watercourse	Additional area for provided proposed drainage connection into local watercourse.
11	Fenceline to Coombe Pool	Additional area required to accommodate works needed to specific trees in relation to the repairs/replacement of the existing boundary fence to Coombe Abbey Park
12	Badger crossing	Proposed badger crossing under A46.
13	Landscaping	East of the A46 the landscaping design has been developed and widened slightly.
14	Drainage pond changes	Removal of maintenance access to the northern drainage pond. Change in size, position and use of drainage pond for water quality treatment and size reduction as A46 drainage taken by the pond between the A46 and B408.
15	Construction space at new Walsgrave Junction	To allow more space for construction activities a temporary possession area has been included to the east of the eastern roundabout as part of the development of the landscaping design.
16	Introduction of a swale, which is similar in appearance to a ditch but shallower and wider to treat surface water near	At statutory consultation, we had proposed three drainage features known as attenuation ponds to contain surface run off before discharging to the River Sowe. Further design development has determined that the ponds can be consolidated into one large pond (south of the proposed new

**Table 4-11: Supplementary consultation proposed changes**

Change number (as shown on plans)	Change to Scheme design	Description
	the proposed new Walsgrave junction roundabouts	<p>roundabout), thus the pond to the north is not required for attenuation purposes.</p> <p>Water quality assessments have determined that the existing drainage network to the north of the Scheme requires additional water quality treatment to meet the Applicant's standards for discharging Drainage water.</p> <p>We've introduced a swale, instead of the pond, which would allow surface water, off the road, to be treated to improve the quality before entering the local watercourse.</p> <p>The pond on Sheet 1 will remain in the design but will be used for a different purpose.</p>
17	Introduction of a second construction compound	<p>As set out during statutory consultation and following further development of the construction methodology, we have proposed a second construction compound area within the Order Limits. This compound would be used to provide welfare facilities, including a canteen, toilet, and drying room, ensuring workers have necessary amenities during construction. Located on the northwest side of the A46, the compound will cover approximately 110 by 50 meters.</p> <p>Access would be from the A46 northbound carriageway via the existing layby. The compound would operate during normal working hours and during any necessary carriageway closures. Security will be maintained with a 2.1-meter high mesh fence, with potential noise and visual screening, and perimeter lighting for safety.</p> <p>The site would include designated areas for parking, material storage, and areas to laydown and assemble the new bridge.</p>
18	Fenceline north of new Walsgrave Junction	The Order Limits of the Scheme have been reduced to the Applicant's existing fence line.
19	Fenceline environmental mitigation	To allow repairs and replacement of the existing fence to Coombe Abbey Park access will be needed to the area with works to specific trees close to the fence. Area adjusted to reflect the Coombe Abbey Park Boundary fence.

4.7.3. The Applicant carried out the supplementary consultation between 23 August and 20 September 2024, allowing a total of 29 days to respond. Any responses could be submitted by emailing [A46CoventryJcns@nationalhighways.co.uk](mailto:A46CoventryJcns@nationalhighways.co.uk) or writing to Freepost A46 WALSGRAVE SCHEME.

- 4.7.4. Section 42(1)(d) consultees were notified by post on 22 August 2024. The notification included a covering letter, a set of Supplementary Consultation Design Drawings, Supplementary Consultation Land Use Plans, a Key Plan relating to both the Supplementary Consultation Design Drawings and the Supplementary Land Plans, and a Schedule of Proposed Changes (which described the changes shown in Table 4-11). These materials are provided in **Annex K** of the Consultation Report Annexes (**TR010066/APP/5.2**).

## 4.8. Targeted statutory consultation

- 4.8.1. The Applicant identified new Section 42(1)(d) consultees under Sections 44 of the Planning Act 2008 through a change in the methodology used to identify consultees compared to the method previously used at statutory consultation.
- 4.8.2. The Applicant carried out a targeted statutory consultation to seek their views on the Scheme. The consultation took place at the same time as the supplementary consultation between 23 August and 20 September 2024, allowing a total of 29 days to respond. Any responses could be submitted by emailing [A46CoventryJcns@nationalhighways.co.uk](mailto:A46CoventryJcns@nationalhighways.co.uk) or by returning a Response form to Freepost A46 WALSGRAVE SCHEME.
- 4.8.3. The Applicant notified these newly identified Section 42(1)(d) consultees by post on 22 August 2024 of the targeted statutory consultation. The notification included a cover letter, Consultation Brochure and Response form. The letter also explained that the Applicant was also proposing minor changes to the Scheme and enclosed a Schedule of Proposed Changes, Supplementary Consultation Design Drawings and Supplementary Consultation Land Use Plans. These materials are provided in **Annex L (TR010066/APP/5.2)** of this Report. The consultees were also provided with a freepost envelope to return their feedback.
- 4.8.4. Two notification packs were undeliverable and returned to the Applicant. Both packs were addressed to two individuals at the same postal address. The Applicant sent out a further notification pack, including the same enclosures as set out above but it was addressed for the Owner/Occupier. The consultation dates were set as 14 October to 12 November 2024.
- 4.8.5. The updated number of persons with an interest in land, under each category of Section 44 of the 2008 Act, following the updated methodology described above are set out in Table 4-12 below.

**Table 4-12: Updated numbers of Section 42(1)(d) consultees under each category of Section 44**

Category 1 & 2	149
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Category 3	920
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## 4.9. Post-consultation engagement

- 4.9.1. On 14 May 2024 the Applicant published on the Scheme website a Public Consultation Summary report. It contained information on the contents of the consultation and the engagement activities that had been delivered. It also summarised some of the key themes raised in responses to the consultation and explained that the Applicant was in the process of considering each point.
- 4.9.2. The purpose of the interim report was to provide an update to consultees and stakeholders in the period before the submission of an application for development consent in which comprehensive information on the consultation and its outcomes would be contained.
- 4.9.3. All consultees who provided a valid email address when responding to the consultation, as well as other stakeholders for the Scheme, were sent an email containing a link to the summary report at the time that it was published.
- 4.9.4. Engagement with stakeholder organisations and groups has continued in the post-consultation period. A summary of this engagement is provided in Chapter 3 of this Report.

## 5. Response to consultation

### 5.1. Introduction

- 5.1.1. This chapter sets out the high-level analysis of responses received to the statutory consultation. It also sets out how the Applicant had regard to the responses received in developing the Scheme, in accordance with section 49 of the 2008 Act.
- 5.1.2. As part of the statutory consultation a Response form was enclosed with the Consultation Brochure and was available to complete online at the Applicant's Scheme webpage. The Response form was used to seek views from section 42, section 47 and section 48 consultees on the Scheme. Further information on the statutory consultation can be found in Chapter 4 of this Report.

### 5.2. Analysis of Responses – statutory consultation

- 5.2.1. In total, the Applicant received 229 responses to the statutory consultation. These included responses from local authorities, affected landowners, businesses and local communities. Of the responses received, 92 (40%) were via printed paper forms, 82 (36%) were via online response forms and 55 (24%) were via email responses.
- 5.2.2. The high-level themes arising from the statutory consultation were:
- Existing conditions
  - Design
  - Construction
  - Environment
  - Traffic
  - Walkers, cyclists and horse riders
  - Operation
- 5.2.3. Further details on how the Applicant had regard to the responses received is provided in **Annex M** of the Consultation Report Annexes (**TR010066/APP/5.2**).
- 5.2.4. The Response form included closed questions, which sought respondents' level of agreement about different elements of the Project, and open questions to provide qualitative responses to allow respondents to expand and provide reasons for their answers. There were also questions about the respondent, how they had heard about the consultation, how they use the A46, and about the consultation.



- 5.2.5. Once all responses to the consultation had been received and collated, the Applicant carried out a process of analysing each one in order to understand the specific issues it contained. A series of 'codes' were devised and applied to these issues, with a typical code representing the overarching theme of the comment – for example, the design of the Scheme or the existing conditions of the A46 – as well as a more specific sub-theme and finally the positive, negative or neutral sentiment of the comment. This coding process enabled the representation to be assigned to the appropriate technical specialist who was best placed to respond to the comments raised. It should be noted that the individual responses contained within **Annex M** of the Consultation Report Annexes (**TR010066/APP/5.2**) have not been summarised and have been responded to on an individual basis.

### 5.3. Responses to Closed Questions – statutory consultation

- 5.3.1. The Response form included 16 closed questions in total. Of these, seven questions aimed to gather consultees' opinions on key features of the Scheme design, the approach to environmental assessments, the reported traffic benefits and the impacts of construction.
- 5.3.2. Four questions sought information on how consultees use and travel on the A46. Two questions were about how respondents heard about the consultation and whether they received a section 42 notification letter. Two questions asked the age and whether the respondent has a disability.
- 5.3.3. One question asked about the consultation process for the Scheme, including the materials, events and publicity.
- 5.3.4. Responses to the closed questions are provided in the next section. It should be noted that some consultees chose to respond to the statutory consultation without using the Response form therefore did not make use of the closed questions. These responses are included in the 'Not answered' figures for the following tables and sections.

### 5.4. If you are responding to the consultation having received a 'section 42' notification letter from us, please tick the box below

- 5.4.1. There were 41 (18%) respondents who ticked indicating that they had received a Section 42 notification letter. 188 (82%) respondents did not answer this question.
- 5.4.2. Table 5-1 shows these results.

**Table 5-1: If you are responding to the consultation having received a 'section 42' notification letter from us, please tick the box below**

Answer choices	Total	Percentage
Ticked	41	18%
Not answered	188	82%

## 5.5. How did you hear about the consultation?

- 5.5.1. This question provided a series of tick box options asking the respondents how they heard about the consultation. Each respondent was able to choose as many of the options that were applicable.
- 5.5.2. The results of this question show that the most common methods that respondents heard about the consultation were 'receiving a consultation brochure' (60), 'social media' (42), 'a statutory notification letter' (41) and 'articles in newspapers or other media' (30). The number for other methods is shown in Table 5-2, which also shows that 61 respondents did not answer this question.

**Table 5-2: Please let us know how you heard about the consultation using as many of the options below that are applicable.**

Responses	Number
Received a postcard to your address	27
A statutory notification letter	41
A statutory notice in a local newspaper or other publication	7
Articles in newspapers or other media	30
Posters in local venues	4
Documents on display in local libraries and community venues	8
Social media	42
Scheme webpage alert	5
Received a consultation brochure to your address	60
Word of mouth	25
Not Answered	61
<b>TOTAL</b>	<b>310</b>

## 5.6. Please let us know your main reasons for using the A46

- 5.6.1. This question provided a series of tick box options asking the respondents to provide their main reasons for using the A46. Each respondent was able to choose as many options as possible that were applicable.
- 5.6.2. Feedback from this question shows that 144 (63%) respondents use the A46 for 'leisure and recreation', 116 (51%) respondents for 'long distance journeys', 64 (28%) respondents for travelling to or from work, 28 (12%) respondents

‘travelling for business’, 8 (3%) respondents for ‘school pick up/drop off’ and 54 (24%) did not answer.

5.6.3. Table 5-3 below shows these results.

Table 5-3: Please let us know your main reasons for using the A46, by selecting as many of the following options as are applicable.	
Responses	Number
Travelling to or from work	64
Travelling for business	28
Leisure / recreation	144
School pick up/drop off	8
Long distance journeys (greater than 10 miles)	116
Not answered	54
<b>TOTAL</b>	<b>414</b>

## 5.7. If you use the A46, how do you normally travel on it

5.7.1. This question provided a series of tick box options asking the respondents who use the A46 how they travel on it.

5.7.2. 169 respondents (74%) said they travel by ‘car’, 4 respondents (2%) selected ‘bus or coach’, 3 respondents (1%) selected ‘lorry or van’, 2 respondents (1%) said ‘motorcycle’ and 51 respondents (22%) did not answer this question.

5.7.3. Table 5-4 below shows these results.

Table 5-4: If you use the A46, how do you normally travel on it?		
Answer choices	Responses	Percent
Car	169	74%
Lorry or van	3	1%
Bus or coach	4	2%
Motorcycle	2	1%
Not answered	51	22%
<b>TOTAL</b>	<b>229</b>	<b>100%</b>

## 5.8. If you use the A46, how often do you travel on it?

5.8.1. This question provided four tick box options asking the respondents to select how often they travel on the A46.

5.8.2. 92 respondents (40%) answered ‘three days a week or more’, 52 respondents (23%) said ‘one to two days a week’, 23 respondents (10%) said ‘one to three days a month’, 13 respondents (6%) answered less than once a month and 49

respondents (21%) did not answer this question. Table 5-5 below shows these results.

Table 5-5: If you use the A46, how often do you travel on it?		
Answer choices	Responses	Percent
Three days a week or more	92	40%
One to two days a week	52	23%
One to three days a month	23	10%
Less than once a month	13	6%
Not answered	49	21%
<b>TOTAL</b>	<b>229</b>	<b>100%</b>

## 5.9. If you use the A46, when do you usually travel on it?

5.9.1. This question provided four tick box options asking the respondents to select which time period they usually travel on the A46.

5.9.2. 138 respondents (60%) answered 'weekday off peak (all other times)', 121 respondents (53%) selected 'weekends anytime', 63 respondents (28%) said 'weekday evening peak (5pm to 7pm)', 61 respondents (27%) said 'weekday morning peak (7am to 9am)' and 48 respondents (21%) did not answer this question.

5.9.3. These results are set out in Table 5-6 below.

Table 5-6: If you use the A46, when do you usually travel on it?	
Answer choices	Responses
Weekday morning peak (7am to 9am)	61
Weekday evening peak (5pm to 7pm)	63
Weekday off peak (all other times)	138
Weekends anytime	121
Not answered	48
<b>TOTAL</b>	<b>229</b>

## 5.10. Question 1a: To what extent do you agree that the A46 Coventry junctions (Walsgrave) scheme is needed?

5.10.1. This question provided a series of tick box options querying to what extent respondents agree or disagree with the need for the Scheme. Each respondent could only choose one option for this question.

5.10.2. 98 (43%) respondents strongly agreed that the A46 Coventry junctions (Walsgrave) scheme is needed, 53 (23%) respondents agreed, 11 (5%)

respondents strongly disagreed, 11 (5%) disagreed, 6 (3%) did not know and 50 (22%) did not answer the question.

5.10.3. Table 5-7 below provides a breakdown of the responses received.

Table 5-7: To what extent do you agree that the A46 Coventry junctions (Walsgrave) scheme is needed?		
Answer choices	Responses	Percent
Strongly agree	98	43%
Agree	53	23%
Don't know	6	3%
Disagree	11	5%
Strongly disagree	11	5%
Not Answered	50	21%
<b>TOTAL</b>	<b>229</b>	<b>100%</b>

## 5.11. Question 1c: To what extent are you satisfied or dissatisfied with the existing A46 Walsgrave junction?

5.11.1. This question provided a series of tick box options querying to what extent respondents are satisfied or dissatisfied with the existing A46 Walsgrave junction. Each respondent could only choose one option for this question.

5.11.2. 80 (35%) respondents that they were dissatisfied with the existing A46 Walsgrave junction, 40 (17%) respondents answered very dissatisfied, 33 (14%) respondents are satisfied, 15 (7%) respondents are very satisfied, 12 (5%) don't know and 49 (21%) did not answer the question.

5.11.3. Table 5-8 below provides a breakdown of the responses received.

Table 5-8: To what extent are you satisfied or dissatisfied with the existing A46 Walsgrave junction?		
Answer choices	Responses	Percent
Very satisfied	15	7%
Satisfied	33	14%
Don't know	12	5 %
Dissatisfied	80	35%
Very dissatisfied	40	17%
Not Answered	49	22%
<b>TOTAL</b>	<b>229</b>	<b>100%</b>

## 5.12. Question 1e: To what extent do you agree or disagree with the proposed route and junction arrangement for the Scheme?

- 5.12.1. This question provided a series of tick box options querying to what extent respondents agree or disagree with the proposed route and junction arrangement for the Scheme. Each respondent could only choose one option for this question.
- 5.12.2. 50 (22%) respondents strongly agreed with the proposed route and junction arrangement for the Scheme, 66 (29%) agreed, 23 (10%) disagree, 22 (10%) strongly disagree, 17 (7%) don't know and 51 (22%) did not answer this question.
- 5.12.3. Table 5-9 below provides a breakdown of the responses received.

Table 5-9: To what extent do you agree or disagree with the proposed route and junction arrangement for the Scheme?		
Answer choices	Total	Percent
Strongly agree	50	22%
Agree	66	29%
Don't know	17	7%
Disagree	23	10%
Strongly disagree	22	10%
Not Answered	51	22%
<b>TOTAL</b>	<b>229</b>	<b>100%</b>

## 5.13. Question 1g: To what extent do you agree or disagree with the proposed changes to routes for walkers, cyclists and horse riders?

- 5.13.1. This question provided a series of tick box options querying to what extent respondents agreed or disagreed with the proposed changes to routes for walkers, cyclists and horse riders. Each respondent could only choose one option for this question.
- 5.13.2. 47 (21%) agreed with the proposed changes to routes for walkers, cyclists and horse riders, 30 (13%) respondents strongly agreed, 21 (9%) respondents disagreed, 9 (4%) respondents strongly disagreed, 67 (29%) did not know and 55 (24%) did not answer this question.
- 5.13.3. Table 5-10 below provides a breakdown of the responses received.



**Table 5-10: To what extent do you agree or disagree with the proposed changes to routes for walkers, cyclists and horse riders?**

Answer choices	Total	Percent
Strongly agree	30	13%
Agree	47	21%
Don't know	67	29%
Disagree	21	9%
Strongly disagree	9	4%
Not Answered	55	24%
<b>TOTAL</b>	<b>229</b>	<b>100%</b>

#### 5.14. Question 2a: To what extent do you agree or disagree with our approach to assessing the environmental impacts of the Scheme?

- 5.14.1. This question provided a series of tick box options querying to what extent respondents agreed or disagreed with the Applicant's approach to assessing the environmental impacts of the Scheme. Each respondent could only choose one option for this question.
- 5.14.2. 34 (15%) respondents strongly agreed with the approach to assessing the environmental impacts of the Scheme, 60 (26%) agreed, 18 (8%) disagreed, 12 (5%) strongly disagreed, 50 (22%) did not know and 55 (24%) did not answer this question.
- 5.14.3. Table 5-11 below provides a breakdown of the responses received.

**Table 5-11: To what extent do you agree or disagree with our approach to assessing the environmental impacts of the Scheme?**

Answer choices	Total	Percent
Strongly agree	34	15%
Agree	60	26%
Don't know	50	22%
Disagree	18	8%
Strongly disagree	12	5%
Not Answered	55	24%
<b>TOTAL</b>	<b>229</b>	<b>100%</b>

## 5.15. Question 3a: To what extent do you support or oppose the reported traffic benefits of the Scheme?

- 5.15.1. This question provided a series of tick box options querying to what extent respondents support or oppose the reported traffic benefits of the Scheme. Each respondent could only choose one option for this question.
- 5.15.2. 60 (26%) respondents strongly agreed with the reported traffic benefits of the Scheme, 68 (30%) agreed, 12 (5%) strongly opposed, 13 (6%) opposed, 22 (10%) did not know and 54 (24%) did not answer this question.
- 5.15.3. Table 5-12 below provides a breakdown of the responses received.

Table 5-12: 'To what extent do you support or oppose the reported traffic benefits of the Scheme?'		
Answer choices	Total	Percent
Strongly agree	60	26%
Agree	68	30%
Don't know	22	10%
Oppose	13	6%
Strongly oppose	12	5%
Not Answered	54	23%
<b>TOTAL</b>	<b>229</b>	<b>100%</b>

## 5.16. Question 4a: To what extent do you agree or disagree that our proposals will minimise the impacts of construction?

- 5.16.1. This question provided a series of tick box options querying to what extent respondents support or oppose the reported traffic benefits of the Scheme. Each respondent could only choose one option for this question.
- 5.16.2. 21 (9%) respondents strongly agreed that proposals will minimise the impacts of construction, 51 (22%) respondents agreed, 17 (7%) respondents disagreed, 20 (9%) strongly disagreed, 64 (28%) did not know and 56 (24%) did not answer this question.
- 5.16.3. Table 5-13 below provides a breakdown of the responses received.

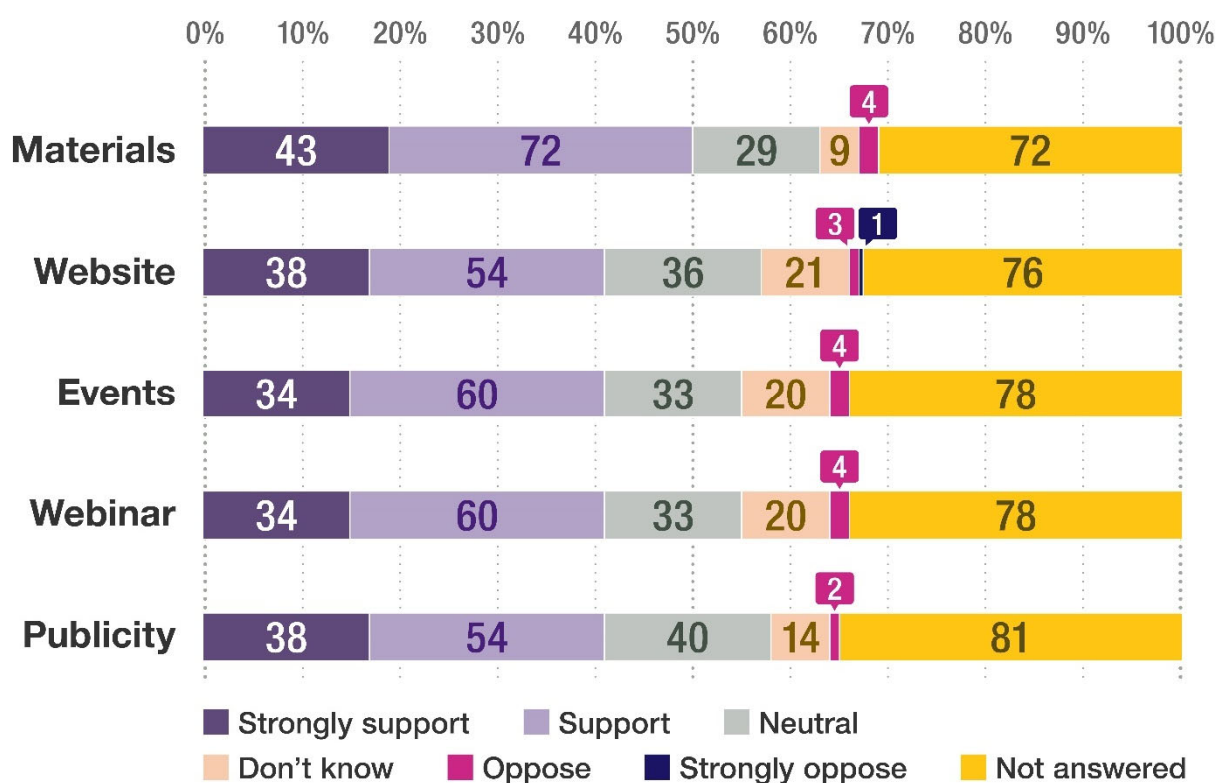
Table 5-13: 'To what extent do you agree or disagree that our proposals will minimise the impacts of construction?'		
Answer choices	Total	Percent
Strongly agree	21	9%
Agree	51	22%

Don't know	64	28%
Disagree	17	7%
Strongly disagree	20	9%
Not Answered	56	25%
<b>TOTAL</b>	<b>229</b>	<b>100%</b>

**5.17. Question 6a: Please tick the appropriate boxes to tell us whether you support or oppose the features of our consultation process that are listed on the left hand-hand side of the table below.**

- 5.17.1. This question provided a series of tick box options querying feedback on the quality of the consultation process, specifically asking respondents about the materials, website, events, webinar and publicity. Respondents could only choose one option per consultation element.
- 5.17.2. 43 (19%) respondents strongly supported the 'materials' within the consultation process, 72 (31%) respondents supported, 29 (13%) respondents were neutral, 0 respondents strongly opposed, 4 (2%) respondents opposed, 9 (4%) did not know and 72 (31%) respondents did not answer this part of the question.
- 5.17.3. 38 (17%) respondents strongly supported the 'website' within the consultation process, 54 (24%) respondents supported, 36 (16%) respondents were neutral, 21 (9%) respondents did not know, 3 (1%) respondents opposed, 1 (0%) respondent strongly opposed and 76 (33%) respondents did not answer this part of the question.
- 5.17.4. 34 (15%) respondents strongly supported the 'events' within the consultation process, 60 (26%) respondents supported, 33 (14%) were neutral, 20 (9%) did not know, 4 (2%) respondents opposed, 0 respondents strongly opposed and 78 (34%) respondents did not answer this part of the question.
- 5.17.5. 34 (15%) respondents strongly supported the 'webinar' within the consultation process, 60 (26%) respondents supported, 33 (14%) respondents were neutral, 4 (2%) respondents opposed, 0 respondents strongly opposed and 78 (34%) respondents did not answer this part of the question.
- 5.17.6. 38 (17%) respondents strongly supported the 'publicity' within the consultation process, 54 (24%) respondents supported, 40 (17%) respondents were neutral, 14 (6%) respondents did not know, 2 (1%) respondents opposed, 0 respondents strongly opposed and 81 (35%) did not answer this part of the question.
- 5.17.7. Figure 5-1 below provides a breakdown of the responses received.

Figure 5-1 – Tell us whether you support or oppose the features of our consultation process



## 5.18. Do you consider yourself a person with a disability?

- 5.18.1. This question asked whether respondents considered themselves to have a disability. Each respondent could choose one option.
- 5.18.2. Of the 229 responses, 153 (67%) respondents did not consider themselves to have a disability. 15 (7%) respondents selected 'Yes', while 10 (4%) respondents preferred not to say, and the remaining 51 (22%) respondents did not answer this question.
- 5.18.3. Table 5-14 below provides a breakdown of the responses received.

Table 5-14: 'Do you consider yourself a person with a disability?'		
Answer choices	Total	Percent
Yes	15	7%
No	153	67%
Prefer not to say	10	4%
Not Answered	51	22%
<b>TOTAL</b>	<b>229</b>	<b>100%</b>

## 5.19. What is your age?

- 5.19.1. This question asked respondents their age. Each respondent could only choose one option.
- 5.19.2. Of the 229 responses, 3 (1%) respondents were between the ages 16-24, 12 (5%) respondents were between the ages 25-34, 19 (8%) respondents were between the ages 35-44, 28 (12%) respondents were between the ages 45-54, 40 (17%) respondents were between the ages 55-64, 73 (32%) respondents were aged 65+. 54 (24%) respondents did not answer this question.
- 5.19.3. Table 5-15 below provides a breakdown of the responses received.

Table 5-15: 'What is your age?'		
Answer choices	Total	Percent
Under 16	0	0%
16-24	3	1%
25-34	12	5%
35-44	19	8%
45-54	28	12%
55-64	40	17%
65+	73	32%
Not answered	54	24%
<b>TOTAL</b>	<b>229</b>	<b>100%</b>

## 5.20. Responses to open questions – statutory consultation

- 5.20.1. The Response form had 10 open-ended questions allowing consultees to provide more detailed responses on the Scheme and consultation process. The questions are listed below:
- Question 1b: Please provide reasons for your answer [To what extent do you agree that the A46 Coventry junctions (Walsgrave) is needed] in the box below.
  - Question 1d: Please provide reasons for your answer [To what extent are you satisfied or dissatisfied with the existing A46 Walsgrave junction] in the box below.
  - Question 1f: Please provide reasons for your answer [To what extent do you agree or disagree with the proposed route and junction arrangement for the Scheme] in the box below.
  - Question 1h: Please provide reasons for your answer [To what extent do you agree or disagree with the proposed changes to routes for walkers, cyclists and horse riders] in the box below.

- Question 2b: Please use the box before to provide any comments you may have on the environmental information contained in our consultation materials.
- Question 2c: Please use the box below to suggest any additional measures or opportunities that could further minimise the impact of the Scheme on the environment or the local community.
- Question 3b: Please use the box below to provide any comments you have on the traffic impacts of the Scheme.
- Question 4b: Please use the box below to provide any comments you have on the construction of the Scheme, including traffic management measures during construction.
- Question 5a: Do you have any other comments on the Scheme?
- Question 6b: Please use the box below to leave any comments you have on our consultation process.

5.20.2. **Table 5-16** sets out seven themes that were identified in comments provided in responses to the open-ended questions as well as responses submitted by email or letter. It also provides a summary of some of the main issues raised for each theme. **Annex M** of the Consultation Report Annexes (**TR010066/APP/5.2**) provides a comprehensive record of issues raised in responses and how the Applicant has had regard to them.



**Table 5-16 Breakdown of main themes identified in responses to open questions**

Themes	Summary of points raised
Existing conditions	<ul style="list-style-type: none"> <li>• Concern about local air pollution due to existing congestion on the A46</li> <li>• Suggestion that local housing and facilities are impacted by existing congestion and heavy traffic</li> <li>• Concerns over difficulties in accessing the A46 from the B4082 using the existing Walsgrave junction</li> <li>• Concerns over safety at the existing junction</li> </ul>
Design	<ul style="list-style-type: none"> <li>• Requests for a hospital link road to be provided at the same time as the wider junction improvement works</li> <li>• Concern over the perceived complexity of the junction proposals and the increased driving distance required to complete some movements through the new junction</li> <li>• Support for the new junction arrangement, including the removal of the current roundabout</li> </ul>
Construction	<ul style="list-style-type: none"> <li>• Concerns over the potential for journey delays during construction</li> <li>• Concern over the use of local roads by construction vehicles, leading to environmental impacts</li> <li>• Concerns related to negative perceptions of recent construction works affecting the A46 and local roads</li> <li>• Requests for the delivery of the Scheme to be accelerated so that its benefits can be realised more quickly</li> </ul>
Environment	<ul style="list-style-type: none"> <li>• Concerns over potential impacts on nearby Coombe Abbey Park</li> <li>• Concerns over potential impacts on wildlife and vegetation</li> <li>• Queries over how environmental assessments will be carried out</li> <li>• Concerns that the new junction and road alignment may increase flood risks for nearby residential areas</li> <li>• Concerns over noise impacts, including construction noise as well as noise from the new road alignment</li> </ul>
Traffic	<ul style="list-style-type: none"> <li>• Concern over what are considered to be only marginal journey time savings</li> <li>• Doubts that the reported journey time savings will be realised</li> <li>• Concern over the potential for congestion to be moved to other junctions or points on the road network</li> </ul>
Walkers, cyclists and horse riders	<ul style="list-style-type: none"> <li>• Doubts over the need / demand for additional walking and cycling routes</li> <li>• Requests for more extensive provisions for walkers and cyclists, including extended or new routes and crossing facilities</li> <li>• Doubts about whether potential walking and cycling routes would be delivered</li> <li>• Uncertainty over whether potential walking and cycling routes would require access to existing farmland</li> </ul>

**Table 5-16 Breakdown of main themes identified in responses to open questions**

Themes	Summary of points raised
Road operation	<ul style="list-style-type: none"> <li>Concerns over the proposed speed limit reduction on the A46, citing that this is unnecessary</li> <li>Concern that the proposed speed limit reduction will be ineffectual without appropriate enforcement</li> <li>Queries over where signage and lighting will be used for the new junction and its approaches</li> <li>Queries over who would be responsible for maintenance of the new junction and its associated infrastructure</li> </ul>

## 5.21. Analysis of responses - supplementary consultation (23 August to 20 September 2024)

- 5.21.1. The supplementary consultation sought views on 19 proposed changes to the Scheme. Further details about the supplementary consultation can be found in Chapter 4 of this Report.
- 5.21.2. As part of the supplementary consultation, the Applicant posted a letter with consultation materials to Section 42(1)(d) consultees affected by the revisions to the Order Limits. The letter advised consultees that feedback could be submitted by emailing [A46CoventryJcns@nationalhighways.co.uk](mailto:A46CoventryJcns@nationalhighways.co.uk) or writing to Freepost A46 WALSGRAVE SCHEME. Copies of the letter and materials are provided in **Annex K** of the Consultation Report Annexes (**TR010066/APP/5.2**).
- 5.21.3. In total, the Applicant received four responses to the supplementary consultation, all of which were submitted by email.
- 5.21.4. The high-level themes arising from the Supplementary consultation responses were:
- Design
  - Environment
  - Consultation
  - Construction
- 5.21.5. No changes were made to the design as a result of the supplementary consultation. **Annex N** of the Consultation Report Annexes (**TR010066/APP/5.2**) sets out how the Applicant had regard to the responses received as part of the supplementary consultation.

## 5.22. Analysis of responses - targeted statutory consultation (23 August to 20 September 2024)

- 5.22.1. This targeted statutory consultation sought views from newly identified Section 42(1)(d) Category 1, 2 and 3 persons on the Scheme as presented during the previous statutory consultation as well as the Scheme changes included in the supplementary consultation. Further details about the targeted statutory consultation can be found in Chapter 4 of this Report.
- 5.22.2. As part of the targeted statutory consultation, the Applicant's notification included a cover letter, Consultation Brochure and Response form. The letter explained that consultees were being invited to comment on the proposals that were included in the previous statutory consultation and provided information on how feedback should be provided. The letter also explained that the Applicant was proposing minor changes to the Scheme and enclosed a Schedule of Proposed Changes, Supplementary Consultation Design Drawings and Supplementary Consultation Land Use Plans. A Key Plan relating to both Supplementary Consultation Design Drawings and Supplementary Consultation Land Use Plans was also provided.
- 5.22.3. The letter advised consultees that feedback could be submitted by emailing [A46CoventryJcns@nationalhighways.co.uk](mailto:A46CoventryJcns@nationalhighways.co.uk) or by returning a Response form to Freepost A46 WALSGRAVE SCHEME. The letter and materials are provided in **Annex K** of the Consultation Report Annexes (**TR010066/APP/5.2**).
- 5.22.4. 1,049 letters were issued, and 35 responses were received.
- 5.22.5. The high-level themes arising from the targeted statutory consultation responses were:
- Construction
  - Consultation
  - Design
  - Environment
  - Existing conditions
  - Operation
  - Traffic
  - Walkers, cyclists and horse riders (WCH)
- 5.22.6. No changes were made to the design as a result. **Annex N** of the Consultation Report Annexes (**TR010066/APP/5.2**) sets out how the Applicant had regard to the responses received as part of the targeted statutory consultation.

- 5.22.7. The Response form issued to consultees was the same as the form used for the Statutory Consultation. It included closed questions, which sought respondents' level of agreement about different elements of the Project, and open questions to allow respondents to expand and provide reasons for their answers. There were also questions about the respondent, how they had heard about the consultation, how they use the A46, and about the consultation.
- 5.22.8. Once all responses to the consultation had been received and collated, they were analysed and considered using the same methods as was the case for responses to the Statutory Consultation. The Applicant carried out a process of analysing each one in order to understand the specific issues it contained. A series of 'codes' were devised and applied to these issues, with a typical code representing the overarching theme of the comment – for example, the design of the Scheme or the existing conditions of the A46 – as well as a more specific sub-theme and finally the positive, negative or neutral sentiment of the comment. This coding process enabled the representation to be assigned to the appropriate technical specialist who was best placed to respond to the comments raised. It should be noted that the individual responses contained within **Annex N** of the Consultation Report Annexes (**TR010066/APP/5.2**) have not been summarised and have been responded to on an individual basis.

### 5.23. Responses to Closed Questions – Targeted Statutory Consultation

- 5.23.1. The Response form included 16 closed questions in total. Of these, seven questions aimed to gather consultees' opinions on key features of the Scheme design, the approach to environmental assessments, the reported traffic benefits and the impacts of construction.
- 5.23.2. Four questions sought information on how consultees use and travel on the A46. Two questions were about how respondents heard about the consultation and whether they received a section 42 notification letter. Two questions asked the age and whether the respondent has a disability.
- 5.23.3. One question asked about the consultation process for the Scheme, including the materials, events and publicity.
- 5.23.4. Responses to the closed questions are provided in the next section. It should be noted that some consultees chose to respond to the statutory consultation without using the Response form therefore did not make use of the closed questions. These responses are included in the 'Not answered' figures for the following tables and sections.

## 5.24. Please let us know your main reasons for using the A46

5.24.1. This question provided a series of tick box options asking the respondents to provide their main reasons for using the A46. Each respondent was able to choose more than one option.

5.24.2. The results of this question are set out in Table 5-17 below.

Table 5-17: Please let us know your main reasons for using the A46, by selecting as many of the following options as are applicable.	
Responses	Number
Travelling to or from work	17
Travelling for business	5
Leisure / recreation	29
School pick up/drop off	6
Long distance journeys (greater than 10 miles)	25
Not answered	0
<b>TOTAL</b>	<b>82</b>

## 5.25. If you use the A46, how do you normally travel on it

5.25.1. This question provided a series of tick box options asking the respondents who use the A46 how they travel on it. Some respondents ticked more than one box and so the total number of responses to the question exceeds the total number of respondents.

5.25.2. The results of this question are shown in Table 5-18 below.

Table 5-18: If you use the A46, how do you normally travel on it?	
Answer choices	Responses
Car	33
Lorry or van	1
Bus or coach	1
Motorcycle	2
Not answered	0
<b>TOTAL</b>	<b>37</b>

## 5.26. If you use the A46, how often do you travel on it?

5.26.1. This question provided four tick box options asking the respondents to select how often they travel on the A46.

5.26.2. The results of this question are shown in Table 5-19 below.

**Table 5-19: If you use the A46, how often do you travel on it?**

Answer choices	Responses	Percent
Three days a week or more	20	57
One to two days a week	8	23
One to three days a month	5	14
Less than once a month	0	0
Not answered	2	6
<b>TOTAL</b>	<b>35</b>	<b>100</b>

## 5.27. If you use the A46, when do you usually travel on it?

- 5.27.1. This question provided four tick box options asking the respondents to select which time period they usually travel on the A46. Some respondents chose to select more than one option and so the total number of responses exceeds the total number of respondents.
- 5.27.2. The results of this question are shown in Table 5-20 below.

**Table 5-20: If you use the A46, when do you usually travel on it?**

Answer choices	Responses
Weekday morning peak (7am to 9am)	10
Weekday evening peak (5pm to 7pm)	9
Weekday off peak (all other times)	20
Weekends anytime	23
Not answered	2
<b>TOTAL</b>	<b>64</b>

## 5.28. Question 1a: To what extent do you agree that the A46 Coventry junctions (Walsgrave) scheme is needed?

- 5.28.1. This question provided a series of tick box options querying to what extent respondents agree or disagree with the need for the Scheme. Each respondent could only choose one option for this question.
- 5.28.2. The results of this question are shown in Table 5-21 below.

**Table 5-21: To what extent do you agree that the A46 Coventry junctions (Walsgrave) scheme is needed?**

Answer choices	Responses	Percent
Strongly agree	13	37
Agree	15	42
Don't know	2	6



Disagree	0	0
Strongly disagree	2	6
Not Answered	3	9
<b>TOTAL</b>	<b>35</b>	<b>100</b>

## 5.29. Question 1c: To what extent are you satisfied or dissatisfied with the existing A46 Walsgrave junction?

- 5.29.1. This question provided a series of tick box options querying to what extent respondents are satisfied or dissatisfied with the existing A46 Walsgrave junction. Each respondent could only choose one option for this question.
- 5.29.2. The results of this question are shown in Table 5-22 below.

Table 5-22: To what extent are you satisfied or dissatisfied with the existing A46 Walsgrave junction?		
Answer choices	Responses	Percent
Very satisfied	3	8
Satisfied	8	23
Don't know	2	6
Dissatisfied	14	40
Very dissatisfied	5	14
Not Answered	3	9
<b>TOTAL</b>	<b>35</b>	<b>100</b>

## 5.30. Question 1e: To what extent do you agree or disagree with the proposed route and junction arrangement for the Scheme?

- 5.30.1. This question provided a series of tick box options querying to what extent respondents agree or disagree with the proposed route and junction arrangement for the Scheme. Each respondent could only choose one option for this question.
- 5.30.2. The results of this question are shown in Table 5-23 below.

Table 5-23: To what extent do you agree or disagree with the proposed route and junction arrangement for the Scheme?		
Answer choices	Total	Percent
Strongly agree	8	23
Agree	14	40
Don't know	5	14
Disagree	1	3
Strongly disagree	4	11
Not Answered	3	9

<b>TOTAL</b>	<b>35</b>	<b>100</b>
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### 5.31. Question 1g: To what extent do you agree or disagree with the proposed changes to routes for walkers, cyclists and horse riders?

5.31.1. This question provided a series of tick box options querying to what extent respondents agreed or disagreed with the proposed changes to routes for walkers, cyclists and horse riders. Each respondent could only choose one option for this question.

5.31.2. The results of this question are shown in Table 5-24 below.

<b>Table 5-24: To what extent do you agree or disagree with the proposed changes to routes for walkers, cyclists and horse riders?</b>		
<b>Answer choices</b>	<b>Total</b>	<b>Percent</b>
Strongly agree	5	14
Agree	10	29
Don't know	11	31
Disagree	6	17
Strongly disagree	0	0
Not Answered	3	9
<b>TOTAL</b>	<b>35</b>	<b>100</b>

### 5.32. Question 2a: To what extent do you agree or disagree with our approach to assessing the environmental impacts of the Scheme?

5.32.1. This question provided a series of tick box options querying to what extent respondents agreed or disagreed with the Applicant's approach to assessing the environmental impacts of the Scheme. Each respondent could only choose one option for this question.

5.32.2. The results of this question are shown in Table 5-25 below.

<b>Table 5-25: To what extent do you agree or disagree with our approach to assessing the environmental impacts of the Scheme?</b>		
<b>Answer choices</b>	<b>Total</b>	<b>Percent</b>
Strongly agree	4	11
Agree	10	29
Don't know	11	31
Disagree	5	14

Strongly disagree	3	9
Not Answered	2	6
<b>TOTAL</b>	<b>35</b>	<b>100</b>

### 5.33. Question 3a: To what extent do you support or oppose the reported traffic benefits of the Scheme?

- 5.33.1. This question provided a series of tick box options querying to what extent respondents support or oppose the reported traffic benefits of the Scheme. Each respondent could only choose one option for this question.
- 5.33.2. The results of this question are shown in Table 5-26 below.

Table 5-26: 'To what extent do you support or oppose the reported traffic benefits of the Scheme?'		
Answer choices	Total	Percent
Strongly agree	7	20
Agree	16	46
Don't know	3	8
Oppose	3	9
Strongly oppose	4	11
Not Answered	2	6
<b>TOTAL</b>	<b>35</b>	<b>100</b>

### 5.34. Question 4a: To what extent do you agree or disagree that our proposals will minimise the impacts of construction?

- 5.34.1. This question provided a series of tick box options querying to what extent respondents support or oppose the reported traffic benefits of the Scheme. Each respondent could only choose one option for this question.
- 5.34.2. The results of this question are shown in Table 5-27 below.

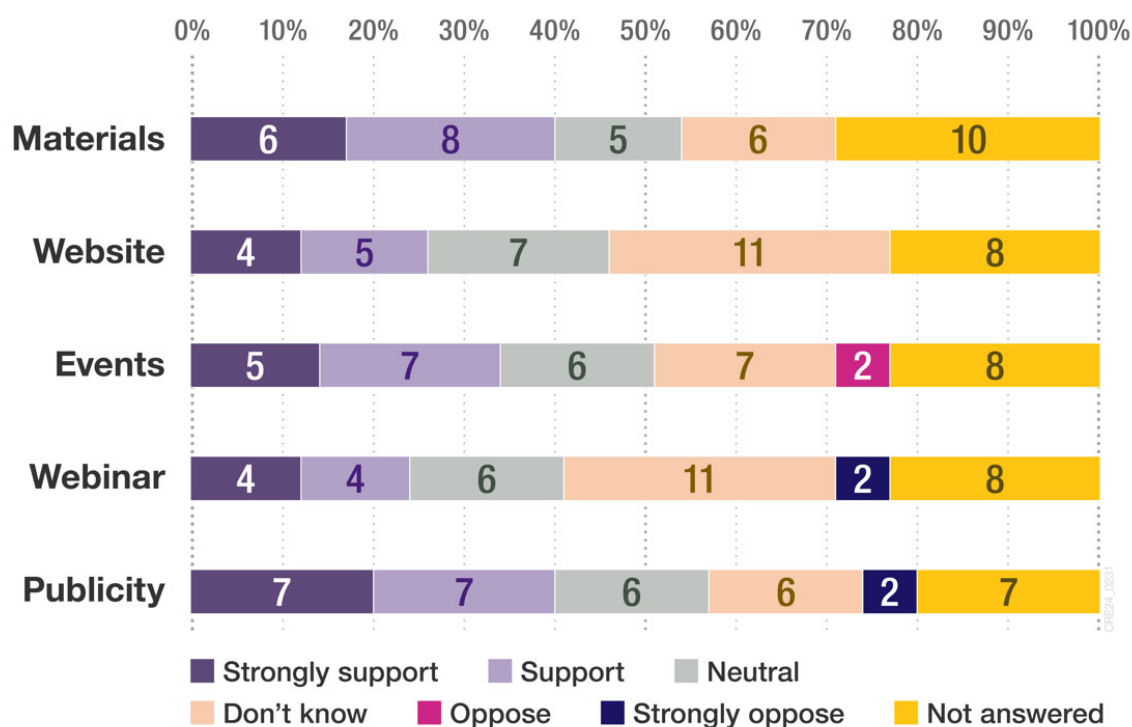
Table 5-27: 'To what extent do you agree or disagree that our proposals will minimise the impacts of construction?'		
Answer choices	Total	Percent
Strongly agree	4	11
Agree	5	14
Don't know	18	52
Disagree	3	9
Strongly disagree	2	6
Not Answered	3	8
<b>TOTAL</b>	<b>35</b>	<b>100</b>

### 5.35. Question 6a: Please tick the appropriate boxes to tell us whether you support or oppose the features of our consultation process that are listed on the left hand-hand side of the table below.

5.35.1. This question provided a series of tick box options querying feedback on the quality of the consultation process, specifically asking respondents about the materials, website, events, webinar and publicity. Respondents could only choose one option per consultation element.

5.35.2. The results of these questions are shown in Table 5.28 below.

Figure 5-2 Tell us whether you support or oppose the features of our consultation process



### 5.36. Do you consider yourself a person with a disability?

5.36.1. This question asked whether respondents considered themselves to have a disability. Each respondent could choose one option.

5.36.2. The results of this question are shown in Table 5-28 below.

Table 5-28: 'Do you consider yourself a person with a disability?'		
Answer choices	Total	Percent
Yes	4	11
No	24	69

Prefer not to say	3	9
Not Answered	4	11
<b>TOTAL</b>	<b>35</b>	<b>100</b>

### 5.37. What is your age?

5.37.1. This question asked respondents their age. Each respondent could only choose one option.

5.37.2. The results of this question are shown in Table 5-29 below.

Table 5-29: 'What is your age?'		
Answer choices	Total	Percent
Under 16	0	0
16-24	0	0
25-34	0	0
35-44	2	6
45-54	4	11
55-64	9	26
65+	15	43
Not answered	5	14
<b>TOTAL</b>	<b>35</b>	<b>100</b>

### 5.38. Responses to open questions

5.38.1. The Response form had 10 open-ended questions allowing consultees to provide more detailed responses on the Scheme and consultation process. The questions are listed below:

- Question 1b: Please provide reasons for your answer [To what extent do you agree that the A46 Coventry junctions (Walsgrave) is needed] in the box below.
- Question 1d: Please provide reasons for your answer [To what extent are you satisfied or dissatisfied with the existing A46 Walsgrave junction] in the box below.
- Question 1f: Please provide reasons for your answer [To what extent do you agree or disagree with the proposed route and junction arrangement for the Scheme] in the box below.
- Question 1h: Please provide reasons for your answer [To what extent do you agree or disagree with the proposed changes to routes for walkers, cyclists and horse riders] in the box below.
- Question 2b: Please use the box before to provide any comments you may have on the environmental information contained in our consultation materials.

- Question 2c: Please use the box below to suggest any additional measures or opportunities that could further minimise the impact of the Scheme on the environment or the local community.
- Question 3b: Please use the box below to provide any comments you have on the traffic impacts of the Scheme.
- Question 4b: Please use the box below to provide any comments you have on the construction of the scheme, including traffic management measures during construction.
- Question 5a: Do you have any other comments on the Scheme?
- Question 6b: Please use the box below to leave any comments you have on our consultation process.

5.38.2. **Table 5-30** sets out seven themes that were identified in comments provided in responses to the open-ended questions as well as responses submitted by email or letter. It also provides a summary of some of the main issues raised for each theme. **Annex N** of the Consultation Report Annexes (**TR010066/APP/5.2**) provides a comprehensive record of issues raised in responses and how the Applicant has had regard to them.

Table 5-30 Breakdown of main themes identified in responses to open questions	
Themes	Summary of points raised
Construction	<ul style="list-style-type: none"> <li>• Concern based on negative experiences of other improvement schemes on the A46.</li> <li>• Concerns over the potential for disruption to the surrounding area during construction, including additional traffic on local roads and delays on the A46.</li> <li>• Concerns and queries over diversion routes to be used during construction.</li> <li>• Concerns and queries about the potential for construction of the Scheme to overlap with construction of the nearby Binley Cycleway, leading to additional disruption.</li> <li>• Requests for impacts of construction to be reduced, including references to noise and nighttime working.</li> <li>• Queries over the handling of spoil.</li> </ul>
Design	<ul style="list-style-type: none"> <li>• Concern over the perceived complexity of the junction proposals and the increased driving distance required to complete some movements through the new junction</li> <li>• Concerns over the potential for increased noise as a result of traffic moving more freely through the improved junction.</li> <li>• Concerns that the Scheme would result in more traffic movements on local roads or more congestion at other junctions.</li> <li>• Suggestions that a simpler design incorporating a flyover would be a better solution.</li> <li>• Requests for a hospital access road to be included in the design of the Scheme.</li> <li>• A query concerning changes to the Order Limits.</li> </ul>



**Table 5-30 Breakdown of main themes identified in responses to open questions**

Themes	Summary of points raised
	<ul style="list-style-type: none"> <li>Support for the Scheme.</li> </ul>
Existing conditions	<ul style="list-style-type: none"> <li>Concerns over noise levels at the existing junction.</li> <li>Concerns over the safety of the junction.</li> <li>Concerns over traffic and congestion, including suggestions that this has become worse at the Walsgrave Junction as a result of other A46 junctions being improved.</li> <li>Support for the existing junction.</li> </ul>
Environment	<ul style="list-style-type: none"> <li>Concerns over the Scheme's potential impacts on air quality and noise, and on the health of local people.</li> <li>Concerns over the environmental impacts of construction of the Scheme.</li> <li>Concerns that the Scheme may increase flood risk, including suggestions that nearby residential areas are already prone to flooding.</li> <li>Requests to minimise impacts wherever possible and to ensure any trees removed for the Scheme are replaced.</li> <li>Suggestions for noise mitigation.</li> </ul>
Operation	<ul style="list-style-type: none"> <li>Suggestions and concerns over enforcement of the revised speed limits, including requests for speed cameras.</li> <li>Requests for the Scheme to be properly maintained.</li> <li>Requests for traffic calming measures on the B4082.</li> </ul>
Traffic	<ul style="list-style-type: none"> <li>Queries over whether the reported traffic benefits of the Scheme will be realised or whether they will be sufficient.</li> <li>Queries over the impacts of the Scheme on local roads.</li> </ul>
Walkers, cyclists and horse riders (WCH)	<ul style="list-style-type: none"> <li>Concerns that WCH improvements would lead to environmental impacts, including the loss of trees and hedgerows.</li> <li>Concerns that there is insufficient demand for WCH improvements.</li> <li>Concerns that the WCH proposals would be unsafe, in some cases based on the assumption that cyclists would use the A46.</li> <li>Requests for additional WCH provision, including routes linking to Coombe Abbey Park.</li> <li>References to the nearby Binley Cycleway.</li> <li>Support for some or all elements of the WCH proposals, including a pedestrian crossing.</li> </ul>

## 5.39. Summary of Scheme changes as a result of consultation

5.39.1. **Table 5-31** below lists the key design changes that were made to the Scheme as a result of statutory consultation, targeted statutory consultation and the supplementary consultation.

**Table 5-31 Changes to the Scheme as a result of consultation**

No.	Element of the Scheme and issue raised in consultation	Design change as a result of consultation response
1	Concerns about using part of the existing access to Hungerley Hall farm during construction.	The haul road using part of the access to Hungerley Hall Farm and routed around the buildings has been removed as the Applicant has changed the construction methodology and now proposes access off the B4082 as detailed in the Outline Traffic Management Plan (TR010066/APP/7.5).
2	Concerns about the level of traffic and around the farmhouse and buildings that may hinder the ability to farm the land if construction vehicles are using this access.	Therefore, there would not be any traffic around the farmhouse buildings associated with construction of the Scheme. The Applicant consulted on the removal of the haul road in a supplementary consultation, which is described in Chapter 4 of this Report.
3	Suggestions to change the landowners access to the farmland east of the A46 via the Hungerley Hall farm accommodation overbridge.	<p>Since statutory consultation, the Applicant has been able to confirm that the Hungerley Hall Farm accommodation overbridge can be retained for the operational requirements of the farm. The Scheme accommodates this within the design, with the B4082 vertical alignment amended in order to retain access to the accommodation overbridge.</p> <p>This would allow the bridge to continue to be used for agricultural traffic accessing the east of the A46, without the need to use the new dumbbell junction or the strategic road network.</p> <p>To reduce the length of the B4082 that farm vehicles would need to travel along, a new direct access would be provided to Hungerley Hall Farm near the accommodation overbridge.</p>
4	The design should minimise the need for agricultural traffic to use the new section of road, especially where that traffic is staying within the farm boundary. The City Council feels that road safety benefits will be maximised by maintaining the segregation of farm traffic from general traffic. This will also minimise the risk of mud being carried onto both the local and the strategic road networks by farm traffic.	<p>To reduce the length of the B4082 that farm vehicles would need to travel along, a new direct access would be provided to Hungerley Hall Farm near the accommodation overbridge.</p> <p>A new farm access would be provided near the retained Hungerley Hall Farm accommodation overbridge, shown on Sheet 2 of the General Arrangement (TR010066/APP/2.3). This reduces the extent of local road that farm vehicles would need to use between fields and the farm. The layout of this junction has been consulted on with Coventry City Council.</p>
5	A suggestion to put some underpasses within the design of the Scheme.	<p>Based on feedback from consultation responses and on ecology surveys undertaken in the area, a badger crossing would be provided as part of the Scheme.</p> <p>Mitigation measures included in the Scheme design are shown on the Environmental Masterplan (ES Figure 2.4 (TR010066/APP/6.2)). The location of the proposed badger crossing (Work No. 3B)</p>

		is shown on Sheet 4 of the Works Plans <b>(TR010066/APP/2.2)</b> .
6	Requests and suggestions that the Hungerley Hall farm accommodation overbridge should or must be retained.	Since statutory consultation, the Applicant has carried out a structural survey and has been able to confirm that the Hungerley Hall Farm accommodation overbridge can be retained. The Scheme would accommodate this within the design, with the B4082 vertical alignment amended in order to retain access to the accommodation overbridge.
7	Advice that the Herald Way Marsh Site of Special Scientific Interest (SSSI) should be scoped in until further work has been completed on air quality i.e. the affected road network has been established.	The Applicant has considered the impacts of the Scheme on the Herald Marsh Way Site of Special Scientific Interest (SSSI), as it was within 200m of a triggered road link. The full assessment of the SSSI is detailed within ES Appendix 8.2 (Designated Sites Air Quality Assessment) <b>(TR010066/APP/6.3)</b> .
8	Recommendations regarding Great Crested Newt assessments. Firstly, that any currently dry ponds which become suitable for breeding between now and the start of construction are surveyed (in accordance with the methodology recommended in the Great Crested Newt Mitigation Guidelines 2001). Secondly that a further survey of the pond with inconclusive eDNA result is also recommended.	Further to the Natural England advice provided at Statutory Consultation, additional eDNA surveys were undertaken during April 2024.  The Great Crested Newt Survey Report is provided in Appendix 8.6 of the Environmental Statement <b>(TR010066/APP/6.3)</b> .  Pre-construction GCN surveys would be undertaken in 2025 and are set out as a requirement in the Register of Environmental Actions and Commitments, Appendix A of the First Iteration EMP <b>(TR010066/APP/6.5)</b> .
9	A recommendation that in the 'Legislative and policy framework' section of the ES about Noise and Vibration, the following documents are added as relevant standards and guidance WHO (2018) Environmental Noise Guidelines for the European Region Defra (2014) Environmental Noise: Valuing impacts on sleep disturbance, annoyance, hypertension, productivity and quiet	ES Appendix 11.2 <b>(TR010066/APP/6.3)</b> (Legislation and Policy Framework) includes reference to The Environmental Noise (England) Regulations 2006 (amended 2018) and Defra's Noise Action Plans.
10	In relation to cultural heritage receptors the impact on Brinklow castle is not listed as a consideration.	Brinklow Castle scheduled monument has been examined for potential impacts. As reported in ES Chapter 6 (Cultural Heritage) <b>(TR010066/APP/6.1)</b> .
11	In relation to the residential receptors identified the residential properties at Highfields and Combe Warren (accessed off Brinklow Road) have not been highlighted.	Highfield and Coombe Warren are now included as residential receptors within ES Chapter 2 (The Scheme) <b>(TR010066/APP/6.1)</b> .
12	A suggestion that the B4082 should be on the same vertical level as the main carriageway.	Following the structural survey of Hungerley Hall Farm accommodation overbridge, which confirmed that the bridge could be retained, the vertical alignment of the B4082 link road needed to be raised to allow vehicular access from Hungerley Hall Farm.  This revised design has been included in the Applicant's Environmental Impact Assessment, which includes the consideration of noise and visual impact.

5.39.2. **Table 5-32** below summarises the issues raised at statutory consultation and targeted consultation that did not result in changes to the Scheme design and why.

Table 5-32 Issues raised at consultation that did not result in Scheme changes		
No.	Element of the Scheme and issue raised in consultation	Reason why design change was not made
1	<p><b>Scheme design</b></p> <p>Suggestions that the Scheme is too complicated compared to the existing roundabout design and would result in longer driving distances and confusion for drivers.</p>	<p>It is acknowledged that the junction design requires a larger footprint than the existing roundabout design, and would result in greater distances for certain journeys, for example joining the A46 southbound from the B4082.</p> <p>By replacing the existing roundabout with a grade-separated junction, however, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration.</p> <p>For further details see <b>Annex M</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>).</p>
2	<p><b>Opposition to the Scheme</b></p> <p>Calls for the Scheme to not be built.</p>	<p>The Scheme Design Report (<b>TR010066/APP/7.4</b>) provides a detailed description of the Scheme, including the design principles, objectives and constraints. Furthermore, the Case for the Scheme (<b>TR010066/APP/7.1</b>) outlines the way in which the Scheme has been assessed and the benefits it is expected to provide for road users.</p> <p>The Scheme would decrease the number of accidents, improve resilience and journey time reliability and is consistent with national and local planning objectives for transport, economy and the environment. Through the increased capacity and improved journey time reliability, the Scheme would also assist in making the region more attractive for businesses and would provide the required infrastructure for future development including housing and employment.</p>
3	<p><b>Impacts on farmland</b></p> <p>Concerns over impacts on farmland and recommendations that an alternative should be sought that involves a lesser impact on farmland.</p>	<p>ES Chapter 3 (Assessment of Alternatives) (<b>TR010066/APP/6.1</b>) outlines the alternative design options that were considered during the development of the Scheme. The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme.</p> <p>The Scheme layout needs to consider a number of existing constraints including the River Sowe flood plain, the Coombe Pool SSSI, overhead power lines, Hungerley Hall Farm and the accommodation overbridge over the A46. The Scheme design also needs to adhere to national design standards.</p>

		The delivery of the Scheme does result in the permanent and temporary land take of Grade 1 and Subgrade 3a agricultural land, which is considered to be Best and Most Versatile (BMV) land, as well as some Subgrade 3b agricultural land which is considered non-BMV land.
4	<p><b>Induced demand</b></p> <p>Suggestions that improvements to the capacity and performance of the junction would result in more road users choosing to make journeys.</p>	<p>It is acknowledged that improving the A46 Walsgrave Junction would lead to increased predicted vehicles on the A46 and this is included in the assessment of the Scheme. This does have the potential to relocate some congestion to the M6 but, conversely, reduces congestion in other areas. Overall, it has a positive impact on user travel time across the wider area, as demonstrated by the transport assessment carried out for the Scheme, and in particular reduces traffic on the local road network as trips re-route back to the strategic road network.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.</p>
5	<p><b>Accessing the A46 from the B4082</b></p> <p>Concerns that the new junction would not allow direct access to the A46 from the B4082, or that access would become more difficult.</p>	<p>The proposed new junction has been designed to make it easier and safer for vehicles to enter the A46 from the B4082. It removes the need for drivers to wait for a break in traffic in order to enter the existing Walsgrave roundabout, which can often prove difficult due to congestion at the junction or to the relatively high speeds of vehicles continuing through the roundabout on the A46.</p> <p>The Scheme Design Report (<b>TR010066/APP/7.4</b>) provides a detailed description of the Scheme, including the design principles, objectives and constraints.</p>
6	<p><b>Hospital access</b></p> <p>A broad range of concerns relating to the Scheme and providing a link to University Hospital Coventry. Suggestions that a junction should be provided for access to the hospital, either involving relocating the Scheme further to the north for that purpose or not building the Scheme at all.</p>	<p>The Scheme has been designed to allow a future link road to be added to the western roundabout of the new grade separated junction. The design of the western roundabout, and the Scheme as a whole (including any proposed mitigation works required to off-set any impacts of the improvement), would not obstruct any developer from providing access off the western roundabout to the University Hospital Coventry and any future development of the proposed housing allocation (H2:3). The Applicant has worked closely with the land promotor of the Walsgrave Hill local plan allocation (H2:3) throughout the DCO pre-application process, including sharing information on the proposed general arrangement and layout of the Scheme, and will continue to do so throughout the course of the DCO process.</p>

		For further of the comments raised about the hospital access see <b>Annex M</b> of the Consultation Report Annexes ( <b>TR010066/APP/5.2</b> ).
7	<p><b>Other priorities</b></p> <p>Suggestions that the money to be invested in the Scheme would be better allocated to other priorities such as the maintenance of local roads, investment in other junctions, or in public services unrelated to transport infrastructure.</p>	<p>The Scheme would decrease the number of accidents, improve resilience and journey time reliability and is consistent with national and local planning objectives for transport, economy and the environment. Through the increased capacity and improved journey time reliability, the Scheme would also assist in making the region more attractive for businesses and would provide the required infrastructure for future development including housing and employment. The Case for the Scheme (<b>TR010066/APP/7.1</b>) sets out the need case and wider benefits of the Scheme.</p> <p>Repairs to local roads would typically be the responsibility of local highways authorities, which have their own funding allocations that are not affected by the funding of the Scheme.</p>
8	<p><b>Other road schemes</b></p> <p>Concerns or opposition to the Scheme on the basis that other recently undertaken road schemes produced unwelcome results, for example the reported unnecessary loss of trees and vegetation linked to the Binley Flyover works.</p>	<p>While it is acknowledged that construction of the Scheme may cause temporary disruption, the benefits of the Scheme are considered to be much longer lasting, as described in the Case for the Scheme (<b>TR010066/APP/7.1</b>).</p> <p>The Scheme would decrease the number of accidents, improve resilience and journey time reliability and is consistent with national and local planning objectives for transport, economy and the environment. Through the increased capacity and improved journey time reliability, the Scheme would also assist in making the region more attractive for businesses and would provide the required infrastructure for future development including housing and employment.</p>
9	<p><b>Development</b></p> <p>Concerns that the Scheme would increase the likelihood of land either side of the A46 being developed, thereby changing the character of the area.</p>	<p>Land to the west of the Scheme is within Coventry City Council's boundaries and is not currently allocated as Green Belt within the Local Plan.</p> <p>Part of the Scheme and wider study area within Rugby Borough Council is located within the Green Belt, as shown on ES Figure 7.1 (Landscape Policy Context) (<b>TR010066/APP/6.2</b>). ES Chapter 7 (Landscape and visual effects) (<b>TR010066/APP/6.1</b>) includes consideration of effects on visual amenity and openness within the Green Belt both for the immediate effect at Year 1 and Year 15, allowing for planting to mature.</p>
10	<p><b>Ratrunning</b></p> <p>Concerns that the Scheme would result in more drivers choosing to bypass the junction using local roads, in particular Clifford Bridge Road.</p>	<p>By replacing the existing roundabout with a grade-separated junction, the Scheme would provide road users with significant journey time savings, even taking into consideration the slight increase in driving distances required to enter and exit the junction in its revised configuration. The Scheme is also predicted to lead to a reduction in road users seeking alternative routes via local roads such as Clifford Bridge Road.</p>



		<p>The Transport Assessment (<b>TR010066/APP/7.3</b>) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.</p>
11	<p><b>Safety</b></p> <p>Concern that the curvature of the proposed realignment of the A46 and the entry slip roads for the A46 would lead to accidents.</p>	<p>The curvature and camber of the roads would be appropriate for the speed limits that would be applied to them, i.e. 40mph for the B4082 and 50mph for the relevant section of the A46.</p> <p>The Scheme Design Report (<b>TR010066/APP/7.4</b>) provides a detailed description of the Scheme, including the design principles, objectives and constraints.</p> <p>Chapter 7 of the Transport Assessment (<b>TR010066/APP/7.3</b>) summarises that the preliminary design of the Scheme has been subject to a Stage 1 Road Safety Audit (RSA), which would be continued through a further three stages as the design of the Scheme is developed.</p>
12	<p><b>Slip roads</b></p> <p>A suggestion that the length of the entry slip road for the northbound A46 needs to be longer, and a separate suggestion that all slip roads for the junction need to be longer than those provided at the Toll Bar End junction.</p> <p>A related suggestion that slip roads should make use of hatched boxes or a forced merge from two lanes to one in order to improve safety.</p>	<p>The Scheme, including the lengths and locations of its slip roads, has been designed in accordance with the Design Manual for Roads and Bridges (DMRB), which are the national standards covering the design of roads and their associated infrastructure.</p> <p>The Scheme Design Report (<b>TR010066/APP/7.4</b>) provides a detailed description of the Scheme, including the design principles, objectives and constraints.</p> <p>Chapter 7 of the Transport Assessment (<b>TR010066/APP/7.3</b>) summarises that the preliminary design of the Scheme has been subject to a Stage 1 Road Safety Audit (RSA), which would be continued through a further three stages as the design of the Scheme is developed.</p>
13	<p><b>Traffic impacts</b></p> <p>Concerns that improvements at the junction would only result in congestion being redirected to other junctions and areas on the surrounding road network, and that the new junction itself would also remain affected by congestion. Related suggestions that the priority of the Scheme should be to address current congestion issues, including the strategic road network but also local roads such as Clifford Bridge Road.</p>	<p>It is acknowledged that improving the A46 Walsgrave Junction would lead to increased predicted numbers of vehicles on the A46 and this is included in the assessment of the Scheme. This does have the potential to relocate some congestion to the M6 but, conversely, reduces congestion in other areas. Overall, it has a positive impact on user travel time across the wider area, as demonstrated by the transport assessment carried out for the Scheme, and in particular reduces traffic on the local road network as trips re-route back to the strategic road network.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.</p>

14	<p><b>Value for money</b></p> <p>Suggestions that the benefits of the Scheme do not justify its expense.</p>	<p>The Scheme would decrease the number of accidents, improve resilience and journey time reliability and is consistent with national and local planning objectives for transport, economy and the environment. Through the increased capacity and improved journey time reliability, the Scheme would also assist in making the region more attractive for businesses and would provide the required infrastructure for future development including housing and employment.</p> <p>Chapter 5 of The Case for the Scheme (<b>TR010066/APP/7.1</b>) summarises the Economic Assessment of the Scheme undertaken by the Applicant. This includes a calculation of its value for money (VfM), which compares the benefits of the Scheme to users against its costs, using an established methodology.</p>
15	<p><b>Roundabout dimensions</b></p> <p>A suggestion that a larger eastern roundabout at the junction would better serve the potential development of land in that area.</p>	<p>The Scheme, including the size and configuration of its roundabouts, has been designed to accommodate the potential future use of land that has been allocated for development in the Local Plans of local authorities. It does not take into account potential developments that have not yet been included in Local Plans or proposals not yet within the planning system, owing to the lack of certainty over such developments and their needs.</p> <p>ES Chapter 3 (Assessment of Alternatives) (<b>TR010066/APP/6.1</b>) describes the process followed by the Applicant to identify, assess and refine alternative solutions to the issues faced by users of the existing Walsgrave junction. This process determined that the option which the Scheme is based upon offered the most effective solution, leading to its selection in 2022 as the preferred route, meaning it was further refined and included in the statutory consultation of 2023.</p>
16	<p><b>Additional access</b></p> <p>Requests for additional arms from the junction providing direct access to other areas, including Clifford Bridge Road,</p>	<p>The preferred route, which was developed and consulted on further at statutory consultation, was deemed to be the optimum solution to meet the objectives of the Scheme. It also provides an effective response to the existing physical constraints in the Walsgrave area including a flood plain, the Coombe Pool SSSI, overhead power lines and the Hungerley Hall Farm. These factors are addressed in detail in the Scheme Design Report (<b>TR010066/APP/7.4</b>).</p> <p>The Scheme proposal, which makes use of a grade-separated junction rather than a cloverleaf or other type of junction, was assessed as being the option that best fulfilled the scheme objectives, minimised environmental impact and returned a high Benefit to Cost Ratio (BCR) to demonstrate value for money, as set out in the Case for the Scheme (<b>TR010066/APP/7.1</b>).</p>
17	<p><b>Cloverleaf junction</b></p> <p>A suggestion that a cloverleaf junction design would improve traffic flow and capacity compared to the Scheme.</p>	<p>The Scheme Design Report (<b>TR010066/APP/7.4</b>) provides a detailed description of the Scheme, including the design principles, objectives and constraints.</p> <p>It also summarises the extensive process of assessing and refining a longlist and shortlist of potential route options, including a public consultation on this process,</p>

		<p>before a preferred route was formally selected for further development.</p> <p>The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme.</p>
18	<p><b>Flyover junction</b></p> <p>Suggestions that a flyover would be a better option than the dumbbell roundabouts proposed for the Scheme.</p>	<p>The Scheme Design Report (TR010066/APP/7.4) provides a detailed description of the Scheme, including the design principles, objectives and constraints.</p> <p>It also summarises the extensive process of assessing and refining a longlist and shortlist of potential route options, including a public consultation on this process, before a preferred route was formally selected for further development.</p> <p>The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme.</p>
19	<p><b>Access</b></p> <p>A suggestion to retain a direct left-turn from the A46 northbound onto the B4082.</p>	<p>There are a number of constraints in the vicinity of the existing junction that limit what works can be delivered and where. For example, it is not considered possible to include a slip road providing a dedicated left turn from the A46 directly onto the B4082 because it would impact on the floodplain and require an overhead power line diversion.</p> <p>The Scheme Design Report (TR010066/APP/7.4) provides a detailed description of the Scheme, including the design principles, objectives and constraints. It also summarises the extensive process of assessing and refining a longlist and shortlist of potential route options, including a public consultation on this process, before a preferred route was formally selected for further development.</p>
20	<p><b>Slip roads</b></p> <p>Suggestions that the introduction of slip roads would be more advantageous or less complicated than the Scheme.</p>	<p>The merges and diverges to join and leave the A46 with the proposed junction slip roads are designed based on traffic volumes and the standards set out in the Design Manual for Roads and Bridges (DMRB). This informs the suitable layout for traffic to safely navigate joining the traffic on the A46.</p> <p>The Scheme Design Report (TR010066/APP/7.4) provides a detailed description of the Scheme, including the design principles, objectives and constraints.</p>
21	<p><b>Traffic lights</b></p> <p>Suggestions that traffic lights on the existing roundabout would improve the current conditions and potentially have the same impact as the Scheme.</p>	<p>For the A46 Walsgrave Junction, a traffic light configuration would make it easier to turn in/out of the B4082. However, due to the space available and the signal staging required for the junction to operate safely, the resultant timings would lead to significantly more lost time (i.e. non-green signal) for A46 movements. This would significantly increase queue lengths over what is already experienced on the A46.</p> <p>As such, a grade separated option is considered to better meet the needs of both the A46 traffic, by removing the main line delay caused by stopping at the junction, and by providing better access for local traffic through the new dumbbell junction arrangement.</p>

22	<p><b>Junction design</b></p> <p>A suggestion that a trumpet interchange design would reduce the length that drivers would need to drive when using the junction.</p>	<p>The Scheme Design Report (<b>TR010066/APP/7.4</b>) provides a detailed description of the Scheme, including the design principles, objectives and constraints.</p> <p>It also summarises the extensive process of assessing and refining a longlist and shortlist of potential route options, including a public consultation on this process, before a preferred route was formally selected for further development.</p> <p>The current Scheme arrangement was progressed as it was considered to have the least likely environmental impact, and still met the objectives of the Scheme.</p>
23	<p><b>Drainage features</b></p> <p>A query over whether the proposed drainage features would have sufficient capacity to accommodate the potential link road to the hospital.</p>	<p>The proposed drainage features have been designed for the Scheme only. Separate surface water attenuation would be required for any adjacent development and for a hospital link, as part of those works.</p> <p>The Drainage and Surface Water Plans (<b>TR010066/APP/2.7</b>) and ES Chapter 13 (Road Drainage and the Water Environment) (<b>TR010066/APP/6.1</b>) provide further information on the drainage proposals for the Scheme.</p>
24	<p><b>Futureproofing</b></p> <p>A suggestion that the Scheme should be developed with potential future developments in mind so that it is better able to accommodate demand.</p>	<p>Planned developments in the area have already been considered as part of the development of the Scheme, but only where land has been allocated for development or it is proposed in the Local Plans of the relevant local authorities. It does not take into account potential developments that have not yet been included in Local Plans, owing to the lack of certainty over such developments and their needs</p> <p>ES Chapter 15 (Combined and Cumulative Effects) (<b>TR010066/APP/6.1</b>) sets out the process of identifying and assessing likely significant combined and cumulative environmental effects related to the Scheme.</p>
25	<p><b>Laybys</b></p> <p>Requests that two laybys due to be removed could be retained or replaced with alternative refuge areas on the A46.</p>	<p>There is insufficient space between the proposed new location of the Walsgrave junction and the M6/M69 junction to provide new laybys. It would not be possible to safely position a layby in this location and it would create unsafe weaving lengths between the junctions and laybys. South of the junction, the Scheme is constrained by the existing Hungerley Hall Farm accommodation overbridge, the Coombe Pool SSSI and the existing Brinklow Road overbridge.</p> <p>The close proximity of Tollbar End, Binley, Walsgrave and the M6/M69 junctions allow opportunities for vehicles to leave the A46 mainline.</p>
26	<p><b>M6 junction 2</b></p> <p>A suggestion that improvements to the Walsgrave junction would necessitate improvements to junction 2 of the M6, which would otherwise become a bottleneck for traffic.</p>	<p>It is acknowledged that improving the A46 Walsgrave would lead to increased predicted numbers of vehicles on the A46 and this is included in the assessment of the Scheme. This does have the potential to relocate some congestion to the M6 but, conversely, improves congestion in other areas. Overall, it has a positive impact on user travel time across the wider area, as demonstrated by the transport assessment carried out for the Scheme, and in particular reduces traffic on the</p>

		<p>local road network as trips re-route back to the strategic road network.</p> <p>The Transport Assessment (<b>TR010066/APP/7.3</b>) explains the forecast impacts, both positive and negative, of the construction and operation of the Scheme on the performance of the road network. It includes a detailed assessment of the performance of the existing Walsgrave junction as well as a summary of the work to model the capacity, journey time and traffic flow changes brought about by the Scheme.</p> <p>Improvements to Junction 2 of the M6 are outside the defined scope of the Scheme and so are not being pursued. However, the Applicant continuously monitors the performance of the roads and junctions that it maintains, so that future improvement schemes can be focused on areas where they would be most effective.</p>
27	<p><b>Number of lanes</b></p> <p>A suggestion that the proposed western roundabout should be changed to include a second lane from the B4082 onto the roundabout.</p>	<p>The Scheme proposal, which makes use of a grade separated junction, was assessed as being the option that best fulfilled the scheme objectives, minimised environmental impact and returned a high BCR to demonstrate value for money, as set out in the Case for the Scheme (<b>TR010066/APP/7.1</b>).</p> <p>The Scheme Design Report (<b>TR010066/APP/7.4</b>) provides a detailed description of the Scheme, including the design principles, objectives and constraints.</p>
28	<p><b>Public transport</b></p> <p>A suggestion that the Scheme should be designed to accommodate bus services.</p>	<p>The Scheme has been developed so that it would not prevent buses or coaches from using the proposed junction. Public transport services that are located within the study area are considered in the Transport Assessment (<b>TR010066/APP/7.3</b>).</p>
29	<p><b>Safety barriers</b></p> <p>A suggestion that a fence or earthworks may be needed between the B4082 and A46 to prevent headlight glare from traffic in opposing directions causing accidents.</p> <p>A related suggestion that the implementation of a central barrier with a 600mm concrete wall would address safety requirements and allow for a narrower central reservation and wider carriageway.</p>	<p>An anti-glare fence is being considered between the A46 and B4082 to mitigate the risk of headlight glare from each road. The details for this would be developed in the detailed design stage of the Scheme.</p> <p>The central reserve is widened on the curved section of the A46 for the Scheme to meet the visibility standard requirements. DMRB CD 109 Highway Link Design requires a visibility envelope from driver's eye height ranging from 1.05m to 2m to object height ranging from 0.26m to 2m. For dual carriageways, this does not need to extend to the other carriageway, hence the 1m high concrete safety barrier.</p>
30	<p><b>Central pier for new bridge</b></p> <p>A suggestion to add a central pier to reduce the depth of the overbridge.</p>	<p>Adding a central pier to the overbridge would increase the width of the central reserve and the overall carriageway over an extended length before and after the bridge, which would push out the slip roads and roundabouts, therefore increasing the footprint of the Scheme.</p> <p>It would also extend the overall construction period because the proposed construction methodology and</p>



		phasing factors in the new bridge structure and slip roads being built early on, to allow diverted A46 traffic to use the new slip roads while other work is carried out on the A46 main carriageway. A description of the indicative construction programme and phasing is provided in ES Chapter 2 (The Scheme) (TR010066/APP/6.1). The Outline Traffic Management Plan (TR010066/APP/7.5) includes figures showing the proposed construction phasing.
31	<p><b>Disruption during construction</b></p> <p>Concerns over the Scheme's potential to cause excessive disruption to local roads during construction, in some cases based on negative experiences of other road improvement schemes, including the A46 Binley Junction.</p>	<p>The Applicant has produced an Outline Traffic Management Plan (TR010066/APP/7.5) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.</p> <p>Because sufficient measures have already been proposed to manage disruption caused by construction, no additional changes to the Scheme are proposed.</p>
32	<p><b>Clifford Bridge Road for diversion</b></p> <p>Comments raising concerns about using Clifford Bridge Road as a diversion route and some suggesting that alternatives should be considered.</p>	<p>The Applicant has proposed using Clifford Bridge Road part of the diversion route when a closure of the A46 is required. It has been selected as the shortest diversion route and is already the agreed route between the Applicant and Coventry City Council during existing roadworks on the A46. This is set out in the Outline Traffic Management Plan (TR010066/APP/7.5).</p>
33	<p><b>Construction programme</b></p> <p>Comments on the proposed construction period suggesting that it is excessive. Some comments raise concerns that other highways schemes in the area have been delayed during construction.</p>	<p>The Applicant has developed a construction programme based on expertise and knowledge of construction methodology and would not compromise safety to finish works early.</p> <p>A description of the indicative construction programme and phasing is provided in ES Chapter 2 (The Scheme) (TR010066/APP/6.1).</p> <p>The Applicant has produced an Outline Traffic Management Plan (TR010066/APP/7.5) which describes the processes that would be followed to ensure the construction phrase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.</p>
34	<p><b>Impacts during construction</b></p> <p>Statements raising concerns that the local area will be negatively impacted by noise, traffic and damage during construction.</p>	<p>The Applicant has prioritised traffic flow on the A46. As set out in Chapter 2 (The Scheme) of the Environmental Statement (TR010066/APP/6.1), the Applicant proposes to build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible throughout the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods.</p> <p>The construction traffic management phases of the</p>



		<p>Scheme are presented in the Outline Traffic Management Plan (TR010066/APP/7.5). Each traffic management phase has been designed to minimise delays and would be optimised further during detailed design, with layouts being amended, where possible.</p> <p>The Applicant has assessed the impact of construction (and phases where relevant), which includes the consideration of dust, noise and people and local communities. ES Chapter 5 (Air Quality) and ES Chapter 12 (Population and Human Health) (TR010066/APP/6.1) present the assessments used to determine any potential likely significant effects of the Scheme on each environmental aspect.</p> <p>As set out in ES Chapter 11 (Noise and Vibration) (TR010066/APP/6.1), the Applicant's construction traffic assessment concluded that, provided the anticipated vehicle movements and diversions are in line with the approach as described in the Outline Traffic Management Plan (TR010066/APP/7.5), potential significant effects are unlikely.</p>
35	<p><b>Programme and budget</b></p> <p>Statements about the construction of the Scheme potentially over-running or exceeding its budget or taking too long to start.</p>	<p>The Applicant has developed a construction programme based on expertise and knowledge of construction methodology, and would not compromise safety to finish works early. A description of the indicative construction programme and phasing is provided in ES Chapter 2 (The Scheme) (TR010066/APP/6.1).</p> <p>The process of applying for and gaining development consent to build the Scheme, including the duration of that process, is outside the Applicant's remit.</p>
36	<p><b>Traffic management monitoring</b></p> <p>Concerns that temporary traffic lights would not be monitored outside of normal working hours.</p>	<p>The Applicant has proposed to use temporary traffic signals, but these are limited to the construction of the proposed signalised crossing on the B4082. These signals would only be in place during off peak periods, during which traffic management operatives would be on site to rectify any issues immediately. This is set out in the Outline Traffic Management Plan (TR010066/APP/7.5).</p> <p>Because sufficient measures have already been proposed to manage disruption caused by construction, no additional changes to the Scheme are proposed.</p>
37	<p><b>Compound access</b></p> <p>Suggestions that the compound on Brinklow Road should have an access directly on to the A46.</p>	<p>The Applicant had considered a direct access to the A46 southbound carriageway during the planning of the construction compound on Brinklow Road. This was not feasible as the alignment for the slip road required by the relevant design standards could not be achieved.</p> <p>The proposed main site compound is located on land to the south of the Brinklow Road and the east of the A46 and is accessed via an existing haul road from Brinklow Road. It was permitted by planning permission reference: R20/0462, by Rugby Borough Council. The compound had originally had planning permission until 31 December 2026, but the permission was then altered via a non-material amendment application (Rugby Borough Council planning reference: R24/0164) to</p>

		extend the timescale of the planning permission, so it could be used for the Scheme. This application was approved on 13 May 2024 by Rugby Borough Council and provides planning permission for the compound until 31 December 2029.
38	<p><b>Construction communications</b></p> <p>Suggestions that local residents are informed of all road closures in advance.</p>	<p>As described in Appendix B.5 (Construction Communication Strategy) of the First Iteration Environmental Management Plan (<b>TR010066/APP/6.5</b>), the Applicant would implement a coordinated engagement plan to ensure that residents potentially affected by construction of the Scheme are aware of upcoming works that may affect their day-to-day activities. The exact methods would be determined closer to the construction period but are likely to include email communications, leaflets, and regular website updates.</p> <p>A dedicated Stakeholder and Communications Lead would be appointed who would be responsible for all communications during the construction phase of the Scheme.</p> <p>Because sufficient measures have already been proposed to manage disruption caused by construction, no additional changes to the Scheme are proposed.</p>
39	<p><b>Coordination of works locally</b></p> <p>Suggestions to coordinate all roadworks locally and work with partners such as Transport for West Midlands.</p>	<p>The Applicant has produced an Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>) which describes the processes that would be followed to ensure the construction phase is completed safely and efficiently, while minimising the impact and any disruption on road users, stakeholders and the local community.</p> <p>All traffic management for the Scheme would be planned and managed to ensure any other construction work in the area can be coordinated, where possible.</p> <p>The Applicant would continue discussions with the directly impacted local authorities (Coventry City Council, Warwickshire County Council and Rugby Borough Council) in the development of the Traffic Management Plan, which will determine local roadworks that are taking place. This would ensure that works are coordinated in the area and minimise disruption for local communities.</p>
40	<p><b>Construction hours</b></p> <p>Various comments suggesting different times for construction hours, either to carry out works 24/7 or to complete more works at night.</p>	<p>The Applicant's standard working hours are 07:00 to 19:00 on Monday to Friday and 07:00 to 13:00 on Saturdays as set out in ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>). Sundays and bank holidays are not included in these standard periods.</p> <p>As defined in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>), peak traffic hours are between 06:00–21:00. Off-peak traffic hours are between the hours of 21:00–06:00.</p> <p>Where possible, the most disruptive works would be planned outside of peak travel times to minimise road closures.</p>

		<p>The Applicant would need to carry out some nighttime work for certain activities that would not be safe to undertake during standard working hours. The type of activities that would need to be undertaken overnight include the installation/removal of traffic management and tying in new and existing carriageways. This is explained further in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>).</p>
41	<p><b>Offline construction</b></p> <p>A suggestion to complete as much work as possible offline off the A46 carriageway.</p>	<p>ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>) describes the proposed construction phasing, which sets out that the Applicant would build the slip roads and new junction first offline, allowing the A46 to remain open as much as possible throughout the construction period. The phasing shows the proposed dumbbell junction being operational before the existing Walsgrave roundabout is removed. The Applicant also proposes that throughout all phases of construction of the Scheme, the existing number of lanes on the A46 would be maintained during all peak periods.</p> <p>Because sufficient measures have already been proposed to manage disruption caused by construction, no additional changes to the Scheme are proposed.</p>
42	<p><b>Staffing</b></p> <p>Suggestions to increase resource to reduce the construction duration.</p>	<p>The Applicant has developed a construction programme based on expertise and knowledge of construction methodology. A description of the indicative construction programme and phasing is provided in Chapter 2 of the Environmental Statement, The Scheme (<b>TR010066/APP/6.1</b>), which would be used to determine sufficient resource to complete construction of the Scheme within the timescales set out.</p> <p>Because sufficient measures have already been proposed to manage disruption caused by construction, no additional changes to the Scheme are proposed.</p>
43	<p><b>Data pre-Covid</b></p> <p>Concerns about the traffic modelling using data based on pre-Covid road use figures and that the demand is now lower.</p>	<p>Although traffic levels have not grown as much as expected before the Covid-19 pandemic, these are still expected to increase making congestion worse in future years both for the A46 Walsgrave Junction and across the wider area.</p> <p>The base year model does use pre-Covid-19 traffic levels to allow the model to be validated against observed data. However, the forecast year transport modelling then incorporates adjustments to the future year predicted growth in traffic in response to post Covid-19 conditions. This is in line with current DfT Transport Assessment Guidance and the Applicant's Transport Planning Group guidance note 'Accounting for COVID-19 in Modelling and Appraisal'. This reduces the overall level of demand at each forecast year for both the 'with Scheme' and 'without Scheme' scenarios.</p> <p>Details on the development of the models, are described in the Transport Assessment (<b>TR010066/APP/7.3</b>).</p>

44	<p><b>WCH – Access for walkers</b></p> <p>A concern that proposals affecting routes for walkers, cyclists and horse riders may result in some existing access rights for pedestrians and dog walkers would be lost.</p>	<p>A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (<b>TR010066/APP/6.1</b>). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (<b>TR010066/APP/6.2</b>).</p> <p>The assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes.</p> <p>For further details see <b>Annex M</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>).</p>
45	<p><b>WCH – Connections</b></p> <p>Comments expressing concern that proposed walking and cycling routes are not connected to existing routes or do not serve common destinations.</p> <p>Related comments that the Scheme should do more to provide such connections, including references to specific locations such as Coombe Park and to Farber Road and the bridleway at its eastern extent.</p> <p>Others stress the importance they place on the Hungerley Hall Farm accommodation overbridge being used to facilitate new walking routes.</p>	<p>The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (<b>TR010066/APP/2.3</b>), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, it does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others.</p> <p>The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Country Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas.</p> <p>The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.</p> <p>For further details see <b>Annex M</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>).</p>
46	<p><b>WCH – Cycle routes</b></p> <p>Opposition to the implementation of cycle routes, including the potential for road space to be lost as a consequence.</p>	<p>The Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road, but not requiring any reduction in the provision of lanes or lane widths. The verge widening would accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others.</p>

		For further details see <b>Annex M</b> of the Consultation Report Annexes ( <b>TR010066/APP/5.2</b> ).
47	<p><b>WCH – Demand</b></p> <p>General concern that facilities for pedestrians and cyclists would not be used, on the basis that there is insufficient local demand.</p>	<p>Surveys of walking, cycling and horse-riding activity were undertaken to provide usage information for key active travel routes in the area to inform the assessment. The outcome is provided in ES Chapter 12 (Population and Human Health) (<b>TR010066/APP/6.1</b>).</p> <p>However, there are no facilities for walking or cycling along the link road or the A46 currently. Any revised access arrangement, including by cycle or horse riding, to any future development of the H2:3 is considered to be a matter for the Local Planning Authority when considering any future planning application on this site.</p> <p>For further details see <b>Annex M</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>).</p>
48	<p><b>WCH – Provision</b></p> <p>A suggestion that the proposals for walkers, cyclists and horse riders are insufficient. A related suggestion that the importance of modal shift from motorised travel to walking and cycling should be acknowledged and prioritised.</p>	<p>The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (<b>TR010066/APP/2.3</b>), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others.</p> <p>The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Country Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas.</p> <p>The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.</p> <p>For further details see <b>Annex M</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>).</p>
49	<b>WCH – Passive provision</b>	The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on



	<p>Concerns with the Scheme's use of passive provision for cycling and walking routes, with suggestions that there is little certainty the routes would ever be built. Related comments that provisions for walkers and cyclists should be delivered as part of the Scheme.</p>	<p>Sheet 3 of the Works Plans (<b>TR010066/APP/2.3</b>), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme does not include any further WCH provision enhancements. However, the Scheme does incorporate enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route and a section of shared use path by others.</p> <p>The Applicant has also retained the Hungerley Hall Farm accommodation overbridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Country Park in the future, at a substantially reduced cost and disruption. Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas.</p> <p>The Applicant considers that all reasonable opportunities for connecting communities and enabling future active travel provision have been explored, and the objectives of the Scheme have been met.</p> <p>For further details see <b>Annex M</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>).</p>
50	<p><b>WCH – Pedestrian crossing</b></p> <p>Concern regarding the implications for general traffic of providing a pedestrian crossing on the eastern arm of the roundabout.</p>	<p>The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (<b>TR010066/APP/2.3</b>), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken, and is an improvement over the existing uncontrolled crossing point on the B4082.</p> <p>For further details see <b>Annex M</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>).</p>
51	<p><b>WCH – Access to private land</b></p> <p>Comments expressing concern over the potential for new walking and cycling routes to involve access to private agricultural land, with one comment suggesting horse riders and off-road vehicles may enter farmland used for livestock.</p>	<p>The Applicant is not introducing any new walking or cycling routes that would give or change rights to access private land.</p> <p>For further details see <b>Annex M</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>).</p>



52	<p><b>WCH – Vandalism</b></p> <p>Concern that the use by walkers and cyclists of the accommodation overbridge over the A46 may lead to acts of vandalism affecting the road below.</p>	<p>The Applicant is not currently expecting to undertake any works to the Hungerley Hall Farm accommodation overbridge as part of the Scheme, and therefore does not consider there to be any increased likelihood of vandalism occurring and impacting the safety of existing users of the A46 as result. The Applicant considers the current height of the parapets, which also incorporate meshing, as sufficient to deter acts of vandalism.</p> <p>For further details see <b>Annex M</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>).</p>
53	<p><b>WCH – Additional pedestrian crossings</b></p> <p>Requests for additional pedestrian crossing points or for existing pedestrian crossing points outside the scope of the Scheme to be moved.</p>	<p>The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 2I), as shown on Sheet 3 of the Works Plans (<b>TR010066/APP/2.3</b>), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. No further pedestrian crossings are proposed.</p> <p>For further details see <b>Annex M</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>).</p>
54	<p><b>WCH – Design standards</b></p> <p>A request that any new walking and cycling route should be designed in accordance with LTN1/20 standards.</p>	<p>The width of the widened verge alongside the new section of the B4082 would be sufficient to accommodate the LTN 1/20 standard, which would apply when delivered at a later date by others, of a 3m cycleway and separate 2m footway with the exception of a short length of the existing B4082 on approach to the Clifford Bridge Road roundabout where a section of shared use cycle track may be required due to existing constraints.</p> <p>A Walking, Cycling and Horse-riding (WCHR) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (<b>TR010066/APP/6.1</b>). Details of the design mitigation and enhancement measures are shown on ES Figure 12.3 (<b>TR010066/APP/6.2</b>).</p> <p>For further details see <b>Annex M</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>).</p>
55	<p><b>WCH – Cycling on the A46</b></p> <p>Comments opposed to the possibility of a cycling route being introduced on the A46, on the basis that cyclists would not wish to use a route shared with fast moving traffic. Related comments in support of walkers, cyclists and horse riders being segregated from motorised vehicles.</p>	<p>The Scheme does not include the addition of cycle lanes on the A46.</p> <p>For further details see <b>Annex M</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>).</p>
56	<p><b>WCH – Rights of Way</b></p> <p>Requests to understand the implications of future Public Rights of</p>	<p>A Walking, Cycling and Horse-riding (WCH) assessment was undertaken for the Scheme and the outcome is provided in ES Chapter 12 (Population and Human Health) (<b>TR010066/APP/6.1</b>). Details of the design</p>

	Way that the Scheme may lead to on privately owned farmland.	mitigation and enhancement measures are shown on ES Figure 12.3 ( <b>TR010066/APP/6.2</b> ). The assessment concludes there is not considered to be any increase in severance as a result of the Scheme, and no likely significant effect upon existing WCH routes.  For further details see <b>Annex M</b> of the Consultation Report Annexes ( <b>TR010066/APP/5.2</b> ).
57	<b>Carbon footprint</b>  Objection to the Scheme being built on the basis of its carbon footprint, including a reference to the increased distance required to drive around the new junction arrangement.	<b>No Design Change</b>  An Outline Carbon Management Plan, Appendix B.8 of the First Iteration EMP ( <b>TR010066/APP/6.5</b> ) has been produced for the Scheme. It includes (as Appendix A) a Carbon Opportunities Register, comprising a series of opportunities that have been identified to reduce the carbon impact of the Scheme, including, for example, the exclusion of certain energy sources for construction vehicles and machinery.  For further details see <b>Annex M</b> of the Consultation Report Annexes ( <b>TR010066/APP/5.2</b> ).
58	<b>Drainage</b>  Concerns that the Scheme would lead to increased flooding risks in the area, including residential roads as well as habitats for wildlife. These comments include references to Smite Brook and the River Sowe.	ES Chapter 13 (Road Drainage and the Water Environment) ( <b>TR010066/APP/6.1</b> ) presents the assessment used to determine any potential likely significant effects of the Scheme upon road drainage and the water environment, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 113 (Road Drainage and the Water Environment).  For further details see <b>Annex M</b> of the Consultation Report Annexes ( <b>TR010066/APP/5.2</b> ).
59	<b>Health</b>  Opposition to the Scheme on the grounds that its construction would lead to or exacerbate health problems for local people, including the effects of construction traffic or diverted traffic on local roads.	ES Chapter 12 (Population and Human Health) ( <b>TR010066/APP/6.1</b> ) presents the assessment used to determine any potential likely significant effects of the Scheme upon population and human health, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 112 (Population and human health).  For further details see <b>Annex M</b> of the Consultation Report Annexes ( <b>TR010066/APP/5.2</b> ).
60	<b>General environmental concerns</b>  Concerns over the Scheme and opposition to its construction citing general concerns over its impacts on the environment.	The ES ( <b>TR010066/APP/6.1</b> ) follows DMRB LA104, which sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse environmental effects as a result of construction and operation.  ES Chapter 4 (Environmental Assessment Methodology) ( <b>TR010066/APP/6.1</b> ) outlines the purpose and main stages of the assessment process and explains the methodology that has been followed and details the approach to mitigation. The mitigation hierarchy (DMRB LA 104 paragraph 3.23) is based on a series of sequential steps undertaken to limit any adverse

		<p>impacts on the environment and has the following steps in order of priority:</p> <ul style="list-style-type: none"> <li>• Avoidance and prevention: design and mitigation measures to prevent the effect (e.g., alternative design options or avoidance of environmentally sensitive sites)</li> <li>• Reduction: where avoidance is not possible, then mitigation is used to lessen the magnitude or significance of effects</li> <li>• Remediation: where it is not possible to avoid or reduce a significant adverse effect, these are measures to offset the effect</li> </ul> <p>Full details of the mitigation measures included within the Scheme are described in each of the topic-based chapters of the Environmental Statement (<b>TR010066/APP/6.1</b>).</p> <p>For further details see <b>Annex M</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>).</p>
61	<p><b>Light pollution</b></p> <p>Concern that the Scheme would lead to additional light pollution in a rural setting.</p>	<p>The Applicant has undertaken a lighting assessment to provide an analysis of the potential operational light spill levels associated with the Scheme, to allow an assessment of the potential effects on sensitive receptors. ES Appendix 7.5 (Lighting assessment) (<b>TR010066/APP/6.3</b>) presents this assessment.</p> <p>In summary, as set out in ES Appendix 7.5 (Lighting assessment) of the Environmental Statement Appendices (<b>TR010066/APP/6.3</b>) there is no likely significant effect from the Scheme upon lighting, with mitigation provided, which would be incorporated within the detailed design of the lighting.</p>
62	<p><b>Mitigation land</b></p> <p>Concern over the proposed location of environmental mitigation land on privately owned farmland and a request for alternative options, including land adjacent to the existing A46, to be considered instead.</p>	<p>Areas of the existing A46 and B4082 have been used for environmental mitigation purpose as shown on the Environmental Masterplan (ES Figure 2.4 (<b>TR010066/APP/6.2</b>)). The Environmental Masterplan has considered limitations due to the existing overhead powerlines and a water main that crosses the site.</p> <p>A triangular shaped area of land to the east of the A46 immediately north of Coombe Pool SSSI was identified at the options selection stage for compensatory planting, which is a type of mitigation involving the planting of new trees to directly replace those lost elsewhere within the Order Limits. The location has been chosen as it provides the greatest opportunity for habitat connectivity with the SSSI and associated woodland habitats, so is the most suitable location to replace the habitat types being lost. Early discussions with Coventry City Council have been held to discuss this mitigation area being managed as part of Coombe Abbey.</p> <p>The size of the proposed environmental mitigation area is based on the anticipated vegetation loss and is</p>

		explained in ES Appendix 8.1 (Biodiversity Net Gain Report) ( <b>TR010066/APP/6.3</b> ).
63	<p><b>Rivers/Waterways</b></p> <p>Opposition to the construction of the Scheme on the basis that it would lead to the deterioration of local rivers and waterways. These included specific references to the River Sowe and the wildlife that inhabits it.</p>	<p>ES Chapter 13 (Road Drainage and the Water Environment) (<b>TR010066/APP/6.1</b>) presents the assessment used to determine any potential likely significant effects of the Scheme upon rivers and waterways, including the River Sowe, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 113 (Road drainage and water environment).</p> <p>Mitigation measures are provided in the form of detention basins. Two basins would provide water attenuation and water quality treatment, and one basin would provide only water quality treatment. The basins would be planted with suitable local species to provide further water quality and biodiversity enhancements, by reducing nitrate and phosphate concentrations through biological uptake.</p> <p>The drainage layout for the Scheme is presented on the Drainage and Surface Water Plans (<b>TR010066/APP/2.7</b>).</p>
64	<p><b>Biodiversity</b></p> <p>Opposition to the Scheme based around concerns that biodiversity would be negatively affected, including wildlife in Coombe Abbey.</p>	<p>The Applicant has considered the impacts of the Scheme on the Coombe Pool SSSI, as it is located directly next to the Scheme.</p> <p>ES Chapter 8 (Biodiversity) (<b>TR010066/APP/6.1</b>) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity and the SSSI, both during construction and operation. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity).</p> <p>The assessment detailed within this ES has identified the potential for significant impacts on Coombe Pool SSSI during construction, and in particular the effects on breeding waterbirds, including grey heron, and on wintering waterbirds including shoveler. Appropriate mitigation would be required to address this potential significant impact. This may include measures such as acoustic barriers (or similar), timing of works, and/or careful adjustment of machinery/working practices. Any solution(s) would need to be appropriately modelled to demonstrate suitable mitigation for the potential significant impact identified. The Applicant will continue to discuss the impacts on the SSSI and mitigation required with Natural England.</p>
65	<b>Carbon sequestration</b>	A Carbon Management Plan (ES Appendix 14.1 <b>TR010066/APP/6.3</b> ) has been developed to set out the targets and actions for reducing carbon through the

	A request to use land within the Order Limits for carbon sequestration purposes.	design and construction process. It is not anticipated that land would be used for carbon sequestration.
66	<p><b>Construction methods</b></p> <p>A recommendation to reduce emissions related to the Project by using HVO fuel</p>	<p>The Applicant's suppliers are incentivised to utilise HVO wherever possible and include it as part of their contract.</p> <p>ES Chapter 2 (The Scheme) (<b>TR010066/APP/6.1</b>) describes the Applicant's approach to the construction of the Scheme. The approach to construction would be further refined and finalised during the detailed design stage.</p> <p>For further details see <b>Annex M</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>).</p>
67	<p><b>Construction methods</b></p> <p>A request to use road surfacing material that reduces noise emissions.</p>	<p>ES Chapter 11 (Noise and Vibration) (<b>TR010066/APP/6.1</b>) presents the assessment used to determine any potential likely significant effects of the Scheme on noise and vibration, both during construction and operation. The assessment of environmental impacts for road schemes in England follows the methodology outlined in the DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 111 (Noise and Vibration).</p> <p>Embedded noise and vibration mitigation within the design includes the use of low noise surfacing for the A46, as was described in the Applicant's PEIR, and the reduction in speed limits to the A46 and B4082.</p> <p>For further details see <b>Annex M</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>).</p>
68	<p><b>Biodiversity mitigation</b></p> <p>A suggestion to implement as bat / swift nesting bricks into concrete structures. A related suggestion to improve the Smite Brook culvert.</p>	<p>ES Chapter 8 (Biodiversity) (<b>TR010066/APP/6.1</b>) presents the assessment used to determine any potential likely significant effects of the Scheme upon biodiversity. The assessment is considered compliant with DMRB LA 104 (Environmental Assessment and Monitoring) and DMRB LA 108 (Biodiversity).</p> <p>ES Chapter 8 also identifies the mitigation required by the Scheme which includes the provision of barn owl boxes within Coombe Country Park and bat boxes, at locations to be determined during detailed design. The provision of bird and bat boxes is identified within the Register of Environmental Actions and Commitments (Appendix A of the First Iteration EMP (<b>TR010066/APP/6.5</b>)) which would be secured through the draft DCO Schedule 2, Requirement 4 (<b>TR010066/APP/3.1</b>).</p> <p>The bridge structure is not deemed an appropriate place to provide bird or bat boxes due to potential bird strike.</p> <p>The Applicant has avoided works to Smite Brook and the River Sowe to minimise the impact on protected species and habitat associated with the watercourses. No works are currently proposed to Smite Brook or the River Sowe, however the Scheme does impact the surrounding habitat.</p>



69	<p><b>Biodiversity mitigation</b></p> <p>Requests to maximise any opportunities to plant new trees and vegetation on land used for the Scheme, while avoiding the removal of any existing trees. A related suggestion to turn a field south of the B4082 into wetland or woodland.</p>	<p>The Applicant has undertaken an Arboricultural Impact Assessment of the trees and hedgerows within the Scheme Order Limits. The results of the survey and assessment are provided in ES Appendix 7.4 (Arboricultural Impact Assessment) (<b>TR010066/APP/6.3</b>). This document identifies trees to be removed as part of the Scheme and mitigation measures to retain and protect other trees and hedgerows during construction.</p> <p>Compensatory tree planting is provided throughout the Scheme and is presented on the Environmental Masterplan (ES Figure 2.4 (<b>TR010066/APP/6.2</b>)).</p> <p>The Environmental Masterplan (ES Figure 2.4 of the (<b>TR010066/APP/6.2</b>)) also provides details of replacement habitats for those lost to the Scheme and new habitats to the area, including permanent wet detention basins.</p>
70	<p><b>Noise mitigation</b></p> <p>Requests to implement noise mitigation measures, including screening for Hungerley Hall Farm.</p>	<p>The results of the noise assessment for the Scheme are included in ES Chapter 10 (Noise and Vibration) (<b>TR010066/APP/6.1</b>). This concludes that noise mitigation measures would be required during the construction period. However, the assessment concludes that there is no likely significant effect due to the Scheme during the operational phase.</p> <p>For further details see <b>Annex M</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>).</p>
71	<p><b>Speed limit</b></p> <p>Opposition to the proposed 50mph speed limit on a section of the A46, with requests for the existing 70mph limit to be retained. The comments included suggestions that a 50mph limit would make the road less safe, because of the need to decelerate in time for the speed limit change, and that it would lead to congestion.</p> <p>Related suggestions that enforcement of the limit would be limited, making the change ineffectual</p>	<p>The Scheme has been designed to meet the relevant DMRB standards, which cover, among other factors, the appropriate speed limits for roads that include curved sections. The purpose of the speed limit is to ensure the safety of all road users. The safety of the Scheme for road users, based on a 50mph speed limit on a section of the A46, is assessed in Chapter 7 of the Transport Assessment (<b>TR010066/APP/7.3</b>).</p> <p>In the case of the Scheme, the curved section of the A46 is necessary to avoid encroaching on Coombe Abbey Country Park and therefore a 50mph speed limit is proposed for that section of the road.</p>
72	<p><b>Speed limit</b></p> <p>Suggestions that warning signs in advance of the curved section of the A46 would suffice in place of a reduced speed limit or that a camber on this section would achieve the same result.</p>	<p>The Scheme has been designed to meet the relevant DMRB standards, which cover, among other factors, the appropriate speed limits for roads that include curved sections. The purpose of the speed limit is to ensure the safety of all road users. The safety of the Scheme for road users, based on a 50mph speed limit on a section of the A46, is assessed in Chapter 7 of the Transport Assessment (<b>TR010066/APP/7.3</b>).</p> <p>In the case of the Scheme, the curved section of the A46 is necessary to avoid encroaching on Coombe Abbey Country Park and therefore a 50mph speed limit is proposed for that section of the road.</p>



73	<p><b>Safety / Lighting</b></p> <p>Suggestions that the Scheme lacks sufficient safety features, including a lack of speed cameras, lighting and directional signage.</p>	<p>The General Arrangement (<b>TR020066/APP/2.6</b>) set out where the Applicant proposes to install permanent signage for the Scheme.</p> <p>A Lighting Assessment (ES Appendix 7.5) (<b>TR010066/APP/6.3</b>) for the Scheme has been produced as an appendix to ES Chapter 7 (Landscape and Visual) (<b>TR010066/APP/6.1</b>). Lighting levels associated with the Scheme would be sympathetic to the surroundings and consist of the lowest possible lighting levels whilst meeting relevant British Standards.</p> <p>As described in the Scheme Design Report (<b>TR010066/APP/7.4</b>), a signage strategy has been completed for the Scheme to inform the overall design. The strategy has been designed to be compliant with national guidance including the DMRB and Traffic Signs Manual and is how the road will be made understandable for users.</p>
74	<p><b>Speed limit</b></p> <p>Requests to provide speed limit cameras for the Scheme.</p>	<p>The Applicant has engaged with representatives from Warwickshire police force to discuss the Scheme, with specific focus on the enforcement strategy for the A46 between Toll Bar and M69/M6 Junction.</p>
75	<p><b>Speed limit</b></p> <p>Suggestions to extend the proposed 50mph speed limit to a wider section of the A46.</p>	<p>The Scheme is limited in its geographic scope and so does not consider the possibility of speed limit changes elsewhere on the A46.</p> <p>Speed limits are assessed under the Applicant's latest guidance "Safe highest speed" and in accordance with the DfT's Traffic and Signs Manual, Chapter 8, Part 3.</p> <p>The operational requirements of the Strategic Road Network (including speed limits) are continually reviewed by the Applicant, and changes are made where needed.</p>
76	<p><b>Road operation</b></p> <p>Requests to coordinate with Transport for West Midlands' Regional Transport Co-ordination Centre to help manage aspects of the operation of the Scheme such as speed enforcement and congestion management.</p>	<p>The Applicant has engaged continuously with stakeholder organisations including Transport for West Midlands throughout the pre-application period and any future operational requirements following the implementation of the Scheme would be monitored by the Applicant. The Applicant will continue to engage with West Midlands Combined Authority, of which Transport for West Midlands is an executive body, including discussion on any potential use of the RTCC.</p> <p>This has been discussed with Transport for West Midlands in the pre-application period, as summarised in Chapter 3 of this Report.</p> <p>Decisions on the use of roadside traffic management infrastructure such as CCTV cameras and Variable Message Signs would be taken later, as part of the detailed design phase, through consultation with relevant stakeholders.</p> <p>As stated in the Scheme Design Report (<b>TR010066/APP/7.4</b>), a signage strategy has been</p>

		completed for the Scheme to inform the overall design. The strategy has been designed to be compliant with national guidance including the DMRB and Traffic Signs Manual and is how the road will be made understandable for users.
77	<p><b>Traffic management</b></p> <p>A request to provide funding to Coventry City Council to assist in managing re-routed traffic during construction and operation of the Scheme.</p>	<p>The construction methodology and phasing for the Scheme will continue to be developed with the aim of minimising the construction period and potential impact upon road users. Further details on the traffic management strategy can be found in the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>).</p> <p>The Applicant would work with Coventry City Council and Warwickshire County Council as highway authorities to identify any other schemes that would require coordination or specific diversions during construction of the Applicant's Scheme. This would be considered in the Traffic Management Plan, which is developed from the Outline Traffic Management Plan (<b>TR010066/APP/7.5</b>), secured by Schedule 2 Requirement 11 of the draft Development Consent Order (<b>TR010066/APP/3.1</b>).</p>

## 6. Conclusion

### 6.1. Compliance with advice and guidance

- 6.1.1. The Applicant has undertaken a consultation process which complies with the relevant Ministry of Housing, Communities and Local Government (MHCLG) guidance on the pre-application process as well as relevant advice from the Planning Inspectorate.
- 6.1.2. The Applicant has set out advice issued under section 51 of the 2008 Act received from the Planning Inspectorate, and the regard had to this advice in **Annex O** of the Consultation Report Annexes (TR010066/APP/5.2). This is in accordance with advice page 'Nationally Significant Infrastructure Projects: Advice on the Consultation Report' (August 2024), which requires Applicants to demonstrate how they have had regard to the section 51 pre-application advice from the Inspectorate, and from the other statutory consultees which provide advice on behalf of the government. Regard had to advice from other statutory consultees is demonstrated in Table 3-1 of Chapter 3 of this Report, in **Annex M** and **Annex N** of the Consultation Report Annexes (TR010066/APP/5.2) and throughout the ES Chapters 5–15 (TR010066/APP/6.1).
- 6.1.3. **Table 6-1** below sets out how, in accordance with section 50 of the 2008 Act, the Applicant has complied with MHCLG guidance in carrying out the pre-application process.

Table 6-1 Compliance with MHCLG Guidance on the pre-application process (April 2024)	
Guidance	Evidence of compliance
<p>Section 42 of the Planning Act, together with the provisions of Sections 43 and 44 of the Planning Act, requires applicants to consult certain persons, including statutory consultees, local authorities, and others with a relevant interest in the land to which the proposed application relates, prior to the submission of an application.</p> <p>The prescribed list of statutory consultees for the purposes of Section 42 of the Planning Act is set out in Schedule 1 to the APFP Regulations 2009, as amended by the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024.</p>	<p>The Applicant has identified and consulted with parties prescribed by section 42, section 43 and section 44 of the 2008 Act, as well as the local community as prescribed by Section 47 and defined in the SoCC.</p> <p>Details of how the Applicant consulted in accordance with each of these sections of the 2008 Act are set out in Chapter 4 of this Report.</p> <p><b>Annex G</b> of the Consultation Report Annexes (TR010066/APP/5.2) also sets out each body in line with Schedule 1 to the APFP Regulations 2009 as amended by the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024.</p>
Section 47 of the Planning Act requires applicants to consult relevant local	Chapter 4 of this Report sets out the Applicant's approach to the preparation of the SoCC.

**Table 6-1 Compliance with MHCLG Guidance on the pre-application process (April 2024)**

Guidance	Evidence of compliance
<p>authorities on what is to be in their SoCC setting out how applicants intend to consult the local community on the proposed DCO application, and then carry out consultation in accordance with the SoCC.</p>	<p>The Applicant offered informal meetings to Coventry City Council, Rugby Borough Council and Warwickshire County Council to discuss emerging plans for the delivery of the statutory consultation.</p> <p>A meeting was held with Rugby Borough Council on 5 June 2023 and with Warwickshire County Council on 8 June 2023 to discuss the Applicant's early plans for consultation and the type of input that would be sought from those authorities. These initial discussions were informal and early comments were considered by the Applicant in the development of the draft SoCC.</p> <p>The draft SoCC was then updated and formally submitted to all local authorities listed above on 19 July 2023. The Applicant requested comments from the local authorities by 17 August 2023, in accordance with the minimum period for formal consultation required under Section 47(3) of the Planning Act. Details of the comments received and how they were incorporated into the strategy can be found in section 4.2 of this Report.</p> <p>The statutory consultation was delivered in line with the commitments made in the published SoCC. Table 4-8 in this Report sets out each commitment made in the SoCC alongside explanations of how each commitment was fulfilled.</p>
<p>Section 48 of the Planning Act requires applicants to publicise the proposed application in the prescribed manner as set out in Regulation 4 of the APFP Regulations 2009.</p>	<p>The Applicant publicised the proposed application in fulfilment of Section 48 of the 2008 Act by publishing a notice nationally in <i>The Times</i> on 19 October 2023, as well as in the <i>London Gazette</i> on 19 October 2023. The notice was published twice locally in the Coventry Observer and Rugby Observer on 20 October 2023 and 27 October 2023. Copies of these notices are included in <b>Annex F</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>).</p>
<p>The EIA Regulations 2017 set out requirements for preparing Environmental Statements prior to the submission of a DCO application, including engaging with statutory consultees and local authorities prior to formal pre-application activities under Section 42 of the Planning Act.</p>	<p>Chapter 3 of this Report summarises ongoing engagement with statutory consultees and local authorities.</p> <p>Each chapter of the Environmental Statement (<b>TR010066/APP/6.1</b>) also includes a section on 'consultation' which details engagement with statutory environmental bodies and local authorities.</p>
<p>What consultation is planned and when will form a key part of the applicant's overall programme for completing the pre-application stage. It will need to be included in the Programme Document supplied by the applicant to the Planning Inspectorate for the Inception Meeting.</p>	<p>The Applicant and the Planning Inspectorate held the Inception meeting on 8 June 2023, before this requirement came into force.</p> <p>The Applicant produced a Programme Document setting out what consultation had taken place to date and what</p>

**Table 6-1 Compliance with MHCLG Guidance on the pre-application process (April 2024)**

Guidance	Evidence of compliance
	was proposed, which was submitted to the Planning Inspectorate on 10 July 2024.
Once applicants have completed the consultation process set out in their SoCC, where a proposed application is amended in the light of responses to consultation then, unless those amendments materially and substantially change the proposed application or materially changes its effects as a whole, the amendments themselves should not trigger a need for further consultation. The amendments can be reported as part of the consultation report submitted with the application.	Chapter 4 describes the reasons for, and the delivery of, a non-statutory supplementary consultation carried out by the Applicant regarding minor changes to the Scheme design following the Statutory Consultation period.
Targeted consultation can be statutory or non-statutory or a combination of the two depending on whether new persons needing to be consulted under Section 42 of the Planning Act have been identified, but such targeted consultation will not require the production of PEI provided proportionate and appropriate information on environmental implications of any changes, where necessary, is provided.	<p>The Applicant carried out a non-statutory supplementary consultation and a targeted statutory consultation with newly identified consultees under Section 42 of the Planning Act 2008.</p> <p>The notification letters issued to consultees explained each of the proposed changes being consulted upon, including information on the environmental implications of those changes. The letters also explained that the proposed changes would be assessed as part of the ongoing EIA process and reported on in the Environmental Statement to be submitted as part of the Scheme's DCO application.</p> <p><b>Annex L</b> of the Consultation Report Annexes (TR010066/APP/5.2) includes examples of the letter and materials issued.</p>
The Infrastructure Planning (Miscellaneous Provisions) Regulations 2024 amended the APFP Regulations 2009 by substituting a new table of persons prescribed for the purpose of Section 42(1)(a) of the Planning Act (duty to consult) and also Section 56(2) of the Planning Act (notifying persons of an accepted applications) which is covered in the acceptance guidance. It is the applicant's responsibility to ensure all relevant prescribed consultees are consulted about a proposed application.	<b>Annex G</b> of the Consultation Report Annexes (TR010066/APP/5.2) sets out the bodies consulted in line with Schedule 1.
While the list of prescribed bodies who must be consulted was updated in April 2024, from time to time a body may cease to exist but may still be listed as a statutory consultee in the Regulations pending their updating. In such situations applicants should identify any successor body and consult with them in the same manner as they would have	<b>Annex G</b> of the Consultation Report Annexes (TR010066/APP/5.2) sets out the bodies consulted in line with Schedule 1 to the APFP Regulations 2009 as amended by the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024.

**Table 6-1 Compliance with MHCLG Guidance on the pre-application process (April 2024)**

Guidance	Evidence of compliance
<p>with the original body. Where there is no obvious successor, applicants should seek the advice of the Planning Inspectorate, who may be able to identify an appropriate alternative consultee. Whether or not an alternative is identified, the consultation report should briefly note any cases where compliance with statutory requirements was impossible and the reasons why.</p>	
<p>Under Section 47 of the Planning Act, applicants are required to produce a SoCC, setting out how they intend to consult the local community on the proposed application. Applicants should consider how they can engage communities in a way that supports them to understand the necessary issues at an appropriate stage to support preparation of their application, and how they will show how they have responded to their issues of concern.</p>	<p>As set out in Chapter 4, the Applicant included a framework for community consultation in the SoCC, including details of where details and events would be published. The SoCC was made available on the Scheme website, at all exhibitions and placed at local deposit points.</p> <p>The Applicant published a Consultation Brochure written in an engaging and accessible style, setting out what it was possible to influence at that stage, providing accurate information that gave consultees a clear view of what was proposed, and encouraging them to offer their views.</p> <p>The brochure proposed for the statutory consultation in included in <b>Annex J</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>).</p> <p>The Applicant is satisfied that this Consultation Report provides sufficient detail in response to the relevant impacts identified in response to consultation.</p> <p>Details of the regard that the Applicant has had to consultation responses is set out in <b>Annex M</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>), which makes clear which issues were raised by s47 consultees and the Applicant's position on each.</p> <p>The Applicant also produced a summary report, published in March 2023, to provide local communities and stakeholders with an early summary of feedback received during the statutory consultation.</p>
<p>Applicants must consult the prescribed bodies as appropriate under Regulation 3 and Schedule 1 to the APFP Regulations 2009, as well as the Marine Management Organisation in certain circumstances, under Section 42 of the Planning Act, giving the consultees at least 28 days to respond.</p>	<p>The Applicant has set out a list of the prescribed consultees consulted under Section 42 of the Planning Act in <b>Annex G</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>).</p> <p>Consultees were provided with 43 calendar days to provide their comments to the statutory consultation, which is greater than the statutory minimum of 28 days prescribed by Section 45 of the 2008 Act.</p>
<p>Applicants must publicise their proposed application under Section 48 of the Planning Act, and Regulation 4 of the APFP Regulations 2009 sets out the detail of what this publicity must entail.</p>	<p>The Applicant publicised the proposed application under section 48 of the 2008 Act by publishing notices nationally in <i>The Times</i> on 19 October 2023, as well as in the <i>London Gazette</i> on 19 October 2023. In preparing the notices, consideration was given to the requirements of Regulation 4 of the APFP Regulations 2009.</p>



**Table 6-1 Compliance with MHCLG Guidance on the pre-application process (April 2024)**

Guidance	Evidence of compliance
	The notice was published twice locally in the Coventry Observer and Rugby Observer on 20 October 2023 and 27 October 2023. Copies of these notices are included in <b>Annex F</b> of the Consultation Report Annexes ( <b>TR010066/APP/5.2</b> ).
In line with Section 49 of the Planning Act, applicants must have regard to any relevant consultation responses from either statutory consultees under Section 42 of the Planning Act, local communities under Section 47 of the Planning Act, or wider publicity under Section 48 of the Planning Act.	Chapter 5 of this Report sets out how the Applicant had regard to the responses received from statutory consultees under section 42, local communities under s47 and through wider publicity under s48.  Further details on how the Applicant had regard to the responses received to statutory consultation, supplementary consultation and targeted statutory consultation is provided in <b>Annex M</b> and <b>Annex N</b> of the Consultation Report Annexes ( <b>TR010066/APP/5.2</b> ).
Where an applicant proposes to compulsorily acquire an interest or take temporary possession of land it does not own in order to implement a proposed NSIP, under Section 42 of the Planning Act they must identify and consult people, including those who own, occupy or have another interest in the land in question.	Chapter 4 of this Report sets out how the Applicant has complied with the requirements set out in section 42, including identifying and consulting people, including those who own, occupy or have another interest in the land in question.
It is the applicant's responsibility to demonstrate at submission of the application to the Planning Inspectorate that due diligence has been undertaken in identifying all land interests. Applicants must ensure that the Book of Reference (which records and categorises those land interests) is sufficiently up to date at the time of submission (acknowledging the timescales for preparing and updating it) and fully meets the requirements of Regulations 5 and 7 of the APFP Regulations 2009.	The Applicant has diligently sought to identify all relevant land interests and ensure that the Book of Reference ( <b>TR010066/APP/4.3</b> ) remains up to date and meets the requirements of Regulations 5 and 7 of the APFP Regulations 2009. The Book of Reference ( <b>TR010066/APP/4.3</b> ) has been prepared and submitted in compliance with Regulation 5(2)(d) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the "2009 Regulations"), as amended, and in accordance with the Department for Communities and Local Government guidance 'Planning Act 2008: Guidance related to procedures for compulsory acquisition' (September 2013).  The Book of Reference ( <b>TR010066/APP/4.3</b> ) is divided into five parts as prescribed by Regulation 7(1) of the 2009 Regulations. Each of the five Parts are summarised in Chapter 2 of the Book of Reference, together with a brief commentary on how the requirements in the Regulations have been interpreted and applied to the collation of each Part of the Book of Reference.
Where appropriate, the Book of Reference should be supplemented by a Land and Rights Negotiation Tracker, submitted by the applicant and updated during the examination, setting out the status of negotiations with landowners, Crown bodies and statutory undertakers affected by proposals for compulsory	Annex B of the Statement of Reasons ( <b>TR010066/APP/4.1</b> ) sets out land and rights negotiations that have taken place prior to the submission of the Application. This will be updated throughout the examination as necessary.  There is no Crown Land affected by the Scheme.

**Table 6-1 Compliance with MHCLG Guidance on the pre-application process (April 2024)**

Guidance	Evidence of compliance
acquisition of land or rights and temporary possession	
Where new interests in land are identified very shortly before the intended submission of an application, despite diligent efforts earlier in the process, it may be difficult at that stage for applicants to consult and take account of any responses from those new interests before submitting their application as intended. If this situation arises applicants should be proactive and helpful in ensuring that the person understands how they can, if they so wish, engage with the process if the application is accepted for examination.	<p>The Book of Reference (<b>TR010066/APP/4.3</b>) has been updated just before submission (October 2024).</p> <p>Land referencing will continue to be undertaken throughout the DCO process to ensure that any changes in interest are identified and to ensure any new interests will be consulted and subject to engagement. Any changes will also be recorded and updated in the Book of Reference (<b>TR010066/APP/4.3</b>).</p>
Applicants should explain in the consultation report how they have dealt with any new interests in land emerging after conclusion of their statutory consultation having regard to their duties to consult and take account of any responses.	<p>Chapter 4 of this Report explains how the Applicant dealt with new interests in land and carrying out a targeted statutory consultation with these consultees.</p> <p>Further details on how the Applicant had regard to the responses received to the targeted statutory consultation is provided in <b>Annex N</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>).</p>
This adequacy of consultation milestone should be early enough to enable applicants to consider how to undertake any additional engagement that may be needed, but sufficiently towards the end of the pre-application stage to assess the adequacy of the consultation that has been done. It is likely therefore to be no later than around 3 months before the intended date of submission of the application.	<p>Chapter 6 of this Report includes a section on how the Applicant has met the requirement of the Adequacy of Consultation Milestone.</p> <p><b>Annex P</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>) includes a copy of the Adequacy of Consultation Milestone Statement.</p>
The adequacy of consultation milestone should be recorded by the applicant and submitted to the Planning Inspectorate as a short statement of the elements of consultation which have been carried out compared with the components set out in the Programme Document and the SoCC. The statement should include the views and any relevant supporting material from local authorities if available.	<p>Chapter 6 of this Report includes a section on how the Applicant has met the requirement of the Adequacy of Consultation Milestone, including a summary of the views and supporting material submitted by local authorities.</p> <p><b>Annex P</b> of the Consultation Report Annexes (<b>TR010066/APP/5.2</b>) includes a copy of the Adequacy of Consultation Milestone Statement.</p>
Applicants are required under Section 37 of the Planning Act to produce a consultation report alongside their application, which details how they have complied with the consultation requirements set out in the Planning Act and how the proposed application has been shaped as a result.	<p>This document, the Consultation Report (<b>TR010066/APP/5.1</b>), forms part of the Application for Development Consent that has been submitted for the Scheme. Chapter 6 (this chapter) in particular sets out how the pre-application consultation for the Scheme has fulfilled the consultation requirements set out in the Planning Act, and Chapter 5 sets out how the proposed application has been shaped as a result.</p>

6.1.4. **Table 6-2** below sets out the Applicant's compliance with the advice set out in the Inspectorate's Advice on the Consultation Report: Nationally Significant Infrastructure Projects: Advice on the Consultation Report (8 August 2024).

<b>Table 6-2 Compliance with the Planning Inspectorate's Advice on compiling the Consultation Report</b>	
<b>Advice</b>	<b>Evidence of compliance</b>
<p>The consultation report must explain how the applicant has complied with the statutory pre-application consultation requirements set down in the Planning Act, specifically the requirements to:</p> <ul style="list-style-type: none"> <li>consult with prescribed consultees (Section 42)</li> <li>consult with the community (Section 47)</li> <li>publicise the proposed application (section 48)</li> <li>have regard to consultation responses (Section 49)</li> <li>have regard to the government's guidance on the pre-application stage (Section 50)</li> </ul>	<p>Details of how the Applicant consulted in accordance with each of these sections of the 2008 Act are set out in Chapter 4 of this Report.</p> <p>Table 6-1 above sets out how the Applicant has had regard to the government's guidance on the Pre-application stage (Section 50).</p>
<p>The report should also explain any non-statutory pre-application consultation that has been undertaken by the applicant.</p>	<p>Chapter 2 of this Report describes the non-statutory consultation on the Scheme proposals that preceded the statutory consultation. Chapter 3 sets out ongoing engagement carried out with stakeholders. Chapter 4 describes further non-statutory consultation undertaken after the statutory consultation.</p>
<p>The consultation report should include an explanation of how the applicant has had regard to the Planning Inspectorate's pre-application advice and the advice provided by other statutory consultees and local authorities.</p>	<p><b>Annex O</b> of the Consultation Report Annexes (<b>TR010066/APP5.2</b>) sets out how the Applicant has had regard to advice provided by the Planning Inspectorate during the pre-application stage.</p> <p>Ongoing engagement with statutory consultees and local authorities is set out in Table 3-1 in Chapter 3 of this Report.</p>
<p>The applicant should be aware that there are additional consultation requirements associated with applications seeking entry to a Fast Track procedure. These requirements are set out in the government's guidance on the Fast-track process and the Planning Inspectorate's Pre-application Prospectus.</p>	<p>N/A - The Applicant is not seeking a Fast Track procedure.</p>
<p>Consultation undertaken as part of the Environmental Impact Assessment (EIA) process under The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 is separate to that required under the Planning Act. For example, statutory consultation on a scoping report following a scoping request to the Secretary of State is consultation under the EIA</p>	<p>The Applicant's response to the Scoping Opinion is set out in the Scoping Opinion Response, ES Appendix 4.1 (<b>TR010066/APP/6.3</b>).</p>

regulations. The applicant may wish to draw attention to consultation responses received under the EIA process, but any reference to the EIA consultation should be addressed separately from the non-statutory and statutory consultation carried out under the Planning Act.	
The main aim of the consultation report is to provide clarity on what consultation has been done and how the applicant has taken feedback into account. The Planning Inspectorate should be able to understand how the consultation was undertaken and how the issues raised have been addressed or responded to. The report does not need to include an excessively detailed description of every element of the consultation programme. See paragraph 026 of the government's guidance on the Pre-application stage for further information.	The Applicant has set out compliance with paragraph 026 of the government guidance on the pre-application stage in Table 6-1 above, which refers to MHCLG guidance on the pre-application stage.
It is helpful if each stage of non-statutory and statutory consultation is presented and explained chronologically in separate chapters or sections of the report.	Chapter 2 summarises the non-statutory options consultation. Chapter 4 describes the statutory consultation, with Sections 4.7 and 4.8 covering further stages of consultation undertaken after the statutory consultation.
<b>Duty to notify the Secretary of State (section 46)</b> The report should include details of when the applicant notified the Planning Inspectorate of their intention to submit a NSIP application and carry out statutory consultation. As required by section 46 of the Planning Act the applicant must notify the Planning Inspectorate before commencing consultation under section 42. The report should confirm when the full suite of consultation documents was provided to the Planning Inspectorate and include a list of those documents.	Section 4.4 of this Report sets out how the Applicant fulfilled its duty to notify the Secretary of State in fulfilment of Section 46.
<b>Duty to consult (section 42)</b> The report should include a list of all persons and consultation bodies that were consulted. The applicant should provide a sample of the letter sent to each type of consultee which includes the date it was sent, and the deadline given for responses.	<b>Annex G</b> of the Consultation Report Annexes ( <b>TR010066/APP5.2</b> ) sets out all of the consultation bodies consulted by the Applicant.  Example copies of the letters sent to these bodies are provided in <b>Annex H</b> of the Consultation Report Annexes ( <b>TR010066/APP5.2</b> ).
<b>Prescribed consultees (section 42(1)(a), (aa) and (c))</b> The list of the prescribed consultees should follow the order they are presented in Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the APFP Regulations 2009). Any variations between the applicant's list of prescribed consultees and the list set out in Schedule 1 of the	<b>Annex G</b> of the Consultation Report Annexes ( <b>TR010066/APP5.2</b> ) sets out all of the consultation bodies consulted by the Applicant.

APFP Regulations 2009 should be justified. Where relevant, the list of prescribed consultees should also include the Marine Management Organisation (section 42(1)(aa)) and the Greater London Authority (section 42(1)(c)).	
Relevant local authorities (section 42(1)(b)) The report should include a short description of how section 43 of the Planning Act has been applied in identifying the relevant local authorities. This can be illustrated by a map showing the site and identifying the boundaries of the relevant local authorities.	Chapter 4 of this Report describes the process of identifying relevant local authorities for the Scheme in fulfilment of Section 43. Figure 4-1 is a map depicting each of the authorities, including their proximity to the Scheme and their respective boundaries. Table 4-4 lists these authorities and sets out their respective statuses as an A, B, C or D authority.
Persons with an interest in land (section 42(1)(d)) The report should include the number of persons with an interest in the Order land who were consulted. This can be divided to show the numbers under each category set out in section 44 of the Planning Act. It is not necessary to list the names of all individuals identified in the Book of Reference.	Chapter 4 of this Report sets out the number of persons with an interest in the Order Limits who were consulted at statutory consultation, and updated numbers at the targeted statutory consultation.
The applicant must demonstrate that diligent enquiry was undertaken to identify persons under section 44 and to ensure that an up-to-date Book of Reference is submitted with the application. It should also set out the methodology for identifying persons in Category 3 (those who may make a relevant claim).	<p>The applicant has demonstrated diligent enquiry to identify persons under Section 44 and to ensure that an up-to-date Book of Reference is submitted with the application. See Sections 1.4 and 4.4 of the Statement of Reasons (TR010066/APP/4.1), as well as the Book of reference (TR010066/APP/4.3).</p> <p>The methodology for identifying Category 3 consultees is set out in Section 4.6 of the Statement of Reasons (TR010066/APP/4.1).</p>
<p>If changes to the red line boundary of the project were made during the pre-application stage, and as a result additional persons with an interest in land were identified and consulted, the applicant should describe:</p> <ul style="list-style-type: none"> <li>• how many additional persons with an interest in land were consulted</li> <li>• how and when they were consulted</li> <li>• what information they were provided with</li> </ul>	The changes to the Order Limits did not result in any additional persons with an interest in land being identified. However, the Applicant used an updated methodology in identifying Section 42(1)(d) Category 3 land interests. Further information is set out in Chapter 4.
The applicant should explain how they have dealt with any new interests in land that have emerged after the statutory consultation has concluded. See paragraph 024 of the government's guidance on the Pre-application stage for further information.	The Statement of Reasons in Section 4.4 states: <i>"Land referencing has been undertaken throughout the pre-application period to ensure any changes in interest or new interests have been identified, consulted and subject to engagement. Land referencing will continue to be undertaken throughout the DCO process to ensure that any changes in interest are identified and to ensure any new interests will be consulted and subject to engagement. Any changes will also be recorded and updated in the Book of Reference (TR010066/APP/4.3)."</i>
Duty to consult the local community (section 47) The Planning Inspectorate will need to be	Chapter 4 of this Report sets out the Applicant's approach to the preparation of the SoCC which



<p>satisfied that the applicant has complied with the Statement of Community Consultation (SOCC) preparation process. The report should include evidence which shows:</p> <ul style="list-style-type: none"> <li>• which local authorities were consulted about the content of the draft SOCC</li> <li>• what the local authorities' comments were</li> <li>• confirmation that the local authorities were given 28 days to provide their comments</li> <li>• a description of how the applicant had regard to the local authorities' comments. For example, where a local authority identified digitally disadvantaged groups the applicant should explain what mitigation was put in place to allow those people to engage, such as providing a telephone helpline</li> </ul> <p>where appropriate, an explanation of why the applicant did not act on a response from a local authority</p>	<p>included preliminary discussions with relevant local authorities before a formal consultation period in excess of 28 days. Chapter 4 also includes a table setting out all comments provided by local authorities on the draft SoCC and the actions taken (or justifications provided) in response to each. Further information and evidence is provided in Annexes C, D and E of the Consultation Report Annexes (TR010066/APP5.2) respectively.</p>
<p>The applicant should provide evidence that the SOCC:</p> <ul style="list-style-type: none"> <li>• was available for inspection online, Evidence could include a screenshot of the relevant webpage showing the published SOCC and including the full website address, relevant telephone number for enquiries, and confirmation that the public could access the webpage free of charge</li> <li>• was published in the local press, Evidence should include a scanned copy of the published notice as it appeared, and details of the local newspapers it was published in and when</li> </ul>	<p>Chapter 4 of this Report sets out the Applicant's approach to the preparation of the SoCC.</p> <p><b>Annex F</b> in the Consultation Report Annexes (TR010066/APP5.2) includes cuttings of the Section 47 notice as it appeared in local newspapers as well as other publications.</p> <p><b>Annex J</b> in the Consultation Report Annexes (TR010066/APP5.2) includes a screenshot showing the published SoCC on the Scheme webpage.</p>
<p>Where a SOCC was subject to one or more updates, the updated versions of each SOCC should be included. The report should explain why the SOCC was reviewed and updated from the previous version.</p>	<p>The Applicant did not make further updates to the SoCC once it was published.</p>
<p>Where there are inconsistencies between the SOCC and the consultation carried out by the applicant, this should be clearly explained and justified. For example, where additional consultation took place that was not included in the SOCC.</p>	<p>Table 4-8 in Chapter 4 of this Report sets out the Applicant's compliance with the commitments set out in the SoCC.</p>
<p>Duty to publicise (section 48) The report should include a scanned copy of the section 48 notice as it appeared in the local and national newspapers and journals. Where it is not possible to provide a clear scanned copy of the notice then the</p>	<p>Chapter 4 of this report sets out where and when the Section 48 notice was published.</p> <p><b>Annex F</b> in the Consultation Report Annexes (TR010066/APP5.2) includes cuttings of the Section</p>



<p>applicant should provide the best available scanned copy and a document containing the text of the notice. The scanned copy of the notice should clearly show the publication's name and the date of publication.</p> <p>The report should confirm where and when the notice was published, and the time period given for responses.</p>	<p>48 notice.</p>
<p>The report should confirm that the section 48 notice was sent to the Environmental Impact Assessment (EIA) consultation bodies at the same time as it was published.</p>	<p>As set out in paragraph 4.3.7 in Chapter 4 of this Report, all Section 42 prescribed consultees were issued a Section 48 notice with their consultation letter. Example copies of the letters sent to these bodies are provided in <b>Annex H</b> in the Consultation Report Annexes (<b>TR010066/APP5.2</b>).</p>
<p>Duty to take account of responses to consultation (Section 49)</p> <p>The report should provide evidence that the applicant has had regard to the responses to consultations when preparing their application.</p>	<p>Chapter 5 of this Report sets out how the Applicant had regard to the responses received in developing the Scheme, in accordance with Section 49 of the 2008 Act.</p> <p>Further details on how the Applicant had regard to the responses received to statutory consultation is provided in <b>Annex M</b> in the Consultation Report Annexes (<b>TR010066/APP5.2</b>). <b>Annex N</b> in the Consultation Report Annexes (<b>TR010066/APP5.2</b>) provides the equivalent information for the additional consultation held after the statutory consultation period.</p>
<p>Summary of responses</p> <p>The applicant should provide a summary of the individual responses received. The responses should be categorised in an appropriate way. It may be appropriate for the applicant to group responses under headline issues. The applicant must not present responses in a misleading way or out of context from the original views in the response.</p>	<p>A summary of responses to the statutory consultation with an explanation of why certain issues have not led to changes in the Scheme proposals is provided in <b>Annex M</b> in the Consultation Report Annexes (<b>TR010066/APP5.2</b>). Issues in responses are grouped together under common themes, for example 'Environment' or 'Design'.</p>
<p>The applicant should provide an explanation of the method used (coding) to group and organise responses, including any safeguarding and cross-checking processes.</p>	<p>Section 5.2 in Chapter 5 of this Report includes a summary of the process followed by the Applicant to understand the issues raised in each response and group them together under common themes and sub-themes.</p>
<p>The summary of responses should identify:</p> <ul style="list-style-type: none"> <li>• comments that are relevant (directly or indirectly) to changes made to the project during the pre-application stage. For example, changes to siting, route, design, or scale of the scheme itself, or to mitigation or compensatory measures proposed</li> <li>• comments that led to no change, including an explanation of why the applicant considered that no change to the project was required</li> </ul>	<p>Chapter 5 of the Report includes a summary of the responses to the statutory consultation. It includes an overview of the issues raised, including those that are relevant to changes made to the Scheme during the pre-application stage and those that did not lead to changes. Explanations are provided as to why those issues did not lead to changes.</p>

<ul style="list-style-type: none"> <li>comments that were received after deadlines set by the applicant and the process used to deal with these</li> </ul>	
<p>Duty to have regard to the government's pre-application guidance (Section 50)</p> <p>The report should provide evidence that demonstrates how the applicant has had regard to the government's guidance on the Pre-application stage. The report should illustrate how the relevant guidance has been followed. If the applicant has diverged from the guidance this should be explained and justified.</p>	<p>The Applicant has set out compliance with the government's pre-application guidance in Table 6-1 above.</p>
<p>Demonstrating regard to pre-application advice</p> <p>The applicant's consultation report should include evidence which demonstrates how they have had regard to the section 51 pre-application advice from the Planning Inspectorate and advice from the other statutory consultees which provide advice on behalf of the government.</p>	<p><b>Annex O</b> in the Consultation Report Annexes (<b>TR010066/APP5.2</b>) sets out how the Applicant has had regard to advice provided by the Planning Inspectorate during the pre-application stage.</p> <p>The Applicant sought technical input from relevant expert bodies at every stage of the Scheme's development. Chapter 3 of this Report summarises the Applicant's engagement with stakeholder organisations, including technical and statutory bodies, throughout the pre-application period.</p>
<p>Reporting on the adequacy of consultation milestone</p> <p>The adequacy of consultation milestone is a requirement established in the government's guidance on the Pre-application stage.</p>	<p>Chapter 6 of this Report includes a section explaining how the Applicant has met the requirement of the Adequacy of Consultation Milestone.</p>
<p>The applicant should summarise how they have discharged the adequacy of consultation milestone procedure in the consultation report. This should include how the applicant has had regard to any comments received from local authorities, statutory consultees and the Planning Inspectorate in relation to the adequacy of consultation milestone.</p>	<p>Section 6.2 of this Report explains how the Applicant has met the requirements of the Adequacy of Consultation Milestone.</p>
<p>The applicant should describe the non-statutory consultation that took place to the same level of detail as the statutory consultation. While it is not necessary for the applicant to demonstrate how they have had regard to the non-statutory consultation comments, they should explain how comments received influenced the project.</p>	<p>The Applicant carried out a non-statutory supplementary consultation and a targeted statutory consultation with newly identified consultees under Section 42 of the Planning Act 2008. Chapter 4 of this Report provides more information about this further consultation.</p>
<p>The applicant should explain the nature and purpose of any targeted non-statutory consultation.</p> <p>If a reduced number of prescribed consultees were consulted, the applicant should explain the rationale for the selection.</p>	<p>Chapter 4 of this Report sets out the nature and purpose of the supplementary consultation and explains which consultees were consulted and why.</p>

Where the applicant has made changes to the project, whether material or non-material. They should explain which consultees were informed about the change, the approach taken to selecting consultees and an explanation of how and when they were consulted.	Chapter 4 of this Report sets out the nature and purpose of the supplementary consultation and explains which consultees were consulted and why.
Consultation report appendices Appendices should be used to provide evidence that demonstrates compliance with the requirements of the Planning Act, government guidance and the advice of the Planning Inspectorate and other statutory consultees. The appendices should be clearly referenced in the report. The applicant should use a referencing system that corresponds to the chapters or sections of the report. A chronological approach which demonstrates the journey through the consultation should be used.	The Consultation Report is accompanied by various annexes to provide evidence that demonstrate the Applicant's compliance with the requirements of the Planning Act, government guidance and the advice of the Planning Inspectorate and other statutory consultees. Chapter 7 of this Report lists the contents of each annex.
Evidence of non-statutory consultation should be assembled chronologically in a separate appendix.	Annex L in the Consultation Report Annexes ( <b>TR010066/APP5.2</b> ) sets out the evidence for the non-statutory supplementary consultation.
The summary of responses table for each stage of consultation can also be included as an appendix.	A summary of responses to the statutory consultation with an explanation of why certain issues have not led to changes in the Scheme proposals is provided in <b>Annex M</b> in the Consultation Report Annexes ( <b>TR010066/APP5.2</b> ).  A summary of responses to the targeted statutory consultation and non-statutory supplementary consultation is provided in Annex N in the Consultation Report Annexes ( <b>TR010066/APP5.2</b> ).
The applicant must ensure that the consultation report complies with data protection legislation and that the personal data of individuals is treated appropriately. This may include redaction of data and obtaining informed consent from the individuals concerned as appropriate.	No personal data is contained in the Consultation Report or the Consultation Report Annexes.

- 6.1.3 The Applicant considers that it has met the statutory requirements of the pre-application process. As set out in Table 1-1 of this Report, the Applicant has undertaken a programme of options and statutory consultation.
- 6.1.4 At each stage of consultation, the Applicant has considered and complied with relevant advice and guidance. The information included in Table 6-1 and Table 6-2 of this Report supports this direct reference to MHCLG guidance and the Inspectorate's advice on the pre-application process.
- 6.1.5 As well as preparing this Report, the Applicant has set out how it has complied with guidance and advice on consultation in the section 55 checklist (**TR010066/APP/1.2**) submitted with the application.

## 6.2. Adequacy of Consultation Milestone

- 6.2.1. Following guidance published by the MHCLG in April 2024 and an updated Planning Inspectorate Prospectus in May 2024, this section describes how the Applicant has discharged the Adequacy of Consultation Milestone (AoCM).
- 6.2.2. The Applicant consulted Coventry City Council, Rugby Borough Council and Warwickshire County Council on 9 September 2024 requesting them to confirm their views on the adequacy of the consultation. Local authorities were requested to respond by 7 October 2024, giving 28 days to respond.
- 6.2.3. Each local authority was sent a letter setting out the requirement in relation to the AoCM. The letter was enclosed with the SoCC compliance table, as set out in Table 4-8 in Chapter 4 of this Report, and a plan of the consultation zone.
- 6.2.4. The letter set out the Applicant's assessment of compliance with the SoCC and explained that there was one instance where the Applicant had not fully complied. The commitment related to issuing two press releases when in fact only one was issued.
- 6.2.5. The letter requested each local authority to confirm whether they were satisfied that the Applicant had met the commitments set out in the SoCC and to provide any other thoughts on the adequacy of the consultation.
- 6.2.6. The Applicant received responses from Rugby Borough Council on 9 September 2024, Warwickshire County Council on 16 September 2024 and Coventry City Council on 17 October 2024.
- 6.2.7. All local authorities confirmed that they agreed that the Applicant had consulted adequately as set out in the letter, and that the Applicant had adhered to the SoCC.
- 6.2.8. The Applicant submitted an AoCM Statement to the Planning Inspectorate on 18 October 2024. The statement included:
  - a summary of consultation undertaken
  - the Applicant's approach to preparing the SoCC
  - the SoCC compliance table
  - a summary of consultation responses and how they have shaped the application for development consent
  - engagement with local authorities on the adequacy of consultation
  - Letters and enclosures sent to each local authority
  - Supporting evidence received from each local authority
- 6.2.9. Appendix P of this Report (**TR010066/APP/5.2**) provides a copy of the AoCM Statement submitted by the Applicant, including copies of the information

provided to local authorities in order for them to respond, and the feedback that they provided.

## 7. List of Annexes

7.1.1. The annexes listed below are found with the Consultation Report Annexes (TR010066/APP/5.2).

- Annex A: Options consultation materials
- Annex B: Compliance with The Infrastructure Planning (EIA) Regulations 2017: Regulation 8(1) - Letter to the Planning Inspectorate and acknowledgement
- Annex C: Copy of the draft SoCC and letter/email provided to local authorities
- Annex D: Response from local authorities for draft SoCC consultation
- Annex E: Published SoCC
- Annex F: Section 47 and Section 48 notices with locations and dates
- Annex G: List of prescribed consultees identified and consulted
- Annex H: Section 42 letters and consultation materials
- Annex I: Section 46 letter and the enclosures sent to the Planning Inspectorate
- Annex J: Section 47 consultation material
- Annex K: Targeted statutory consultation letters and materials
- Annex L: Supplementary non-statutory consultation letter and materials
- Annex M: Tables evidencing regard had to statutory consultation responses (in accordance with Section 49 of the 2008 Act)
- Annex N: Tables evidencing regard had to supplementary consultation responses (in accordance with Section 49 of the 2008 Act)
- Annex O: Tables evidencing regard had to Section 51 advice
- Annex P: Adequacy of Consultation Milestone Statement



## 8. Glossary of terms

To be referred to for this document and the Consultation Report Annexes (TR010066/APP/5.2).

Term	Acronym	Meaning
Adequacy of Consultation Milestone	AoCM	A written submission by an applicant to the Planning Inspectorate, establishing the consultation undertaken to date, confirming the approaches set out in the accompanying Statement of Community Consultation, and summarising the consultation responses and the way in which they are shaping the application. The AoCM submission should include the views of local authorities if available.
Affected Road Network	ARN	Parts of the road network which are identified as likely to be affected by changes in air quality as a result of a project. These comprise all roads that trigger the traffic screening criteria and adjoining roads within 200m.
Agricultural Land Classification	ALC	The system devised and introduced by the Ministry of Agriculture, Fisheries and Food to classify agricultural land according to the extent to which its physical or chemical characteristics impose long-term limitations on agricultural use. Land is graded between 1 (excellent quality) to 5 (very poor quality), with grade 3 subdivided into agricultural subgrades 3a and 3b.
Air quality objective		Objectives are policy targets generally expressed as a maximum ambient pollutant concentration to be achieved. The objectives are set out in the UK Government's Air Quality Strategy for the key air pollutants.
Air Quality Monitoring Area	AQMA	Defined geographical areas where air pollution levels are, or likely to, exceed national air quality objectives.
Ancient woodland		Any area that has been continually wooded since at least 1600 AD and has developed irreplaceable, complex ecosystems.
Annual Average Daily Flows	AADF	The average over a full year of the number of vehicles passing a point in the road network each day.
Annual Average Daily Traffic	AADT	The total volume of vehicle traffic of a motorway or road for a year divided by 365 days.
Ante Meridiem	AM	Before midday
The Applicant		National Highways
Area of Detailed Modelling	AoDM	The area within which significant changes in flow and speed due to the Scheme may be expected to occur. The AoDM has been specified as detailed, simulation, network.
Arboricultural Impact Assessment	AIA	A document submitted as part of the application for development consent that details existing tree constraints and trees/areas of arboricultural significance using available tree survey data with the information used to help minimise and/or avoid impacts on trees.
At-grade		On the same level. For example, when a road is on the current ground level.
Base year		The outputs of the traffic model coinciding with the year the traffic data was collected.
Benefit to Cost Ratio	BCR	The benefit cost ratio is a presentation of the amount of benefit being bought for every £1 of cost to the public purse – the higher the BCR the greater the benefit for every £1 spent.
Best and most versatile land	BMV	Land defined as grades 1, 2 and 3a of the Agricultural Land Classification. This land is considered the most flexible, productive and efficient and is most capable of delivering crops for food and non-food uses.
Biodiversity		The variability among living organisms from all sources, including terrestrial, marine and other aquatic ecosystems and the ecological complexes of which they are part of. This includes diversity within

Term	Acronym	Meaning
		species, between species and of ecosystems.
Biodiversity Net Gain	BNG	An approach that aims to leave biodiversity within the natural environment in a measurably better state than its condition prior to implementation of a project.
Borrow pit		An excavated area where material has been dug for use as fill at another location.
Bund		An embankment that acts as a visual or noise screen or acts as a barrier to control the spillage of fluids.
Bypass		The diversion of a major road to carry traffic around a built-up area, constructed to improve the journey of through traffic and/or improve the environmental conditions along the original route.
Carbon Reduction Plan	CRP	A plan that outlines the strategies for the Crown Commercial Service's ongoing commitment to the management and reduction of our business-related carbon emissions.
Case for the Scheme	Case for the Scheme	An application document setting out the case and the need for the Scheme.
Climate		Long-term weather conditions prevailing over a region.
Climate change		This refers to a change in the state of the climate, which can be identified by changes in average climate characteristics which persist for an extended period, typically decades or longer.
Closed-circuit Television	CCTV	A type of video surveillance.
Congestion		A situation where the volume of traffic is too great for the road, causing vehicles to slow down or stop, often caused by bottlenecks, traffic incidents and junction design.
Conservation area		An area designated under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as being of special architectural or historic interest and with a character or appearance that is desirable to preserve or enhance.
Consultation Report		This document.
Cost and Benefit to Accidents – Light Touch	COBA-LT	COBALT software undertakes the analysis of the impact on accidents as part of the economic appraisal for a road scheme, in accordance with the Department for Transport's Transport Analysis Guidance.
Coventry Strategic Transport Model	CoSTM	The Coventry Strategic Transport Model is a comprehensive tool used by Coventry City Council to plan and manage the city's transport system. It helps in understanding current travel patterns, forecasting future travel demand, and evaluating the impact of various transport policies and infrastructure projects.
Cultural heritage		Historic monuments, historic groups of buildings and/or historic sites.
Culvert		A tunnel (pipe or box shaped) that carries a stream or open drain under a road or railway.
Cutting		A cutting is where the land has been excavated to allow the road to pass at a lower level than the original ground level.
Day-to-day variability	DTDV	Day-to-day variability refers to the fluctuations or changes that occur from one day to the next
Department for Transport	DfT	The national Government body responsible for transport in Britain, and therefore in overall control of the road network. It is responsible for policy decisions, and its responsibilities are carried out by a range of agencies and local authorities.
Department for Transport's Transport Analysis Framework	TAG	A framework for options appraisal used by National Highways.
Development Consent Order	DCO	The consent for a Nationally Significant Infrastructure Project required under the Planning Act 2008.

Term	Acronym	Meaning
Design Manual for Roads and Bridges	DMRB	The Design Manual for Roads and Bridges contains information about current standards relating to the design, assessment and operation of motorway and all-purpose trunk roads in England.
Desk-Based Assessment	DBA	A document prepared to provide a detailed assessment of the cultural heritage resource and sensitivities within the Order Limits of the Scheme and explores the potential effects the Scheme may have upon this resource.
Development plan		Documentation which that seeks to guide development and planning in a local authority area for a set period.
Development Plan Document	DPD	Planning policy documents that are part of the Newark & Sherwood District Council Allocations & Development Management Plan. These documents contribute to guiding development within the relevant authority area.
Do Minimum	DM	The conditions that would persist in the absence of the implementation of a construction or improvement project but on the basis that maintenance on the road network is ongoing.
Do Something	DS	The conditions that would occur as a consequence the implementation of a construction or improvement project.
Dust		All airborne particulate matter.
Early Assessment and Sifting Tool	EAST	A DfT tool developed to quickly summarise and present evidence on options in a clear and consistent format, to provide decision-makers with comparative evidence on how they perform.
Earthworks		The removal or placement of soils and rocks such as in cuttings, embankments and environmental mitigation, including the in-situ improvement of soils/rocks to achieve the desired properties.
East Coast Main Line		A 393-mile long major railway between London and Edinburgh via Peterborough, Doncaster, York, Darlington, Durham and Newcastle.
Embedded mitigation		Design measures that are integrated into the Scheme for the purpose of minimising environmental effects.
Environment Agency	EA	Government agency established to protect and improve the environment and contribute to sustainable development in England. Responsibilities include: water quality and resources, flooding and coastal risk management and contaminated land.
Environmental Management Plan	EMP	A site-specific plan developed to ensure that a project is implemented in an environmentally sustainable manner where all contractors and subcontractors, including consultants, understand the environmental constraints within the site.
Environmental Assessment Report	EAR	A process by which information about environmental effects is collected, assessed, and used to inform decision-making.
Environmental Impact Assessment	EIA	The statutory process through which the likely significant effects of a development project on the environment are identified and assessed.
Environmental Noise Directive	END	The Environmental Noise Directive, formally known as Directive 2002/49/EC, is a key piece of European Union legislation aimed at assessing and managing environmental noise. The directive does not set specific noise limits but provides a framework for countries to develop their own measures to address noise pollution.
Environmental Statement	ES	A statutory document which reports the EIA process, produced in accordance with the EIA Directive as transposed into UK law by the EIA Regulations.
Essential Mitigation		Mitigation required to offset the impacts as a result of construction and operation of the Scheme, which is secured through a Development Consent Order.
First Iteration Environmental Management Plan		The First Iteration of the Environmental Management Plan produced to set out mitigation measures and other commitments. This document ( <b>TR010066/APP/6.5</b> ) is submitted with the Development Consent application.
Flood Risk		A combination of the probability (likelihood or chance) of a flood event happening, and the consequences (impact) if it occurred.

Term	Acronym	Meaning
Flood Risk Assessment	FRA	The process of assessing potential flood risk to a site and identifying whether there are any flooding or surface water management issues that may warrant further consideration or may affect the feasibility of the Scheme.
Floodplain		Land adjacent to a watercourse over which water flows or would flow in times of flood, but for defenses in place.
Fluvial		A term that relates to rivers and streams and the processes that occur within them.
Fully Modelled Area	FMA	Outside of the AoDM, the Fully Modelled Area extends beyond the AoDM and consists of simulation network coding with somewhat larger zones and slightly less network detail.
Geology		The physical structure, substance and history of the earth (rocks and minerals).
Government Net Zero Strategy	GNZS	A strategy that sets out policies and proposals for decarbonising all sectors of the UK economy to meet the government's net zero target by 2050.
Grade separated		A type of junction where the major route (or routes) through the junction do not stop and do not cross any other road on the level. Movements to other roads are made using slip roads and bridges.
Great Crested Newt	GCN	A newt in the family Salamandridae, found across Europe and parts of Asia, which are protected under the Conservation of Habitats and Species Regulations 2017.
Green Belt		A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped.
Greenhouse gases	GHG	Atmospheric gases that absorb and emit infrared radiation emitted by the Earth's surface, the atmosphere and clouds.
Green infrastructure		Green infrastructure is a network of multi-functional green and blue features and other natural features, urban and rural, which are capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity. Green Infrastructure can include nature-based solutions to prevent or reduce environmental impacts. Green infrastructure can also enable developments to provide positive environmental, social and economic benefits. The Green Infrastructure Framework – Principles and Standards for England can be used to consider green infrastructure in development and plan for good quality and targeted creation or improvement.
Ground investigation	GI	An intrusive investigation undertaken to collect information relating to the ground conditions, normally for geotechnical or land contamination purposes.
Groundwater		Water found underground in porous geological strata and soils.
ha	Hectares	Measurement of area of land parcel. 10,000 square metres.
Habitat		The place or type of site where an organism or population naturally occurs. Often used in the wider sense referring to major assemblages of plants and animals found together.
Habitat of principal importance	HPI	Habitats in England identified as requiring action in the UK Biodiversity Action Plan and are regarded as having biodiversity conservation priorities.
Habitats Regulations Assessment	HRA	An assessment of 'projects' (or plans) potentially affecting European Sites in the UK, required under the Habitats Directive and Regulations. Also known as an assessment of implications on European Sites.
Heritage Asset		A building, monument, site, place, area or landscape of historic value.
Historic England		Executive non-departmental public body created under section 32 of the National Heritage Act 1983 to: <ul style="list-style-type: none"> <li>a. secure the preservation of ancient monuments and historic buildings situated in England;</li> <li>b. promote the preservation and enhancement of the</li> </ul>

Term	Acronym	Meaning
		character and appearance of conservation areas situated in England; and promote the public's enjoyment of, and advance their knowledge of, ancient monuments and historic buildings situated in England and their preservation.
Historic Environment Record	HER	A record of all known archaeological finds and features and historic buildings and historic/landscape features, relating to all periods from the earliest human activity to the present day; maintained by each County and Unitary Authority in the United Kingdom.
Identification	ID	Process or action of identifying someone or something.
Inter Peak	IP	Between two or more peaks.
Junction		A place where two roads meet, regardless of design or layout.
Journey Time Reliability	JTR	Journey Time Reliability refers to the consistency and predictability of travel times on a given route. It measures how much travel times vary from day to day or at different times of the day. High journey time reliability means that travel times are consistent and predictable, while low reliability indicates frequent and significant variations in travel times.
Journey Time Variability	JTV	Journey Time Variability refers to the fluctuations in travel times experienced on a particular route over different days or times. It measures how much travel times can vary due to various factors, such as traffic congestion, weather conditions, roadworks, accidents, and other disruptions.
Land Use		What land is used for, based on broad categories of functional land cover, such as urban and industrial use and the different types of agriculture and forestry.
Landscape		An area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors.
Landscape and Ecology Management Plan	LEMP	Is a site-specific document, which details immediate and long-term commitments to manage the planting, protection and enhancement of biodiversity in and around a new development site.
Landscape Character Area	LCA	Areas of landscape that have a broadly consistent pattern of topography, land use and vegetation cover.
Landscape and Visual Impact Assessment	LVIA	A tool used to identify and assess the significance of and the effects of change resulting from a development on both the landscape as a resource and on people's views and visual amenity.
Limits of Deviation	LoD	The maximum lateral and vertical extents within which the Scheme can be built. These are defined in the Development Consent Order.
Listed building		A building of special architectural or historic interest. Listed buildings are graded I, II* or II, with Grade I being as the highest. Listing includes the interior, as well as the exterior, of the building.
Local Nature Reserve	LNR	A statutory designation for certain nature reserves in Great Britain. It is a protected area designated by local authorities due to its special natural interest, educational value, or community importance.
Local Development Framework	LDF	Documentation which that seeks to guide development and planning in a local authority area for a set period.
Local Enterprise Partnership	LEP	Partnerships between local authorities and businesses. They decide what the priorities should be for investment in roads, buildings and facilities in the area
Local Planning Authority	LPA	The body empowered by law to exercise planning functions.
Local Wildlife Site	LWS	Non-statutory sites of nature conservation value that have been designated 'locally'. These sites are referred to differently between counties with common terms including site of importance for nature conservation, county wildlife site, site of biological importance, site of local importance and sites of metropolitan importance.
Metres	m	A metre is the base unit of length in the International System of Units (SI). First introduced as a unit of length in the metric system (equivalent to approximately 39.37 inches).



Term	Acronym	Meaning
Miles per hour	Mph	Imperial system unit of speed expressive the number of miles travelled in one hour.
Members of Parliament	MPs	A Member of Parliament is an individual elected to represent the people of a specific electoral district in a country's parliament.
Midlands Regional Transport Model	MRTM	The modelling for the Scheme is based on this model. MRTM2 is one of five Regional Transport Models used to assess programme level strategies across regions and provide a starting point for the development of detailed proposed scheme specific models, where networks, volumetric counts and availability of travel demand data can reduce the trafficking modelling programme
Mineral safeguarding areas	MSA	Areas defined by mineral planning authorities with known mineral resources that are of identified economic or conservation value.
Mitigation		Measures intended to avoid, reduce and, where possible, remedy significant adverse environmental effects as the result of the Scheme.
Monitoring		An assessment of the performance of the Scheme, including mitigation measures. This determines if effects occur as predicted or if operations remain within acceptable limits, and if mitigation measures are as effective as predicted.
Motorway		A special type of road reserved for motorised traffic only, the numbers of which are prefixed with the letter 'M'.
National Character Area	NCA	A natural subdivision of England based on a combination of landscape, biodiversity, geodiversity and economic activity. The 159 NCAs in the UK follow natural, rather than administrative boundaries.
National Heritage List for England	NHLE	A database of designated heritage assets.
National Nature Reserve	NNR	National Nature Reserve is statutory designation, it is a protected area designated for its significant natural features, including habitats, species, and geological formations.
Nationally Significant Infrastructure Project	NSIP	Nationally Significant Infrastructure Project, further defined within Section 1 of this Case for the Scheme.
Mineral Safeguarding Area		An area of proven mineral resource that is considered to be of sufficient economic or conservation importance to warrant long term protection
National Infrastructure Delivery Plan	NIDP	A plan that sets out how the government will support the delivery of infrastructure projects and programmes.
National Planning Policy Framework	NPPF	A planning framework which sets out the Government's planning policies for England and how these are expected to be applied.
National Policy Statements	NPS	Statements produced by the government. They give reasons for the policy set out in the statement and must include an explanation of how the policy takes account of government policy relating to the mitigation of, and adaptation to, climate change.
National Policy Statement for England	NPSE	Statements prepared and designated by the Secretary of State under the Planning Act 2008, which establish national policy for Nationally Significant Infrastructure Projects, including energy, transport and water, waste water and waste and against which applications for Development Consent Orders are assessed.
National Policy Statement for National Networks	NPS NN	A statement setting out the need for, and the Government's policies to deliver, the development of Nationally Significant Infrastructure Projects on the national road and rail networks in England.
Natural England	NE	Executive non-departmental public body constituted under the Natural Environment and Rural Communities Act 2006 (section 2(1)) to ensure that the natural environment is conserved, enhanced and managed for the benefit of present and future generations, thereby contributing to sustainable development.



Term	Acronym	Meaning
Net Present Value	NPV	Net Present Value is a financial metric used to evaluate the profitability of an investment or project by calculating the difference between the present value of cash inflows and the present value of cash outflows over a period of time.
Nitrogen Dioxide	NO <sub>2</sub>	Nitrogen Dioxide is a reddish-brown gas that is highly reactive and toxic. Nitrogen dioxide is a chemical compound with the formula NO <sub>2</sub> . Nitrogen Dioxide is primarily known as an air pollutant rather than a GHG. However, it plays a significant role in atmospheric chemistry, contributing to the formation of ground-level ozone and particulate matter, both of which are harmful pollutant.
Noise		Unwanted sound.
Noise barrier		Fence placed between a road and a noise sensitive receptor to reduce noise levels. Includes all elements of the fence (posts and fixings, as well as panels).
Noise Important Area	NIA	Areas identified with respect to noise from major roads and from roads within agglomerations where 'the 1% of the population that are affected by the highest noise levels from major roads' are located according to the results of the strategic noise mapping.
Operational		The functioning of the Scheme on completion of construction.
Order Limits		The extent of the area within which the Scheme may be carried out.
Origin-Destination	OD	Origin-Destination data represents the movement of people or goods from a starting point (origin) to an endpoint (destination). This data is crucial in transportation planning and traffic management.
Outline Site Waste Management Plan	OSWMP	Identifies the strategic approach for the management of waste generated during the construction phase of the Scheme.
Post Meridiem	PM	After midday
Preferred Option		The chosen design option that most successfully achieves the Scheme objectives and becomes subject to further design and assessment
Preferred Route Announcement	PRA	An announcement made by National Highways following the selection of a preferred option or solution for a road scheme.
Present Value	PV	Present Value is a financial concept that represents the current value of a future sum of money or stream of cash flows, discounted at a specific rate of return.
Present Value Benefit	PVB	Present Value Benefit refers to the current worth of future benefits, discounted at a specific rate to account for the time value of money. This concept is often used in cost-benefit analysis to evaluate the economic feasibility of projects or investments.
Principal Contractor		A person or organisation responsible for the overall management of a construction project, particularly when there is more than one contractor involved in a project.
Protected Species		Species of wild plants, birds and animals that are afforded protection through legislative provisions.
Public right of way	PRoW	A highway where the public has the right to pass. It can be a footpath (used for walking), a bridleway (used for walking, riding a horse and cycling), or a byway that is open to all traffic (including motor vehicles).
Remediation (contaminated land)		The process of removing a pollution linkage (i.e. by removing one or more of the elements in a source - pathway – receptor linkage) in contaminated land in order to render an acceptable risk. Usually this involves a degree of removal of contaminants and/ or blockage of pathways.
Road Investment Strategy	RIS	A document which sets a long-term strategic vision for the network. With that vision in mind, it then: specifies the performance standards Highways England must meet; lists planned enhancement schemes we expect to be built; and states the funding that we will make available during the first Road Period (RP), covering the financial years 2015/16 to 2019/20.

Term	Acronym	Meaning
Road Investment Strategy 2	RIS2	A document which sets a long-term strategic vision for the network. With that vision in mind, it then: specifies the performance standards Highways England must meet; lists planned enhancement schemes we expect to be built; and states the funding that we will make available during the second Road Period (RP2), covering the financial years 2020/21 to 2024/25.
Roads Period 1	RP1	Roads Period 1 (RP1) refers to the first phase of the UK government's Road Investment Strategy (RIS), which covered the period from April 2015 to March 2020.
Road Period 2	RP2	Roads Period 2, also known as the Road Investment Strategy 2 (RIS2), covers the period from April 2020 to March 2025.
Road Safety Audit 1	RSA1	There are four stages of a Road Safety Audit (RSA). Stage 1 RSAs are undertaken at the completion of preliminary design and normally before planning consent is granted.
Roundabout		A circular, one-way junction at which other roads meet and terminate.
Runoff		The flow of water over the ground surface.
Scoping		The process of identifying the issues to be addressed by the Environmental Impact Assessment process. It is a method of ensuring that an assessment focuses on the important issues and avoids those that are considered insignificant.
Scoping Opinion		The written opinion of the relevant authority, following a request from the Applicant, as to the information to be provided in an ES. Document (TR010066/APP/6.8).
Scoping Report		A report that records the outcomes of the scoping process and is typically submitted as part of a formal request for a Scoping Opinion (TR010066/APP/6.9).
Screening		The formal process undertaken to determine whether it is necessary to carry out a statutory Environmental Impact Assessment and publish an ES in accordance with the EIA Regulations.
Second Iteration Environmental Management Plan		The second iteration of the Environmental Management Plan, which is refined for the construction stage of the consented project and prepared in advance of construction.
Severance (walkers, cyclists and horse riders)		The extent to which members of communities are able (or not able) to move around their community and access services/facilities.
Significance (of effect)		A measure of the importance or gravity of the environmental effect, defined by generic significance criteria or criteria specific to an environmental topic.
Simulation and Assignment of Traffic to Urban Road Networks	SATURN	SATURN is a powerful and flexible highway assignment software package.
The Scheme		The A46 Coventry Junctions (Walsgrave) Scheme for which development consent is being sought.
Significant Observed Adverse Effect Level	SOAEL	The level above which significant adverse effects on health and quality of life occur.
Site of Special Scientific Interest	SSSI	Area of land notified by Natural England under section 28 of the Wildlife and Countryside Act 1981 as being of special interest due to its flora, fauna or geological or physiological features.
Site Waste Management Plan	SWMP	A plan that is used to outline how a construction project would avoid, minimise or mitigate effects on waste production and handling on the environment and surrounding area.
Soil		An assemblage of mineral particles and/or organic matter, which includes variable amounts of water and air (and sometimes other gases).
Soils	SMP	A document that provides a framework that can be used by contractors

Term	Acronym	Meaning
Management Plan		to manage and monitor the soils disturbed during the construction phase of the Scheme.
Supplementary Planning Document	SPD	Supplementary Planning Documents are additional guidance on some of the policies of the Local Plan. They provide detailed guidance on how planning policy will be implemented. SPDs do not have the same status as the policies in the Local Plan but have been subject to public consultation and are taken into account as material considerations in dealing with planning applications
Special Area of Conservation	SAC	Sites designated under EU legislation for the protection of habitats and species considered to be of European interest.
Stakeholder		An organisation or individual with a particular interest in the Scheme.
Strategic Road Network	SRN	The network of motorways and trunk roads in England.
Supplementary Planning Document	SPD	Documents not part of a development plan for a particular authority area that provide additional guidance or detail on policies within the development plan and are a material consideration for an LPA in their decision-making.
Sustainable Drainage System	SuDS	Techniques for managing water runoff to reduce the quantity, and increase the quality, of surface water that drains from a development.
Targeted consultation		Following the statutory consultation, the Applicant undertook targeted non-statutory consultation as a result of updates to the proposal in six areas of the Scheme. This targeted non-statutory consultation was held to seek views and allow an opportunity for prescribed consultees, persons with land interests and community stakeholders, who the Applicant considered would be impacted by, and interested in, the Scheme, to comment on the updates.
Tonnes of carbon dioxide equivalent	tCO <sub>2</sub> e	A measure that allows the different GHGs to be compared on a like-for-like basis relative to one unit of CO <sub>2</sub> .
Transport Analysis Guidance	TAG	Guidance produced by the Department for Transport for undertaking transportation studies, appraisals and modelling. Also referred to as WebTAG.
Transport Decarbonisation Plan	TDP	A plan that sets out the government's commitments and the actions needed to decarbonise the entire transport system in the UK.
Transport User Benefit Appraisal	TUBA	A type of software that undertakes the economic appraisal of transport schemes in accordance with DfT's TAG.
Traffic Management Plan	TMP	A document that sets out how construction traffic including site personnel movements will be controlled to ensure the safe and efficient delivery of the Scheme.
Variable Message Sign	VMS	An electronic traffic sign often used on roadways to give travellers information about special event.
Value for Money	VfM	An assessment that takes into consideration both the monetised and unmonetised benefits and costs of the Scheme.
Vehicle Operating Cost	VOC	The expenses associated with owning, operating and maintaining a vehicle.
Veteran Tree		Trees that have features of ancientness but at a younger age. These features include missing branches, hollow trunks and habitat features more commonly associated with ancient trees.
Visual Receptor		Individuals and/or defined groups of people who potentially could be affected by the Scheme.
VISSIM		VISSIM is a micro-simulation modelling software developed by the PTV Group, Germany: <a href="https://www.ptvgroup.com/en/solutions/products/ptv-vissim/">https://www.ptvgroup.com/en/solutions/products/ptv-vissim/</a>
Walkers, cyclists and horse-riders	WCH	A collective term used to describe pedestrians, cyclists and equestrians.
Water Framework Directive	WFD	A European Union Directive which commits member states to achieve good status of all waterbodies (both surface and groundwater), and also requires that no such waterbodies experience deterioration in status. Good status is a function of good ecological and good chemical status, defined by a number of elements.

Term	Acronym	Meaning
Wider Economic Impacts	WEIs	Wider Economic Impacts
Wider Impacts in Transport Appraisal	WITA	A type of software that captures the welfare impacts of employment, investment and productivity effects that are not already included in the conventional user benefit calculations for transport schemes.