

A46 Coventry Junctions (Walsgrave) Scheme number: TR010066

5.2 Consultation Report Annexes **Annex K: Targeted statutory consultation letters and materials**

APFP Regulations 5(2)(q)

Planning Act 2008

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

Volume 5

November 2024

Infrastructure Planning

Planning Act 2008

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

A46 Coventry Junctions (Walsgrave)
Development Consent Order 2024

CONSULTATION REPORT ANNEXES
Annex K: Targeted statutory consultation letters

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

Version	Date	Status of Version
Rev 0	November 2024	Application Issue

Table of contents

K1.	Section 42(1)(d) Category 1 & 2 Letter.....	1
K2.	Section 42(1)(d) Category 3 Letter	11
K3.	Consultation brochure	21
K4.	Response form	53

K1. Section 42(1)(d) Category 1 & 2 Letter



Our ref: TR010066/S42(1)(d)Cat1&2/[August 2024]

National Highways
The Cube
199 Wharfside Street
Birmingham
B1 1RN

Recipients address

0300 123 5000

22 August 2024

Dear **NAME**

A46 Coventry Junctions (Walsgrave)
STATUTORY CONSULTATION – 23 August to 20 September 2024

We're writing to invite you to share your views on the proposed A46 Coventry Junctions (Walsgrave) scheme, which aims to reduce congestion and queuing along the A46 corridor.

Recent developments to the scheme design have brought to our attention new consultees who may not have been included during our 25 October to 5 December 2023 statutory consultation.

You have been identified as:

- An owner, lessee, tenant or occupier of land or property affected by the proposed scheme; or
- Having an interest in the land; or have power to sell and convey the land, or to release the land.

As a result of your interest in the land we're providing you with the relevant scheme information and asking for your feedback. We invite you to look at our consultation materials and share your thoughts by 11.59pm on 20 September 2024.

The enclosed letter and plans explain in detail what we're currently consulting on, how you can respond, where you can find further information and how to contact us.

Yours sincerely,



Emma Winter
National Highways Project Manager for A46 Coventry Junctions (Walsgrave)
Email: A46CoventryJcns@nationalhighways.co.uk



The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. This means we're required to make an application for a Development Consent Order (DCO) to get the permission we need to build the scheme. More information about the DCO process is available in the enclosed brochure or our scheme webpage.

Under Planning Act 2008, Section 42(1)(d) and 44: Duty to Consult on a Proposed Application, we're reaching out to understand how the scheme might impact your land or interests. To enable the construction and ongoing operation of the scheme, we may need to seek legal powers to compulsorily acquire your land or rights over it. Alternatively, temporary possession of your land may be required.

We want to understand how the scheme might impact your land or interests and work with you to minimise any effects. This is an opportunity for you to share your views on our proposals. We strongly encourage you to provide your feedback, so we can consider your views as we refine our proposals before submitting our application to the Planning Inspectorate. It's also important to consider if any of your surrounding land might be affected.

Please note that whilst you will be entitled to compensation if your land or interests are acquired, or if temporary possession is taken, this is not a matter upon which you can comment in this consultation. The amount of compensation due will be a matter to be determined at the time that land/rights are taken by National Highways and any disputes will be determined by the Lands Tribunal (Upper Chamber) and not by the Inspectorate.

Changes to the Order Limits

The Order Limits are the scheme boundary (also known as 'red line boundary'), it is the area of land that would be needed either temporarily (affected while construction takes place) or permanently if the scheme is built. Since the statutory consultation in 2023, we're proposing to make some minor changes to the scheme and the Order Limits, some of which have been developed following consultation feedback. We're currently consulting with the landowners affected by these changes and have also provided you with a set of plans showing the same information. The Order Limits we have enclosed with this letter show the latest version.

The changes to the scheme are shown in the Schedule of Proposed Changes at the end of this letter.

Enclosed materials

We've provided our consultation brochure, response form and freepost envelope with this letter. These are also available to view online on our scheme webpage at www.nationalhighways.co.uk/A46Coventry (see 'Consultation 2023' section under Documents at the bottom of the webpage). Other materials on the webpage include:

- Mapbook containing technical drawings
- Preliminary Environment Information Report (PEIR) and Figures
- Non-Technical Summary of the PEIR

As the scheme is an Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA



Regulations), we have prepared a Preliminary Environmental Information Report (PEIR) to help you understand the likely effects of our proposals. We'll also submit an Environmental Statement with the DCO application.

The following materials show the areas in which the proposed changes to the Order Limits are located:

- Key Plan relating to both Supplementary Consultation Design Drawings and Supplementary Consultation Land Use Plans
- Supplementary Consultation Design Drawings – four sheets showing the design proposed at statutory consultation alongside the DCO design with proposed Order Limit changes
- Supplementary Consultation Land Use Plans - four sheets showing the proposed land use details at statutory consultation compared to the revised land use details for the proposed DCO, following the changes to the Order Limits

Where you can get more information

Property guidance and compensation information

We've produced guidance documents to aid people or organisations who may be entitled to compensation because their land or property is affected by the proposed scheme. You can view these via the scheme webpage provided above. Scroll down to 'Consultation 2023' to view the leaflets.

Landowner meetings

To arrange a meeting with the project team to discuss any of these proposals, you can contact us using the details below to organise a time for us to speak to you directly. Please let us know any specific issues that you would like to discuss.

Response methods

We'd welcome your feedback on our 2023 consultation proposals, and our proposed updates to the Order Limits. Please send your consultation response to us using either of the following and include the reference number at the top of this letter:

- By email: A46CoventryJcns@nationalhighways.co.uk
- By post: Freepost A46 WALSGRAVE SCHEME

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response is sent to us by 11.59pm on 20 September 2024.

When providing any feedback on the updated Order Limits, please reference the number of the change to the scheme design shown on the enclosed plans and the Schedule of Proposed Changes at the end of this letter (i.e. Changes 1-19).

The consenting process

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
National Highways Company Limited registered in England and Wales number 00348383





Further information about the Planning Act 2008 Act process and Development Consent Orders can be found on the PINS National Infrastructure Planning website:
<http://infrastructure.planninginspectorate.gov.uk/>

If you require alternative formats, please request these using the contact details provided below and a member of our team would be happy to help. We hope that these will help you understand the scheme, including the changes and enable you to share your views with us during this consultation period.

Enc.

- Key Plan relating to both Supplementary Consultation Design Drawings and Supplementary Consultation Land Use Plans
- Supplementary Consultation Design Drawings
- Supplementary Consultation Land Use Plans
- Consultation brochure
- Response form and freepost envelope

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
National Highways Company Limited registered in England and Wales number 09348383





Schedule of Proposed Changes

Change identified Supplementary Consultation Design Drawings and Supplementary Land Use Plans	Change to Scheme design	Description	Changes to land powers
1 (Sheet 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.	Additional permanent acquisition to accommodate works associated with the proposed pedestrian crossing. This has resulted in a change to the Order Limits (increase in this area).
2 (Sheet 1)	Additional pedestrian crossing	Proposed signalised pedestrian crossing at Clifford Bridge Road.	No change to the land take for the crossing itself but links to Change 1 – which requires additional permanent acquisition to accommodate works associated with the proposed pedestrian crossing.
3 (Sheet 1)	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.	Temporary possession of the haul road no longer required. This has resulted in a change to the Order Limits (area removed).
4 (Sheet 1)	Detention basin orientation	The detention basin has had a change in orientation due to utility constraints. Due to this this additional land is required.	Temporary possession has changed to permanent acquisition due to extension to accommodate change in orientation of the detention basin. This has also resulted in a change to the Order Limits (increase in this area).

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
National Highways Company Limited registered in England and Wales number 05049393



Change identified Supplementary Consultation Design Drawings and Supplementary Land Use Plans	Change to Scheme design	Description	Changes to land powers
5 (Sheet 2)	Landscaping	Additional vegetation planting and landscaping to Hungerley Hall Farm near the detention basin and B4082.	Temporary possession has changed to permanent acquisition for additional vegetation planting and landscaping to Hungerley Hall Farm. This has resulted in a change to the Order Limits (increase in this area).
6 (Sheet 2)	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.	Additional area of temporary possession due to inclusion of barns at Hungerley Hall Farm due to poor condition and potential mitigation requirements. This has resulted in a change to the Order Limits (increase in this area).
7 (Sheet 2)	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 bridge 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 bridge via a staggered junction.	Additional area of temporary possession due to change in layout to the Hungerley Hall Farm access road. This has resulted in a change to the Order Limits (increase in this area).
8 (Sheet 2)	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	No change to land powers or Order Limits.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
National Highways Company Limited registered in England and Wales number 03049393



Change identified Supplementary Consultation Design Drawings and Supplementary Land Use Plans	Change to Scheme design	Description	Changes to land powers
9 (Sheet 2)	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.	Additional area of permanent acquisition for proposed drainage ditch, maintenance access track, and additional landscaping. This has resulted in a change to the Order Limits (increase in this area).
10 (Sheet 2)	Drainage connection into watercourse	Additional area for provided proposed drainage connection into local watercourse.	Additional area of temporary possession for proposed drainage connection into local watercourse. This has resulted in a change to the Order Limits (increase in this area).
11 (Sheet 2)	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 Country Park	Area of permanent acquisition increased to accommodate these works. This has resulted in a change to the Order Limits (increase in this area).
12 (Sheet 2)	Badger crossing	Proposed badger crossing under A46.	Area of temporary possession due to 12 proposed badger crossing. No change to the Order Limits.
13 (Sheet 2)	Landscaping	East of the A46 the landscaping design has been developed and widened slightly.	Permanent acquisition for proposed landscaping now required. No change to the Order Limits.
14 (Sheet 3)	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.	Temporary possession removed as drainage design and access reduced. This has resulted in a change to the Order Limits (reduction in this area).
15 (Sheet 3)	Construction space at new	To allow more space for construction activities a temporary possession area has been included to the east of the	Additional land for temporary possession due to design development of landscape mitigation.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
National Highways Company Limited registered in England and Wales number 05349395



Change identified Supplementary Consultation Design Drawings and Supplementary Land Use Plans	Change to Scheme design	Description	Changes to land powers
	Walsgrave Junction	eastern roundabout as part of the development of the landscaping design.	This has resulted in a change to the Order Limits (increase in this area).
16 (Sheet 3)	Introduction of a swale, which is similar in appearance to a ditch but shallower and wider to treat surface water near the proposed new Walsgrave junction roundabouts	<p>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 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 National Highways 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>	<p>Permanent acquisition for proposed swale to improve water quality.</p> <p>This has resulted in a change to the Order Limits (increase in this area).</p>
17 (Sheet 3)	Introduction of a second	As set out during statutory consultation and following further development of the construction methodology, we	Additional land for temporary possession for construction site compound to construct the new junction bridge.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
National Highways Company Limited registered in England and Wales number 00449395



Change identified Supplementary Consultation Design Drawings and Supplementary Land Use Plans	Change to Scheme design	Description	Changes to land powers
	construction compound	<p>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>	This has resulted in a change to the Order Limits (increase in this area).
18 (Sheet 3)	Fenceline north of new Walsgrave Junction	The Order Limits of the Scheme have been reduced to the existing National Highways fence line.	Temporary possession removed to existing National Highways fence boundary. This has resulted in a change to the Order Limits (decrease in this area).

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
National Highways Company Limited registered in England and Wales number 05340395



Change identified Supplementary Consultation Design Drawings and Supplementary Land Use Plans	Change to Scheme design	Description	Changes to land powers
19 (Sheet 4)	Fenceline environmental mitigation	To allow repairs and replacement of the existing fence to Coombe Country Park access will be needed to the area with works to specific trees close to the fence. Area adjusted to reflect the Coombe Country Park Boundary fence.	Extension of permanent acquisition to existing Coombe Country Park fence. This has resulted in a change to the Order Limits (increase in this area).

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
 National Highways Company Limited registered in England and Wales number 00449363

K2. Section 42(1)(d) Category 3 Letter



Our ref: TR010066/S42(1)(d)Cat3[August 2024]

National Highways
The Cube
199 Wharfside Street
Birmingham
B1 1RN

Recipients address

0300 123 5000

22 August 2024

Dear **NAME**

A46 Coventry Junctions (Walsgrave)
STATUTORY CONSULTATION – 23 August to 20 September 2024

We're writing to invite you to share your views on the proposed A46 Coventry Junctions (Walsgrave) scheme, which aims to reduce congestion and queuing along the A46 corridor.

Recent developments to the scheme design have brought to our attention new consultees who may not have been included during our 25 October to 5 December 2023 statutory consultation.

You have been identified as a Category 3 land interest under section 42(1)(d) of the Planning Act 2008, which means that you may be entitled to make a relevant claim for compensation due to the effects of construction or when the new or altered road is in use.

As a result of this we're providing you with scheme information and asking for your feedback. We invite you to look at our consultation materials and share your thoughts by 11.59pm on 20 September 2024.

The enclosed letter and plans explain in detail what we're currently consulting on, how you can respond, where you can find further information and how to contact us.

Yours sincerely,



Emma Winter
National Highways Project Manager for A46 Coventry Junctions (Walsgrave)
Email: A46Coventry.Jcns@nationalhighways.co.uk
Tel: 0300 123 5000



The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. This means we are required to make an application for a Development Consent Order (DCO) to get the permission we need to build the scheme. More information about the DCO process is available in our brochure or the scheme webpage.

As a Category 3 land interest, you may be eligible for compensation if your property or business is adversely affected by the construction works. Compensation may be available under Section 152 of the Planning Act 2008, Section 10 of the Compulsory Purchase Act 1965, or Part I of the Land Compensation Act 1973. This could include compensation for reduced property value due to physical factors like noise, vibration, fumes, artificial lighting, or other disturbances caused by the new or altered road.

Please note that being consulted under this category does not confirm entitlement to a future claim. Entitlement to compensation is assessed by our professional valuers at the time that a claim is made. We recommend that you take professional advice before making a claim.

Under the Planning Act 2008, **Section 42(1)(d) and 44: Duty to Consult on a Proposed Application**, we are required to consult individuals with a legal interest in land that may be compulsorily acquired, as well as Category 3 land interests who may be eligible for compensation, even if their land is not compulsorily purchased under the terms previously outlined in this letter.

We strongly encourage you to share your views on our proposals during this consultation. Your feedback will help us refine our plans before we submit the application to the Planning Inspectorate.

Changes to the Order Limits

The Order Limits are the scheme boundary (also known as 'red line boundary'), it is the area of land that would be needed either temporarily (affected while construction takes place) or permanently if the scheme is built. Since the statutory consultation in 2023, we're proposing to make some minor changes to the Order Limits, some of which have been developed following consultation feedback. We're currently consulting with the landowners affected by these changes and have also provided you with a set of plans showing the same information.

The changes to the Scheme are shown in the Schedule of Proposed Changes at the end of this letter and the accompanying plans.

Enclosed materials

We've provided our consultation brochure, response form and freepost envelope with this letter. These are also available to view online on our scheme webpage at www.nationalhighways.co.uk/A46Coventry (see 'Consultation 2023' section under Documents at the bottom of the webpage). Other materials on the webpage include:

- Mapbook containing technical drawings
- Preliminary Environment Information Report (PEIR) and Figures
- Non-Technical Summary of the PEIR

As the scheme is an Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) we have prepared, a Preliminary Environmental Information Report to help you understand the likely effects of our proposals. We'll also submit an Environmental Statement with the DCO application.



The following materials show the areas in which the proposed changes to the Order Limits are located:

- Key Plan relating to both Supplementary Consultation Design Drawings and Supplementary Consultation Land Use Plans
- Supplementary Consultation Design Drawings – four sheets showing the design proposed at statutory consultation alongside the DCO design with proposed Order Limit changes
- Supplementary Consultation Land Use Plans - four sheets showing the proposed land use details at statutory consultation compared to the revised land use details for the proposed DCO, following the changes to the Order Limits

Where you can get more information

Property guidance and compensation information

We've produced guidance documents to aid people or organisations who may be entitled to compensation because their land or property is affected by our road proposals. You can view these via the scheme webpage provided above. Scroll down to 'Consultation 2023' to view the leaflets.

Landowner meetings

To arrange a meeting with the project team to discuss any of these proposals, please contact us using the details below to organise a time for us to speak to you directly. Please let us know any specific issues that you would like to discuss.

Response methods

We'd welcome your feedback on our 2023 consultation proposals, and our proposed updates to the Order Limits. Please send your consultation response to us using either of the following and include the reference number at the top of this letter:

- By email: A46CoventryJcns@nationalhighways.co.uk
- By post: Freepost A46 WALSGRAVE SCHEME

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response is sent to us by 11.59pm on **20 September 2024**.

When providing any feedback on the updated Order Limits, please reference the number of the change to the scheme design shown on the Schedule of Proposed Changes at the end of this letter and the enclosed plans (i.e. Change 1-19).

The consenting process

Further information about the Planning Act 2008 Act process and Development Consent Orders can be found on the PINS National Infrastructure Planning website: <http://infrastructure.planninginspectorate.gov.uk/>.

If you require alternative formats, please request these using the contact details provided below and a member of our team would be happy to help. We hope that these will help you understand the scheme, including the changes and enable you to share your views with us during this consultation period.



Enc.

- Key Plan relating to both Supplementary Consultation Design Drawings and Supplementary Consultation Land Use Plans
- Supplementary Consultation Design Drawings
- Supplementary Consultation Land Plans
- Consultation brochure
- Response form and freepost envelope





Schedule of Proposed Changes

Change identified Supplementary Consultation Design Drawings and Supplementary Land Use Plans	Change to Scheme design	Description	Changes to land powers
1 (Sheet 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.	Additional permanent acquisition to accommodate works associated with the proposed pedestrian crossing. This has resulted in a change to the Order Limits (increase in this area).
2 (Sheet 1)	Additional pedestrian crossing	Proposed signalised pedestrian crossing at Clifford Bridge Road.	No change to the land take for the crossing itself but links to Change 1 – which requires additional permanent acquisition to accommodate works associated with the proposed pedestrian crossing.
3 (Sheet 1)	Removal of haul road	The haul road using part of the access to Hungerley ^{Hungerley} Hall Farm and around the buildings has been removed as the construction methodology has been changed with access proposed off the B4082.	Temporary possession of the haul road no longer required. This has resulted in a change to the Order Limits (area removed).
4 (Sheet 1)	Detention basin orientation	The detention basin has had a change in orientation due to utility constraints. Due to this this additional land is required.	Temporary possession has changed to permanent acquisition due to extension to accommodate change in orientation of the detention basin. This has also resulted in a change to the Order Limits (increase in this area).

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
National Highways Company Limited registered in England and Wales number 05348393



Change identified Supplementary Consultation Design Drawings and Supplementary Land Use Plans	Change to Scheme design	Description	Changes to land powers
5 (Sheet 2)	Landscaping	Additional vegetation planting and landscaping to Hungerley Hungerley Hall Farm near the detention basin and B4082.	Temporary possession has changed to permanent acquisition for additional vegetation planting and landscaping to Hungerley Hungerley Hall Farm. This has resulted in a change to the Order Limits (increase in this area).
6 (Sheet 2)	Hungerley 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.	Additional area of temporary possession due to inclusion of barns at Hungerley Hungerley Hall Farm due to poor condition and potential mitigation requirements. This has resulted in a change to the Order Limits (increase in this area).
7 (Sheet 2)	Re-aligned access road at Hungerley Hungerley Hall farm	Following feedback from the landowner we've realigned the access road at Hungerley Hungerley Hall farm to bring it closer to the existing buildings and reduce the distance travelled to/from the accommodation bridge 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 bridge via a staggered junction.	Additional area of temporary possession due to change in layout to the Hungerley Hungerley Hall Farm access road. This has resulted in a change to the Order Limits (increase in this area).
8 (Sheet 2)	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	No change to land powers or Order Limits.

Registered office: Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
National Highways Company Limited registered in England and Wales number 05046393




Change identified Supplementary Consultation Design Drawings and Supplementary Land Use Plans	Change to Scheme design	Description	Changes to land powers
9 (Sheet 2)	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.	Additional area of permanent acquisition for proposed drainage ditch, maintenance access track, and additional landscaping. This has resulted in a change to the Order Limits (increase in this area).
10 (Sheet 2)	Drainage connection into watercourse	Additional area for provided proposed drainage connection into local watercourse.	Additional area of temporary possession for proposed drainage connection into local watercourse. This has resulted in a change to the Order Limits (increase in this area).
11 (Sheet 2)	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 Country Park	Area of permanent acquisition increased to accommodate these works. This has resulted in a change to the Order Limits (increase in this area).
12 (Sheet 2)	Badger crossing	Proposed badger crossing under A46.	Area of temporary possession due to 12 proposed badger crossing. No change to the Order Limits.
13 (Sheet 2)	Landscaping	East of the A46 the landscaping design has been developed and widened slightly.	Permanent acquisition for proposed landscaping now required. No change to the Order Limits.
14 (Sheet 3)	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.	Temporary possession removed as drainage design and access reduced. This has resulted in a change to the Order Limits (reduction in this area).
15 (Sheet 3)	Construction space at new	To allow more space for construction activities a temporary possession area has been included to the east of the	Additional land for temporary possession due to design development of landscape mitigation.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
National Highways Company Limited registered in England and Wales number 05346393



Change identified Supplementary Consultation Design Drawings and Supplementary Land Use Plans	Change to Scheme design	Description	Changes to land powers
	Walsgrave Junction	eastern roundabout as part of the development of the landscaping design.	This has resulted in a change to the Order Limits (increase in this area).
16 (Sheet 3)	Introduction of a swale, which is similar in appearance to a ditch but shallower and wider to treat surface water near the proposed new Walsgrave junction roundabouts	<p>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 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 National Highways 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>	Permanent acquisition for proposed swale to improve water quality. This has resulted in a change to the Order Limits (increase in this area).
17 (Sheet 3)	Introduction of a second	As set out during statutory consultation and following further development of the construction methodology, we	Additional land for temporary possession for construction site compound to construct the new junction bridge.

Registered office Bridge House, 1 Walnut Tree Close, Girdford GU11 4LZ
National Highways Company Limited registered in England and Wales number 05048393



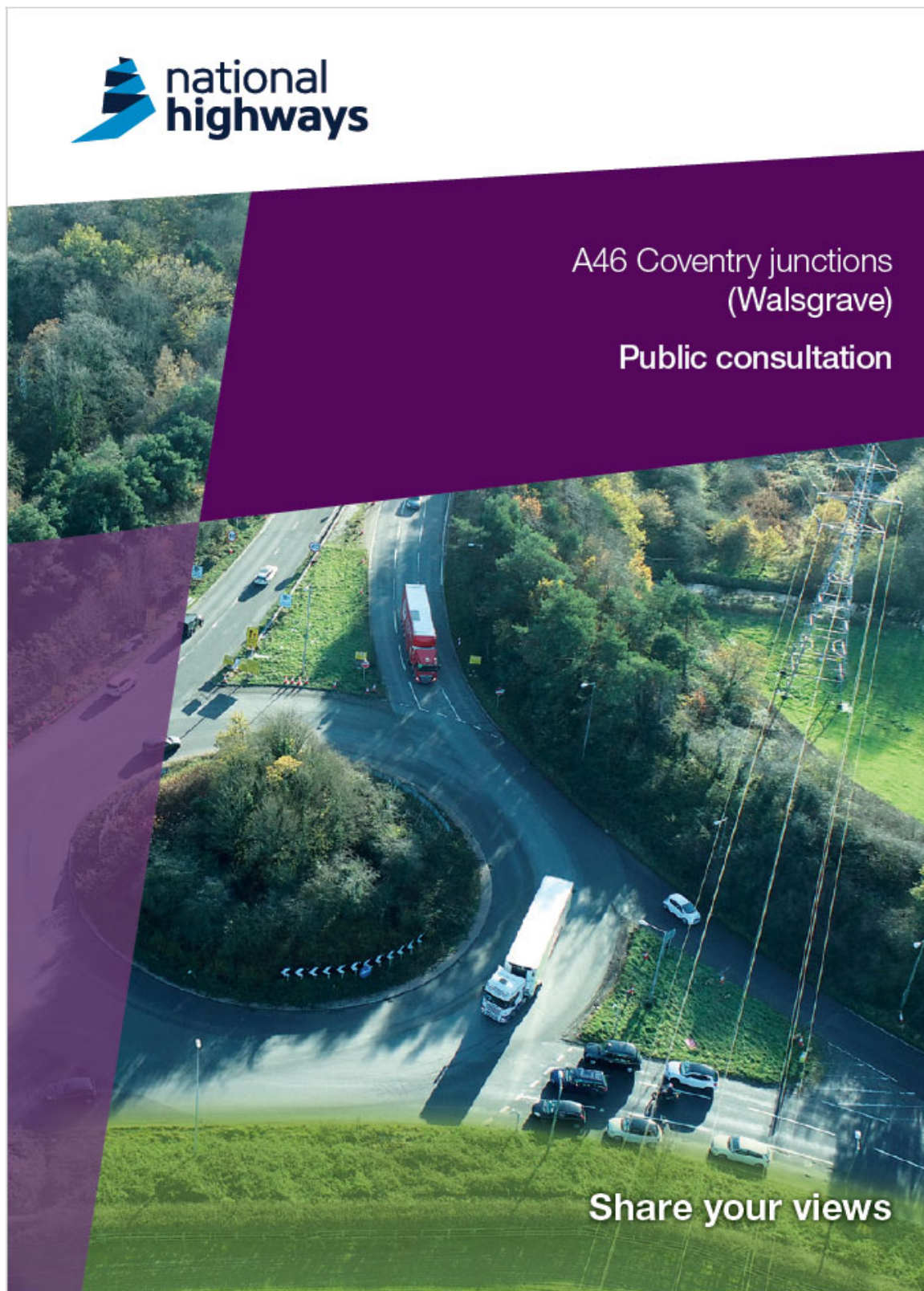
Change identified Supplementary Consultation Design Drawings and Supplementary Land Use Plans	Change to Scheme design	Description	Changes to land powers
	construction compound	<p>have proposed a second construction compound area within the Order Limits. This compound would be used to provide welfare 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>	This has resulted in a change to the Order Limits (increase in this area).
18 (Sheet 3)	Fenceline north of new Walsgrave Junction	The Order Limits of the Scheme have been reduced to the existing National Highways fence line.	Temporary possession removed to existing National Highways fence boundary. This has resulted in a change to the Order Limits (decrease in this area).

Registered office: Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
National Highways Company Limited registered in England and Wales number 06348395



Change identified Supplementary Consultation Design Drawings and Supplementary Land Use Plans	Change to Scheme design	Description	Changes to land powers
19 (Sheet 4)	Fenceline environmental mitigation	To allow repairs and replacement of the existing fence to Coombe Country Park access will be needed to the area with works to specific trees close to the fence. Area adjusted to reflect the Coombe Country Park Boundary fence.	Extension of permanent acquisition to existing Coombe Country Park fence. This has resulted in a change to the Order Limits (increase in this area).

K3. Consultation brochure



A46 Coventry junctions (Walsgrave)

Contents

Investing in your roads	1
How to respond	1
Why is the Walsgrave junction scheme needed?	2
What we've done so far	3
Our proposed design	6
What the scheme means to you	11
Traffic impacts of the scheme	18
What you can expect during construction	22
Next steps	24
Your data, your rights	26

All National Highways are subject to a standardised road



Investing in your roads

At National Highways we believe in a connected country, and our network makes these connections happen. We strive to improve our major roads and motorways - engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and, most importantly, safe. That's why we're delivering £15 billion of investment on our network - the largest investment in a generation.

The Coventry junctions (Walsgrave) scheme is part of National Highways' commitment to improve the A46 'Trans-Midlands Trade Corridor' between the M5 and the Humber Ports.

This scheme is categorised as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we're required to make an application for a Development Consent Order (DCO) to obtain the equivalent of planning permission to construct the scheme. For more information about the process, visit the Planning Inspectorate's website: <https://infrastructure.planninginspectorate.gov.uk/application-process/the-process/>

In this brochure we explain our proposals for the scheme. Alongside the brochure is the consultation response form for you to provide us with feedback, which will help us shape the scheme before we submit our application for development consent.

How to respond

You can view all the consultation materials on our webpage: <https://nationalhighways.co.uk/A46Coventry>.

Please give us your views using one of the following methods:

- Email your response to: **A46CoventryJcns@nationalhighways.co.uk**
- Send a completed response form or letter to:
Freepost A46 WALSGRAVE SCHEME



A46 Coventry junctions (Walsgrave)

Why is the Walsgrave junction scheme needed?

The Coventry junctions (Walsgrave) scheme is part of National Highways' commitment to improve the A46 'Trans-Midlands Trade Corridor' between the M5 and the Humber Ports. The A46 has historically experienced safety issues, and the section south of Coventry was in the top 45% for total casualties and in the top 250 collision locations in England.

The Coventry junctions scheme involves the upgrade of two at-grade junctions (Binley and Walsgrave) to provide relief from traffic congestion and to improve journey times by increasing the capacity on the A46 between the M6 and the M40. This will benefit both the strategic and local traffic needs and support future growth forecasts from Coventry City Council.

Walsgrave junction is the last remaining roundabout east of Coventry and north of Tollbar End junction that is at-grade, and as such it is a pinch point for traffic. The Tollbar End junction and M6 Smart Motorway improvements have increased the pressure on Binley and Walsgrave junctions.

The Binley roundabout is approximately 1.7km to the south of the Walsgrave junction. The A46 Binley junction improvement scheme was opened to traffic in November 2022, converting the junction from an at-grade signalised roundabout to a grade separated junction.

There are concerns that without further investment to reduce congestion on the A46, the benefits of the improvement works at Tollbar End junction would be limited. In particular, the current delays at the Walsgrave junction could undermine the existing investment which has been made on A46 improvements.

Objectives

We have developed a set of scheme objectives for Walsgrave junction that we are working to achieve, and these are described in full in Chapter 2 of the Preliminary Environmental Information Report (PEIR). The following is a summary of the objectives:

Reduce congestion

- Improve the operation and efficiency of the existing transport network associated with Walsgrave junction to increase capacity.

Safety and maintenance

- Maintain the A46 to a safe and serviceable condition with maintenance being considered during design.

Growth

- Support and facilitate economic growth, generating employment and residential development opportunities.

Environment

- Reduce negative impacts on the wider environment whilst seeking environmental enhancement.

Customer

- Reduce negative impacts on users, local communities and the environment whilst balancing the need of individuals and businesses that use and rely upon the A46.

What we've done so far

We've taken a phased approach to the A46 Coventry junctions upgrades. As construction works began at Binley junction, we started to assess various options to upgrade the Walsgrave junction. Our work showed that only one option was viable and could deliver the required improvements at the junction.

Between 11 January and 14 February 2022, we held a non-statutory public consultation on that viable option, known as Option 11. We also shared details on the discounted options and explained why these were not viable. The purpose of the consultation was to provide the local community and stakeholders with the opportunity to have their say on our proposals and share their ideas, concerns, and local knowledge with us.

The feedback from that consultation showed support for improvements at the Walsgrave junction and support for Option 11. We announced Option 11 as our preferred route in June 2022 and since then we've been developing the design.

We've also been carrying out a number of surveys including ground investigation and ecology assessments. The results of these assessments will be used to inform the development of our design and programme of work.



A46 Coventry junctions (Walsgrave)

Options consultation and what we said we'd investigate

Based on feedback from the public consultation last year, there were four areas we said we'd investigate further. Here is an update on where we've got to so far. This brochure also includes more information on the development of our proposed design.

Topic	What we've done
Access to the hospital	A hospital link road is part of Coventry City Council's Local Plan (2017) as part of the Walsgrave Hill Farm site allocation. We've been working closely with the developer involved in this scheme and our proposed design accommodates a potential future access point for a dedicated route into University Hospitals Coventry & Warwickshire for blue light access and staff car parking. We'll continue to work with the developer and Coventry City Council to ensure our scheme allows the hospital link road to progress.
Walking and cycling provision	Through consultation with the local authorities and user groups, we are aware of the aspiration to improve cycling and walking connections in the area. Our proposed design includes a new signalised pedestrian crossing and space within the new highways area to allow a future footway or cycleway to be delivered as other developments in the area progress in planning. See page 10 for more information.
Proposed 50mph speed limit	We've continued to engage with local stakeholders including Warwickshire County Council and Coventry City Council about changes to the speed limit. See page 9 for more information.
Impact on local road network	We've been building a traffic model to help us understand the impact our proposals might have on both the Strategic Road Network and local roads. The traffic model outputs will feed into our application for development consent but we have presented some early findings in this brochure. See page 18 for more information.



A46 Coventry junctions (Walsgrave)

Our proposed design

This section describes the proposed scheme.

- Realignment of the existing A46 dual carriageway through the existing junction, for a length of approximately 880m with a 50mph speed limit.
- Realignment of B4082 link road single carriageway with a 40mph speed limit running parallel to the A46 for approximately 910m connecting into the proposed dumbbell junction.
- A new junction which consists of two new roundabouts connected via a new bridge over the A46.

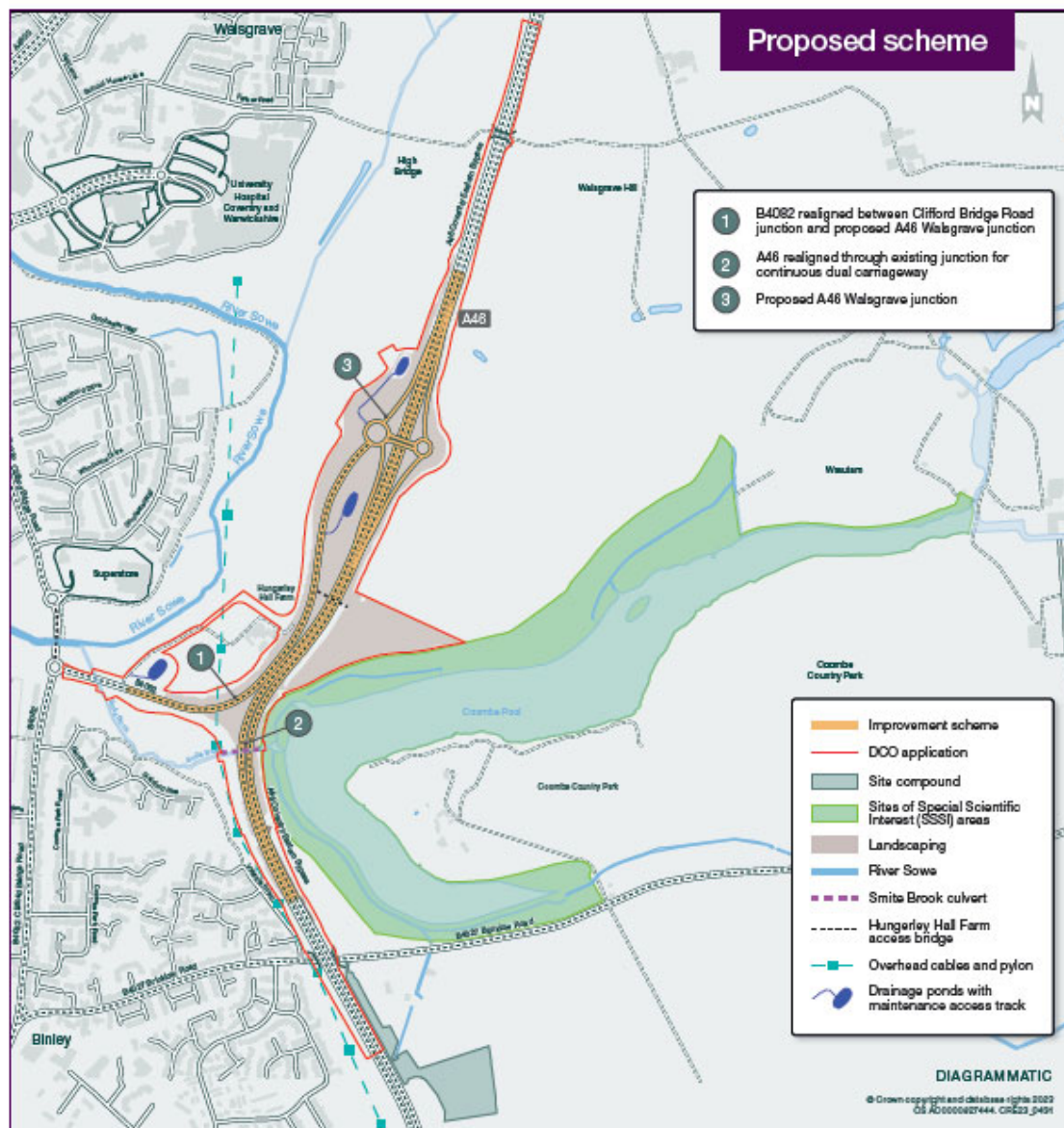


Figure 1 – Proposed scheme layout.

Public consultation



Proposed A46 Walsgrave junction looking north.



Proposed Walsgrave junction bridge from A46 northbound.

A46 Coventry junctions (Walsgrave)

Order Limits

- Figure 1 shows our provisional Order Limits using a red line boundary. Land inside this boundary would either be:
 - permanently affected by the scheme
 - temporarily affected while construction takes place
- The permanent and temporary land take is shown in our Mapbook.

A46

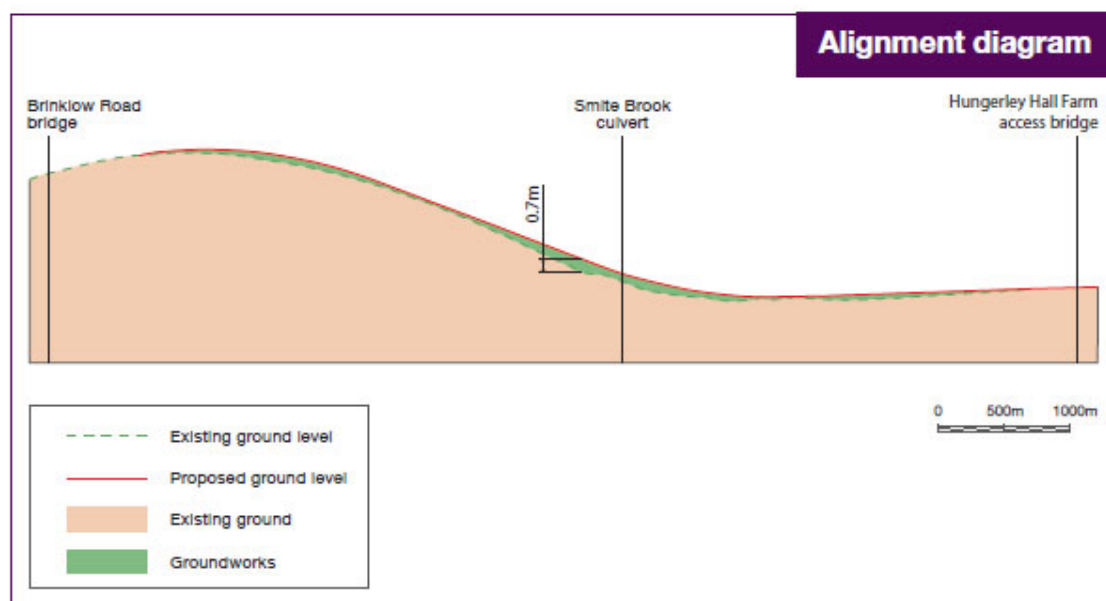
- The A46 is realigned to provide a continuous dual carriageway through the existing Walsgrave junction.
- The majority of the scheme will be at existing road level. Starting from Brinklow Road, the first 300m of the A46 will be at the existing road level before gradually rising to a maximum of 0.7m above the existing road and then returning to existing road level at Hungerley Hall Farm access bridge. The raised section is due to the existing road level being higher and meets design standards.
- Due to the curvature of the new road, the speed limit through the A46 Walsgrave junction would need to be reduced to 50mph to meet design standards. Please see the section on speed limits for more information.

B4082

- The B4082 link road remains as a two-lane single carriageway on the existing alignment towards the proposed Walsgrave junction for approximately 245m.
- A new section would be created, taking the road north towards the proposed Walsgrave junction.
- The road would be in a cutting (below existing ground level) between Hungerley Hall Farm and the A46 before it rises on an embankment (above existing ground level) to meet the new junction. This would provide access from the local road network onto the A46 northbound and southbound.
- We propose reducing the speed limit on the B4082 to 40mph to meet design standards. Please see the section on speed limits for more information.

Existing junction and lay-bys

- The existing Walsgrave roundabout and two existing lay-bys will be removed and replaced with landscaping as shown in Figure 1.



New junction

- The proposed new junction connects the local road network via the realigned B4082 to the A46 northbound and southbound.
- The junction is made up of a western and eastern roundabout connected by a new bridge that crosses over the A46 at approximately 9m above the existing road level. We're looking to reduce the height of the bridge as the design develops.
- The western roundabout has been designed to accommodate a future access route for emergency services vehicles to the University Hospital, which would be delivered by others in the future and does not form part of this scheme.

Speed limits

- The guidelines we follow when designing roads say that, depending on the extent of the curve, curved roads should have speed limits in place to ensure a safe driver experience. As a result, we would need to reduce the speed limit on the A46 from 70mph to 50mph.
- Our proposals also include extending the B4082 from Clifford Bridge Road to the proposed new junction. The road would curve from the existing junction location and pass between the A46 and Hungerley Hall Farm to join the new junction. We're proposing to reduce the speed limit on the B4082 from 60mph to 40mph.



Visualisation of B4082 approaching roundabout.

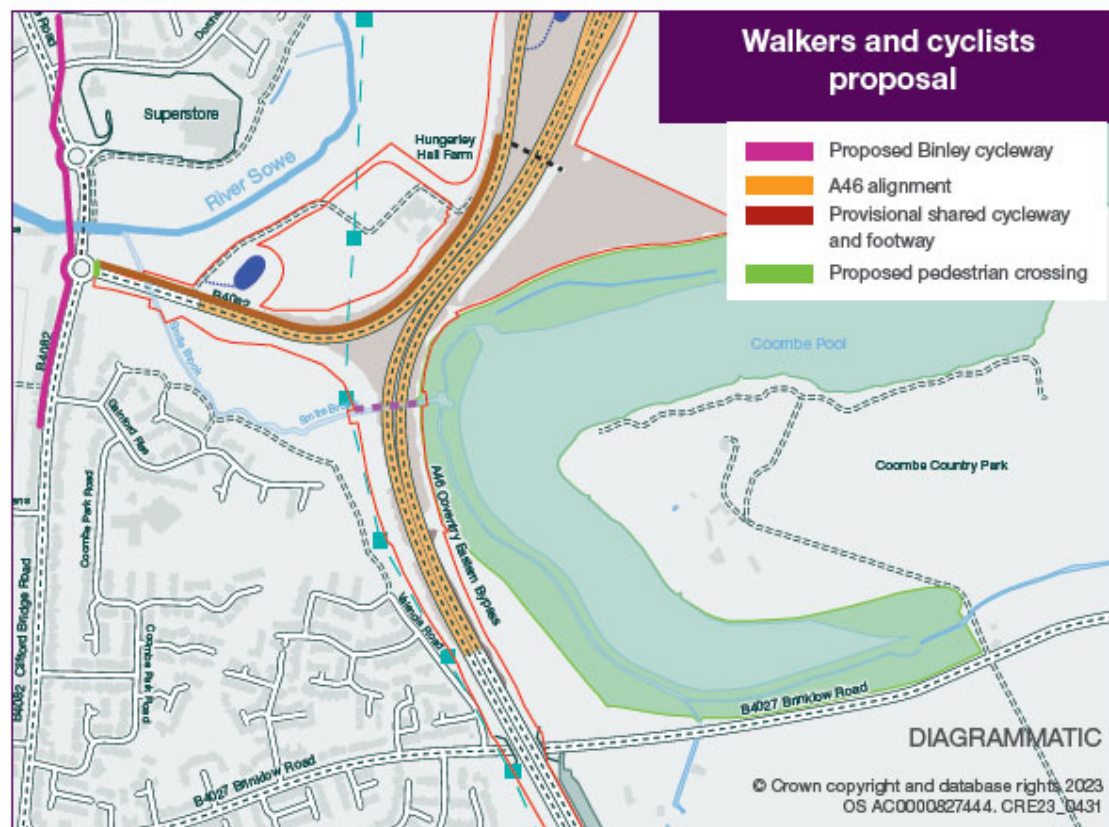
A46 Coventry junctions (Walsgrave)

Other existing structures

- Our intention is to keep the existing access bridge for Hungerley Hall Farm. We're carrying out a structural survey and will retain the bridge if it is in a suitable condition. This may require a slight amendment to our design of the B4082 near Hungerley Hall Farm.
- We're carrying out a structural survey later this year and will retain the bridge if it is in a suitable condition. This may require a slight amendment to our design of the B4082 near Hungerley Hall Farm.
- The A46 realignment south of the existing junction runs over Smite Brook culvert, which connects into Coombe Country Park to the east of the scheme. The culvert will be retained with the realigned road running over a wider section of the structure.

Walkers, cyclists and horse riders

- The proposed scheme doesn't impact any existing walking, cycling and horse-riding (WCH) facilities, nor does it lead to any changes to the local WCH network.
- From our early assessment and through engaging with Coventry City Council, Warwickshire County Council and WCH user groups, we've identified opportunities to improve the WCH network in the area.
- Our proposed design includes a new signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout (see diagram below.)
- If the Hungerley Hall Farm access bridge is retained, there is potential to convert it into a shared footway/cycleway and farm access bridge in the future.
- We've included sufficient space within the new B4082 verge to allow a future footway/cycleway to be delivered to the bridge.



Drainage

- Three drainage features, known as attenuation basins, are proposed. These will contain surface run off before discharging to the River Sowe.
- The drainage features will be located off the B4082 near the existing Hungerley Hall Farm access road, between the new section of the B4082 and A46 and to the north of the proposed western roundabout. These are shown on Figure 1.

Technology and signage

- One existing gantry sign will be relocated south of the proposed junction on the northbound carriageway. We'll extend the cables and infrastructure to the new gantry location.

Utilities

- There is a National Grid overhead line to the west of the A46 and over the existing B4082. We don't anticipate any impact on the overhead line and we'll work with National Grid to ensure we allow enough working space.
- There are other utilities in the vicinity of the scheme but we don't anticipate any impact on these. We're undertaking further surveys to verify this and to confirm if any other diversions or measures to protect utilities are needed.

Have your say

Section 1 of the Response Form asks a series of questions on the need for the scheme and its design. Please let us know what you think.

What the scheme means to you

In this section we've described what the scheme means for you from an environmental and health perspective, how traffic would be impacted and what you can expect during construction.

The environmental and health impacts of the scheme

As part of our development of the scheme and our preparation for this consultation, we've produced a document called the Preliminary Environmental Information Report (PEIR). It explains all of the work we've done up to this point to assess the potential effects of our plans on the environment – both positive and negative and sets out how we intend to reduce any negative impacts. The PEIR is broken down into a series of theme-based headings – for example, Air Quality or Cultural Heritage – but also considers the cumulative effects of any negative impacts associated with those individual themes.

Another document – the PEIR Non-Technical Summary (PEIR NTS) – is a shortened version of the PEIR. For our consultation brochure, we've provided

an even shorter summary of the theme-based sections of the PEIR. We recommend that you look at the PEIR or the NTS if you'd like a more detailed assessment of the themes that are described in the following tables, or if you'd like to understand more about how environmental impacts have been assessed.

When we submit an application to the Planning Inspectorate for consent to build the scheme, we'll provide an Environmental Statement (ES), which will build on the findings of the PEIR and provide even more detail.

Have your say

Section 2 of the Response Form asks a series of questions on the environmental impacts of the scheme and our plans to mitigate them. Please let us know what you think.

A46 Coventry junctions (Walsgrave)

Air quality

Key considerations

There are a number of residential properties within 100m of the scheme and the Coombe Pool Site of Special Scientific Interest (SSSI) is located less than 50m from the scheme. During construction there could be short-term impacts from dust, and once open there is risk that the scheme may generate air quality impacts due to the redistribution of traffic and the realignment of the roads.

How we'll assess our impacts

We'll undertake a detailed assessment to determine the scheme's impact on air quality. Initially we'll carry out air quality monitoring surveys at key locations around the scheme. We'll then model effects for the scheme's opening year of 2028, as this is expected to be the worst year for adverse air quality impacts, because of anticipated improvements in vehicle emissions in the future, such as the uptake of electric vehicles.

How we'll mitigate our impacts

Short-term construction impacts will be mitigated and managed by using best practice construction measures, such as dust suppression and wheel washing of construction vehicles before they leave construction sites.

To assess the operational impact on local human and environmental receptors, an assessment of air quality impacts will be undertaken as part of the ES. If necessary, mitigation measures will be introduced, and these will be explained further in the ES which will be submitted as part of our DCO application.

Biodiversity Net Gain (BNG) is a way of leaving an area's biodiversity in a measurably better state than it was before development. We'll deliver improvements for biodiversity by retaining, enhancing or creating habitats within the scheme's Order Limits.

Biodiversity	
Key considerations	The scheme could affect protected species, such as bats, breeding and wintering birds, badgers and barn owls. Wildlife habitats that could also be affected include Coombe Pool SSSI, River Sowe tributaries, local non-statutory designated sites and local habitats such as woodland, floodplain grazing or arable foraging.
How we'll assess our impacts	We've undertaken and will continue to undertake a number of desk-based assessments and on the ground ecological surveys to assess designated sites, habitats and protected species, which will identify where protected species are present across the scheme and inform the potential impacts of the scheme.
How we'll mitigate our impacts	<p>Mitigation measures are likely to include incorporating sensitive lighting, habitat creation and new planting with the aim of achieving no overall loss of biodiversity as a result of the scheme. Habitat creation will help to mitigate for the loss of habitats that currently support protected species.</p> <p>The impact during construction will be managed by strict adherence to the measures and commitments that will be set out in the Environmental Management Plans, which will be submitted as part of the application for development consent.</p>
Cultural heritage	
Key considerations	The scheme could result in direct or indirect impacts on heritage assets like historic buildings, historic landscapes and buried archaeological remains. The scheme design has the potential to change views of or from heritage assets and remove or damage archaeological remains during construction. The key visual heritage assets adjacent to the scheme are Hungerley Hall Farm (Grade II) and Coombe Country Park (Grade II*). Hungerley Hall Farm includes a yard wall, a garden wall to the farmhouse and a barn, which may be impacted by the scheme.
How we'll assess our impacts	To understand impacts on known heritage assets we've started to assess the value of the affected assets and the sensitivity to change. We'll then determine potential effects caused by the proposed scheme. We've already undertaken walkover surveys and archaeological surveys are planned in the near future. All findings will be reported in the ES.

A46 Coventry junctions (Walsgrave)

<p>How we'll mitigate our impacts</p>	<p>Where impacts on heritage assets are deemed significant, the scheme will propose design mitigation measures which will be included and assessed within the ES.</p> <p>Potential mitigation measures during construction could include the recording of archaeological remains and appropriate protection or archiving before or during construction. Any mitigation measures will be agreed through consultation with the relevant stakeholders.</p> <p>During the operation of the scheme, there may be impacts on the setting of heritage assets. These impacts will be mitigated as much as possible through design and landscaping proposals, which will be assessed and reported in the ES.</p>
<p>Landscape and visual effects</p>	
<p>Key considerations</p>	<p>The scheme could alter the character of the local landscape and alter views due to the loss of vegetation and changes in ground levels.</p> <p>The construction phase activities will create short-term changes by creating haulage routes, temporary compounds and soil storage areas.</p> <p>Once the scheme is open the changes will mainly be due to the new local road alignment, new highway structures, drainage features and associated embankments/earthworks.</p>
<p>How we'll assess our impacts</p>	<p>Detailed desk studies of the area have been undertaken, as well as site surveys and photography. A full assessment of all aspects, in accordance with Landscape and Visual Impact Assessment guidelines, will be undertaken to allow us to evaluate how the changes could affect landscape character and views. The assessment will also identify opportunities to avoid, reduce or mitigate potential impacts and these will be reported as part of the ES.</p>
<p>How we'll mitigate our impacts</p>	<p>We've designed the scheme to avoid or reduce adverse effects through good road design, responding to the landscape character and considering views within local communities.</p> <p>To mitigate impacts we'll carefully develop planting proposals to help integrate the scheme into the existing landscape. Planting could include trees and shrubs, and new areas of woodland to break up the scale of the road and help screen new highway assets. We'll also work with ecologists and arboriculturists to consider opportunities for wildlife habitats within the scheme.</p>

Road drainage and the water environment

Key considerations	<p>Within the scheme area is Smite Brook, which flows into the nearby River Sowe, and Coombe Pool, which is located close to the proposed works.</p> <p>There is a risk that the scheme could impact the local water environment during construction and operation. There are risks associated with surface water pollution, flooding, changes to groundwater levels and surface water flows.</p>
How we'll assess our impacts	<p>Assessments of flood risk, water quality, groundwater and river flow characteristics will be undertaken to identify issues. We'll work with the local authorities and the Environment Agency to develop mitigation and opportunities. The potential impacts will be assessed fully and reported in the ES.</p>
How we'll mitigate our impacts	<p>We'll mitigate and manage construction impacts by using best practice construction measures, which will be set out in the Environmental Management Plans and submitted as part of the application for development consent. This will include mitigation measures to avoid flooding, pollution and impacts on watercourses during construction.</p> <p>We'll design the scheme to avoid flood risks and to reduce the impacts on the water environment. For example, new drainage features, such as attenuation basins, will be built to reduce the impact of storm flows on the local water environment.</p>
Climate	
Key considerations	<p>Our scheme will generate carbon emissions during the construction and operational phases. The causes of these emissions will include the use of materials, fuel and electricity to build and maintain the scheme, and vehicles using the completed junction.</p>
How we'll assess our impacts	<p>We'll undertake a climate change impact assessment to determine the carbon footprint of the scheme. This will include an assessment of the carbon emissions during construction and operation using carbon accounting tools and methods such as life cycle assessments.</p> <p>We'll also undertake a climate change resilience assessment to understand the potential vulnerability of the scheme when subjected to projected climate change impacts, such as weather changes.</p>

A46 Coventry junctions (Walsgrave)

How we'll mitigate our impacts	A carbon reduction target from concept stage to the end of construction will be identified in the ES. We'll constantly review and challenge the design proposals in order to meet this reduction target. This will involve identifying carbon saving opportunities, such as the use of sustainable fuels and building materials, optimising the existing road infrastructure where possible and improving resource efficiency.
Noise and vibration	
Key considerations	<p>Temporary noise and vibration effects could occur during the construction phase of the scheme. This would be a result of on-site activities along the whole route, including excavation, piling, pavement construction and construction traffic.</p> <p>Operational impacts from noise could arise from changes in traffic distribution and the re-alignment of existing carriageways closer to receptors. Some impacts of the scheme may be positive, with existing traffic flows diverting away from minor roads.</p>
How we'll assess our impacts	We'll undertake noise surveys at specific locations around the scheme to obtain existing noise levels. We'll then use the traffic data and noise modelling software to calculate the road traffic noise and vibration levels in the future. This will allow us to identify areas where noise level changes may occur and where mitigation measures are needed in our design. Our assessment and results will be reported in the ES.
How we'll mitigate our impacts	<p>Where our assessments identify significant changes in noise levels, mitigation measures such as low noise surfacing, noise barriers and bunds will be provided.</p> <p>We'll mitigate and manage construction impacts by using best practice construction measures, which will be set out in the Environmental Management Plans that will be submitted as part of the application for development consent. This could include ensuring the noisiest activities are not carried out at night and providing shielding to noisy items of plant.</p>
Geology and soils	
Key considerations	The scheme encroaches onto agricultural land and could potentially affect the quality of the soils within adjacent fields. We may also encounter soil contamination from local historical landfill sites.

Public consultation

How we'll assess our impacts	<p>We planned our ground investigation surveys to better understand the nature of the ground beneath which the scheme would be built and to give us data on the presence of any contaminated soils.</p> <p>We'll also undertake an agricultural survey to inform on the impact on local agricultural land.</p> <p>All survey information will be assessed and reported on within the ES.</p>
How we'll mitigate our impacts	<p>We'll set out controls to ensure identified risks associated with contamination are managed and minimised during the construction stage. These will be identified in the Environmental Management Plans which will be submitted as part of the application for development consent. It is predicted that operation of the scheme is unlikely to give rise to any significant effects.</p>
Material assets and waste	
Key considerations	<p>Our initial assessment has found that no significant effects are predicted based on current assumptions.</p> <p>The Environmental Management Plan which will be submitted as part of the application for development consent will set out targets for the use of reused, recycled or secondary aggregates as well as the re-use of excavated material.</p>
Population and human health	
Key considerations	<p>Construction of the scheme may cause temporary impacts on community amenities that are used by local residents. This may include impacts on noise, air quality, and temporary access to community assets via the existing transport network.</p> <p>There will also be some permanent and temporary loss of agricultural land as a result of construction of the scheme. This would result in loss of land from Hungerley Hall Farm and loss of land from other agricultural land holdings.</p> <p>The operational scheme may change noise, air quality, visual, and traffic effects in the area. It will also provide benefits of improved safety on the A46 and the potential provision for new walking, cycling and horse riding routes.</p>

A46 Coventry junctions (Walsgrave)

<p>How we'll assess our impacts</p>	<p>We are identifying and evaluating land use and accessibility assets such as the routes people use, farms, residential land and businesses, recreational areas and other community assets.</p> <p>We'll assess all land-use, accessibility and human health effects during construction and operation. The assessment will also take into account the results of our air quality, noise and vibration, geology and soils, and landscape and visual assessments. The findings will be reported within the ES.</p>
<p>How we'll mitigate our impacts</p>	<p>Access to all local facilities will remain open during construction, though some temporary diversions will be needed. The locations, timings and durations of temporary diversions would be decided closer to the beginning of the construction period, and could involve an extended period where diversions are limited mostly to weekends and overnight, or a shorter overall period in which a section of the A46 remains fully closed on a 24/7 basis.</p> <p>Our experience of delivering the A46 Binley scheme provides us with local knowledge of the area with regards to destinations, businesses and road usage. We'll ensure there is sufficient advance warning of road closures and work with the local authorities to ensure diversion routes are kept to a minimum.</p> <p>Any long term mitigation measures required will be addressed in the ES.</p>

Traffic impacts of the scheme

To understand the benefits that our plans would provide, we've carried out traffic modelling to fully assess the impacts of the proposals on two key factors: predicted traffic volumes and journey times.

We've presented some early outputs from our traffic modelling in this section. We'll continue to update the traffic model, which will include:

- design changes to the scheme
- modelling the construction phases and the work required to build the scheme
- assessing and updating planning data

- incorporating the latest Department for Transport guidance
- using the latest predicted growth trends, capturing the long-term impact of COVID-19 and consequent changes in traffic patterns

Traffic volumes

To assess changes in traffic volumes, we've modelled and compared two scenarios – the "do something" scenario, which is the existing road network with the scheme, and the "do minimum" scenario, which is the existing road network and no changes (without the scheme). Both scenarios are based on the predicted traffic levels on the road network in 2025, which is the best estimate of the traffic forecast, based on our latest traffic modelling work.

The hours modelled in the traffic model are 07:00 to 09:00 in the morning, referred to as the AM peak, and 16:00 to 18:00 in the evening, referred to as the PM peak, as these are the busiest times of the day on main roads in the area.

We've used these scenarios to calculate Annual Average Daily Traffic (AADT) figures, with an increased AADT indicating more traffic using the A46 corridor due to its increased capacity, and a reduced AADT indicating that traffic is rerouting onto other roads.

Our modelling indicates that the scheme would result in a significant improvement to southbound traffic on the A46 through the junction. It shows nearly 8,500 vehicles of additional AADT north of Walsgrave and around 5,500 vehicles of additional AADT south of Walsgrave.

In the northbound direction, the increases are more modest at an additional 4,100 AADT north of Walsgrave, and very little change (300 AADT) south of Walsgrave. This suggests traffic rerouting back to the A46 near north of Walsgrave as a result of the Walsgrave scheme.

The diagram on page 23 compares the AADT flows between the two scenarios on different sections of the surrounding road network.



A46 Coventry junctions (Walsgrave)

Journey times

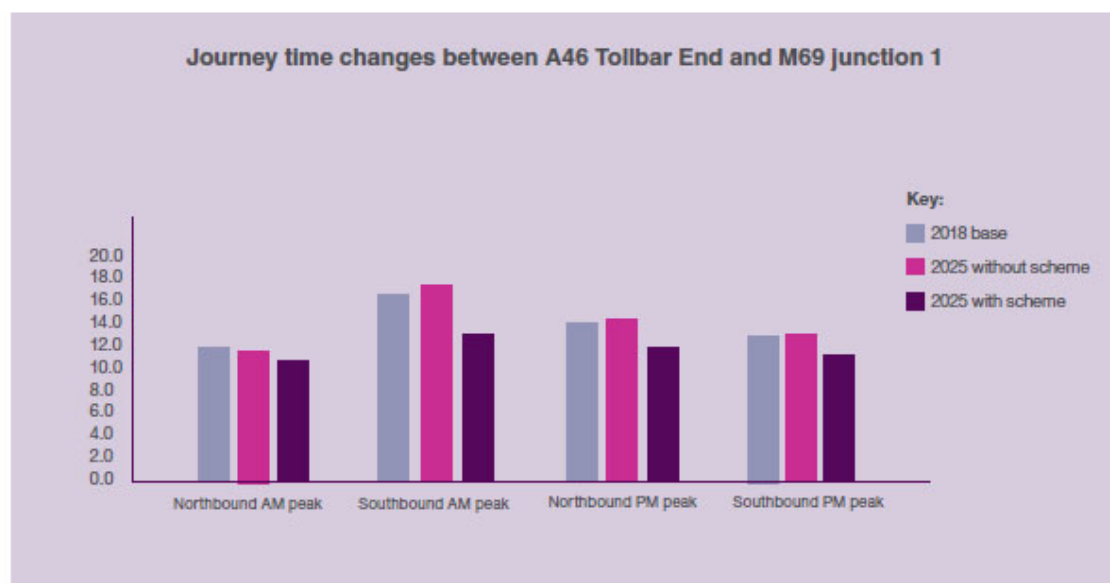
Analysis of the forecast journey times in the opening year demonstrates that the impacts of the proposals are primarily north-south along the M69 and A46 between M60 junction 1 and A46 Tollbar End. The northbound journey time impacts in the AM peak are minimal (a decrease of two seconds), however there is a reduction in delays in the PM peak of around two minutes.

On the A46 southbound, modelling of both the AM and PM peak periods show large reductions in delays at Walsgrave: approximately four minutes in the AM peak and about two minutes in the PM peak. This would have the effect of encouraging traffic to reroute back to the A46 near Walsgrave

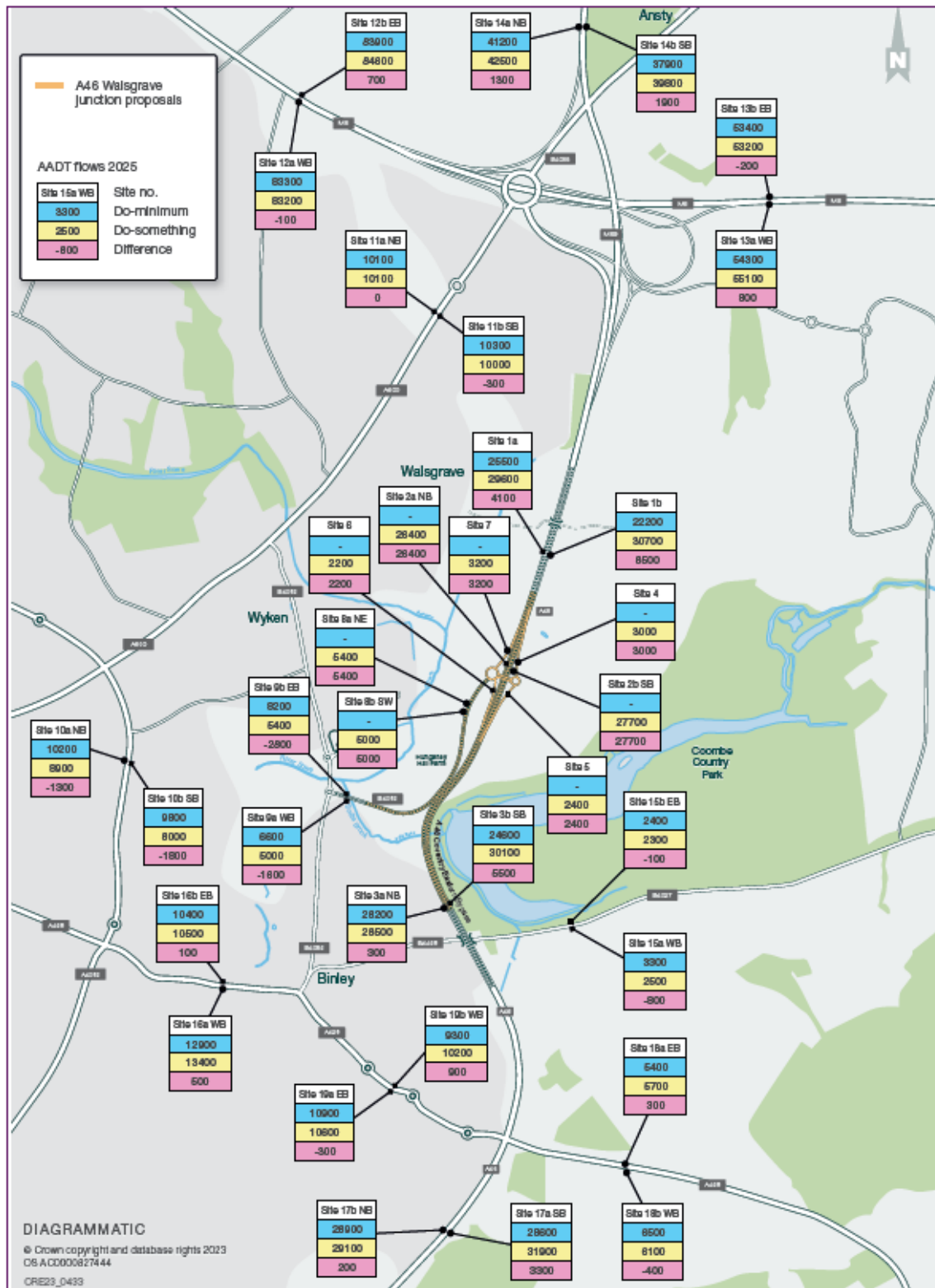
with the additional traffic causing slightly increased congestion elsewhere, including at Tollbar End, which would reduce some of the journey time savings created by our proposals. Overall, the southbound journey time from M69 junction 1 to the A46 Tollbar End would be reduced by between one and four minutes.

The table below sets out modelled journey times for M69 junction 1 to the A46 Tollbar End, comparing a 2018 baseline with the "do minimum" and "do something" scenarios described earlier.

A46 Tollbar End to M69 junction 1	2018 base (minutes)	2025 without scheme (minutes)	2025 with scheme (minutes)
Northbound AM peak	11.9	10.6	10.6
Southbound AM peak	16.7	17.6	13.2
Northbound PM peak	14.0	14.5	12.2
Southbound PM peak	13.0	13.0	11.2



Have your say - Section 3 of the Response Form asks a series of questions on the traffic impacts of the scheme. Please let us know what you think.



What you can expect during construction

We recognise that there may be times when the proposed scheme will have an impact on the local community during the construction phase. Having recently completed work on the A46 Binley junction, which is approximately one mile south of the Walsgrave junction, we have a good understanding of the local area.

We received positive feedback on our community engagement and we hope to continue to build on the good relationships we've already developed. We'll use our knowledge from the A46 Binley scheme and the feedback from this consultation to minimise the disruption to the local community during the construction phase.

We'll employ a Community Manager who will keep you informed of our activities ahead of and throughout the construction phase. We'll also provide regular updates on our scheme webpage and through social media as well as providing opportunities to meet face to face.

Location of construction compounds

Subject to planning permission, we'd use an existing construction compound, previously used on the A46 Binley scheme, located to the south of the Brinklow Road (B4428) and the east of the A46. This compound will be used for site offices, welfare and storage of plant and materials. It would be accessed via an existing access road from Brinklow Road.

A second smaller compound would be required to provide welfare facilities and will be located within the provisional Order Limits. The location will be determined once we develop the order of construction works and will be positioned to suit the areas of construction. This compound would help to minimise the traffic movements of our workers so they wouldn't need to travel to the main compound to use welfare facilities.

When construction would take place

If a Development Consent Order (DCO) is granted, it is expected that construction will start in late 2026 with the works completing in late 2028. Any updates to the construction programme would be reflected on the scheme webpage.

Traffic management during construction

We recognise that building the scheme would require roadworks and diversions which could affect those living and working in the area. We're committed to minimising these impacts and will work closely with local authorities and key local stakeholders to help plan our work. Interfaces with other nearby roadworks will also be managed to minimise delays.

The locations, timings and durations of construction work requiring lane or road closures and diversions would be decided closer to the beginning of the construction period. This could involve an extended period where diversions are limited mostly to weekends and overnight, or a shorter overall period in which a section of the A46 remains fully closed on a 24/7 basis until the work is complete. These and other options would be the subject of ongoing discussions with the relevant stakeholders, and we will also consider feedback provided through this consultation.

All planned temporary traffic management measures will be communicated to stakeholders, including local residents, in advance and signed diversion routes will be put in place. Local roads which are likely to be used for diversion routes are Hinckley Road, Ansty Road, Clifford Bridge Road and Brandon Road.

Have your say

Section 4 of the Response Form asks a series of questions on our construction plans. Please let us know what you think.

Construction working hours and noise

As part of our DCO application, we'll produce the first iteration of an Environmental Management Plan (EMP). This will set out the proposed construction working hours following our discussions with local authorities.

The majority of the construction works would be undertaken during normal working hours but for safety and operational reasons, some works, such as the installation of temporary traffic management and final surfacing works, will need to be undertaken at night. Wherever possible, we'll carry out noisy activities during normal working hours.



A46 Coventry junctions (Walsgrave)

Next steps

Once the consultation has closed we'll review all the suggestions and comments received during consultation. We'll take time to analyse and consider your feedback when making further refinements to the proposed design and to develop our planned mitigation measures.

The full consultation report, summarising all the responses, and describing how our proposals have been informed and influenced by them, will form part of our DCO application. This will be available to the public if our application is accepted by the Planning Inspectorate. We expect to submit our application by autumn 2024 and, if consent is granted, work will start in autumn/winter 2026. In addition to this consultation process, we'll continue to engage with anyone interested in or impacted by the scheme.

To help us shape the final design before we submit it to the Planning Inspectorate, it is

important you are involved now and submit your response.

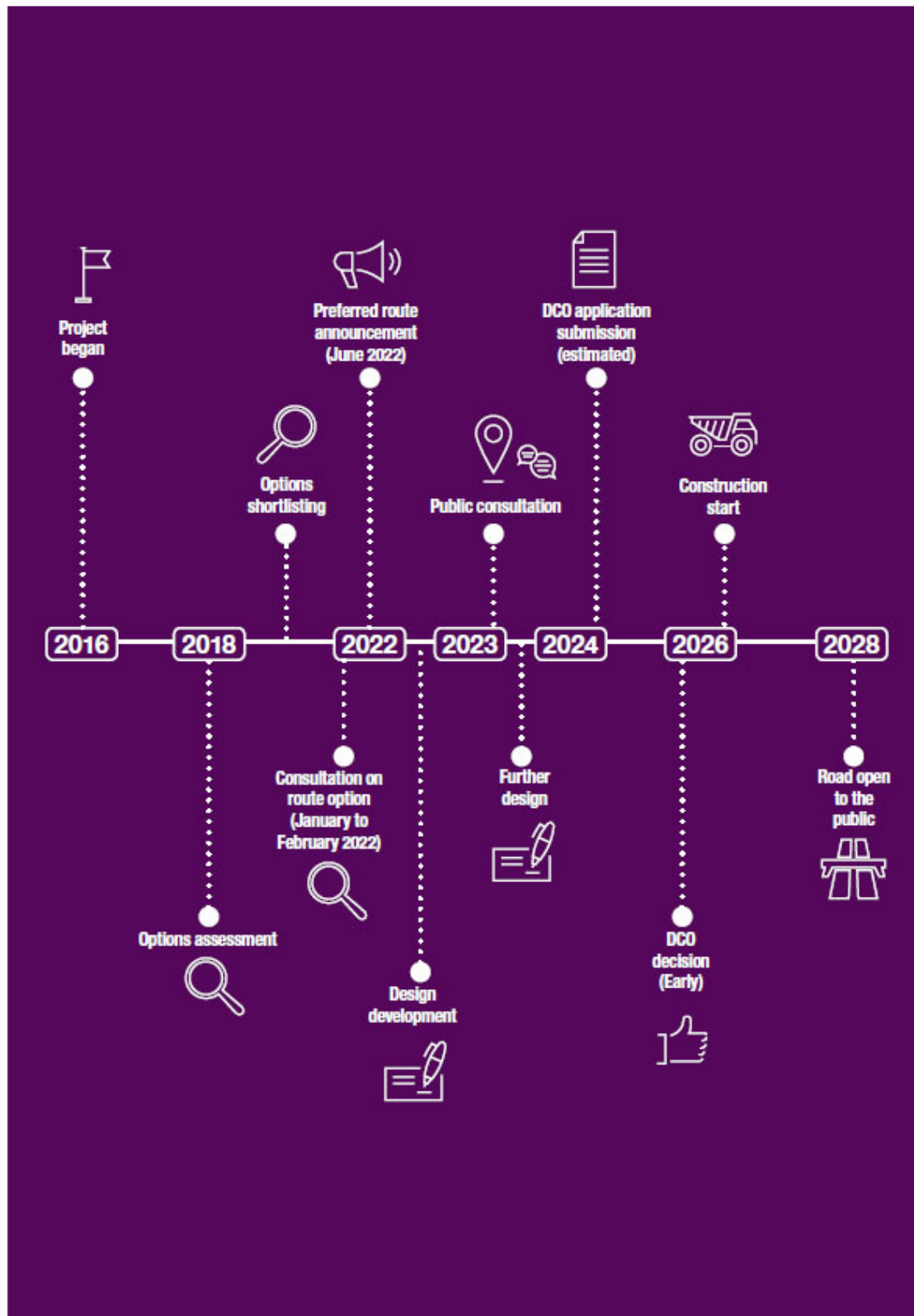
Once we submit our DCO application, the Planning Inspectorate (acting on behalf of the Secretary of State) may examine the application in public hearings and then make a recommendation to the Secretary of State for Transport, who will decide on whether or not the scheme will go ahead.

For more information please visit our webpage where you can also sign up for email alerts whenever the webpage for this scheme is updated: <https://nationalhighways.co.uk/A46Coventry>

If you have any queries about this scheme please contact the project team directly by calling **0300 123 5000** or emailing **A46CoventryJcns@nationalhighways.co.uk**



Public consultation



A46 Coventry junctions (Walsgrave)

Data protection and you

On 25 May 2018, the UK General Data Protection Regulations (UKGDPR) became law. The law requires National Highways to explain to you – consultees, stakeholders and customers – how your personal data will be used and stored.

National Highways adheres to the government's consultation principles, the Planning Act 2008 and the Highways Act 1980 as required, and may collect personal data to help shape development of highways schemes.

Personal data collected by the project team will be processed and retained by National Highways and its appointed

contractors until the scheme is complete. In some instances consultation responses may also be sent to the Planning Inspectorate.

Under the UKGDPR regulations you have the following rights:

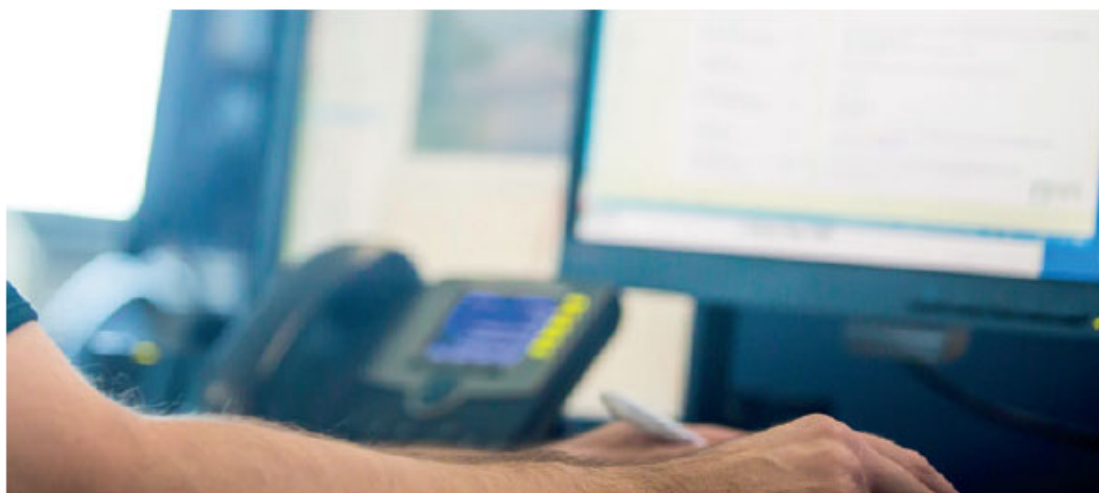
- Right of access to the data (Subject Access Request)
- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing
- Right to data portability

If, at any point, National Highways plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.



If you'd like more information about how we manage data, or a copy of our privacy notice, please contact: DataProtectionAdvice@nationalhighways.co.uk









If you need help accessing this or any other National Highways information, please call 0300 123 5000 and we will help you.



© Crown copyright 2024.

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence, visit www.nationalarchives.gov.uk/doc/open-government-licence/

write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or email psi@nationalarchives.gov.uk.

Mapping (where present): © Crown copyright and database rights 2023 OS A00000827444. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

This document is also available on our website at www.nationalhighways.co.uk

For an accessible version of this publication please call 0300 123 5000 and we will help you.

If you have any enquiries about this publication email info@nationalhighways.co.uk or call 0300 123 5000*. Please quote the National Highways publications code PR72/23.

National Highways creative job number CRE23_0429

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls.

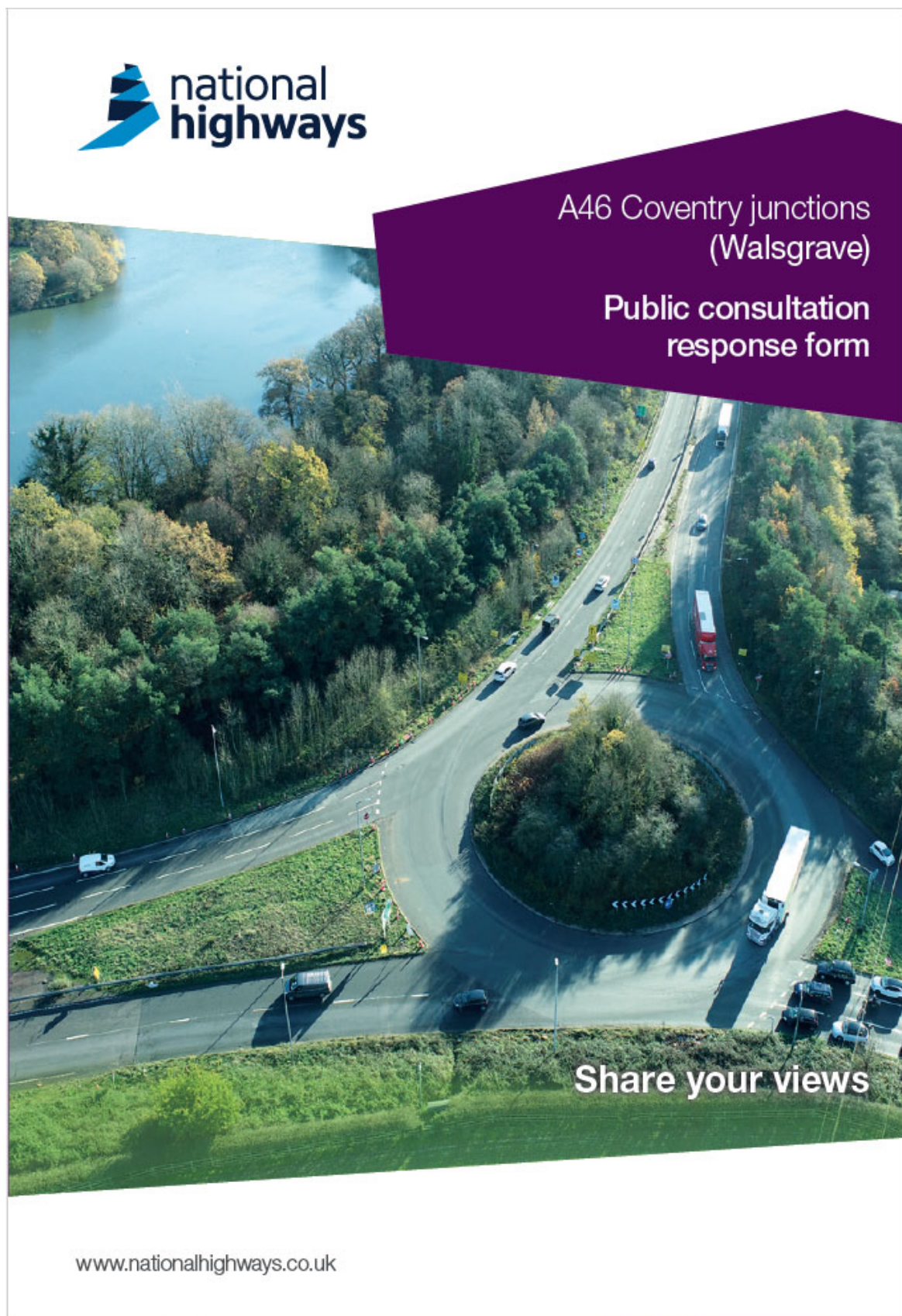
These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Printed on paper from well-managed forests and other controlled sources when issued directly by National Highways.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ

National Highways Company Limited registered in England and Wales number 09346363.

K4. Response form



A46 Coventry Junctions (Walsgrave)

Consultation response form

Share your views

We want to understand your views about the A46 Coventry junctions (Walsgrave) scheme. Your feedback will be considered as we continue to develop our proposals and the scheme design. We recommend that you read the consultation brochure before completing this form.

You can respond to our consultation using one of the following methods:

Post

You can send your completed response form or a letter using a pre-printed envelope or by writing the following address on your own envelope:

Freepost A46 WALSGRAVE SCHEME

Please note: No stamp is required.

Email

You can also send comments by email to: **A46CoventryJcns@nationalhighways.co.uk**

Your feedback is important to us and we will use your comments to help refine our plans. This process will be described in the Consultation Report that we'll submit as part of our application for development consent to build the scheme.

About you

Please provide your name, address and email address in the spaces below.

If you would prefer your comments to be anonymous, we would be grateful if you could provide the first five digits of your postcode, so we can understand where you live in relation to the scheme.

Name:

Address:

Postcode:

Email address:

If you are responding on behalf of an organisation, please provide your name, organisation title and address below:

.....
.....

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

☐

Please let us know how you heard about the consultation using as many of the options below that are applicable:

- ☐ Received a postcard to your address
- ☐ A statutory notification letter
- ☐ A statutory notice in a local newspaper or other publication
- ☐ Articles in newspapers or other media
- ☐ Posters in local venues
- ☐ Documents on display in local libraries and community venues
- ☐ Social media
- ☐ Scheme webpage alert
- ☐ Received a consultation brochure to your address
- ☐ Word of mouth
- ☐ Other (please state):

Please let us know your main reasons for using the A46, by selecting as many of the following options as are applicable:

- ☐ Travelling to or from work
- ☐ Travelling for business
- ☐ Leisure/recreation
- ☐ School pick up/drop off
- ☐ Long distance journeys (greater than 10 miles)
- ☐ Other (please specify):

If you use the A46, how do you normally travel on it?

- ☐ Car
- ☐ Lorry or van
- ☐ Bus or coach
- ☐ Motorcycle
- ☐ Other (please state):

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

- ☐ Three days a week or more
- ☐ One to two days a week
- ☐ One to three days a month
- ☐ Less than once a month

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

- ☐ Weekday morning peak (7am to 9am)
- ☐ Weekday evening peak (5pm to 7pm)
- ☐ Weekday off peak (all other times)
- ☐ Weekends anytime

You can respond to as many of the following questions as you choose.

Section 1: The need for the scheme and its design

We've described the justification for the scheme and our proposed route and junction alignment in our consultation brochure. We also describe what we're proposing for existing routes for walkers, cyclists and horse riders close to the scheme.

Question 1a: To what extent do you agree that the A46 Coventry junctions (Walsgrave) scheme is needed? (please tick one)

- ☐ Strongly agree
- ☐ Agree
- ☐ Don't know
- ☐ Disagree
- ☐ Strongly disagree

Question 1b: Please provide reasons for your answer in the box below.

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

- ☐ Very satisfied
- ☐ Satisfied
- ☐ Don't know
- ☐ Dissatisfied
- ☐ Very dissatisfied

Question 1d: Please provide reasons for your answer in the box below.

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

- ☐ Strongly agree
☐ Agree
☐ Don't know
☐ Disagree
☐ Strongly disagree

Question 1f: Please provide reasons for your answer in the box below.

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

- ☐ Strongly agree
☐ Agree
☐ Don't know
☐ Disagree
☐ Strongly disagree

Question 1h: Please provide reasons for your answer in the box below.

Section 2: The environmental and health impacts of the scheme

We've described the potential environmental impacts of the scheme and our proposed mitigation solutions in our consultation brochure, Preliminary Environmental Information Report (PEIR) and the Non-Technical Summary (NTS) of the PEIR. Copies of these are available to view on our scheme webpage. Further information on the environmental impacts of our proposals will be provided in an Environmental Statement that would form part of our application for consent to build the new junction.

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

- ☐ Strongly agree
- ☐ Agree
- ☐ Don't know
- ☐ Disagree
- ☐ Strongly disagree

Question 2b: Please use the box below 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.

.....
.....
.....
.....
.....
.....
.....
.....

Section 3: Traffic impacts of the scheme

The consultation brochure describes the expected benefits of the scheme on traffic levels on and around the A46.

Question 3a: To what extent do you support or oppose the reported traffic benefits of the scheme?

- ☐ Strongly agree
- ☐ Agree
- ☐ Don't know
- ☐ Oppose
- ☐ Strongly oppose

[illegible]

The consultation brochure describes the expected construction of the scheme on traffic levels on and around the A46.

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

- ☐ Strongly agree
- ☐ Agree
- ☐ Don't know
- ☐ Disagree
- ☐ Strongly disagree

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.

[illegible]

Section 5: Other comments

Question 5a: Do you have any other comments on the scheme?

[illegible]

Section 6: The consultation

We'd be grateful for feedback on the quality of the consultation process for the scheme, including the materials we've produced (leaflets, consultation brochure, etc.) our website, events, webinar, and publicity.

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 side of the table below.

	Strongly support	Support	Neutral	Don't know	Oppose	Strongly oppose
Materials	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Website	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Events	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Webinar	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Publicity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 6b: Please use the box below to leave any comments you have on our consultation process.

This section is optional, but we'd be grateful if you would tell us about yourself. We will not share this information with third parties.

Do you consider yourself a person with a disability?

- ☐ Yes
☐ No
☐ Prefer not to say

What is your age?

- ☐ Under 16
☐ 16-24
☐ 25-34
☐ 35-44
☐ 45-54
☐ 55-64
☐ 65+

Data protection and you

On 25 May 2018, the UK General Data Protection Regulations (UKGDPR) became law. The law requires National Highways to explain to you – consultees, stakeholders and customers – how your personal data will be used and stored.

National Highways adheres to the government's consultation principles, the Planning Act 2008 and the Highways Act 1980 as required, and may collect personal data to help shape development of highways schemes.

Personal data collected by the project team will be processed and retained by National Highways and its appointed

contractors until the scheme is complete. In some instances consultation responses may also be sent to the Planning Inspectorate.

Under the UKGDPR regulations you have the following rights:

- Right of access to the data (Subject Access Request)
- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing
- Right to data portability

If, at any point, National Highways plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.



If you'd like more information about how we manage data, or a copy of our privacy notice, please contact: DataProtectionAdvice@nationalhighways.co.uk







If you need help accessing this or any other National Highways information,
please call **0300 123 5000** and we will help you.

© Crown copyright 2024.

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence: visit www.nationalarchives.gov.uk/doc/open-government-licence/

write to the Information Policy Team, The National Archives, Kew, London TW9 4DU,
or email psi@nationalarchives.gov.uk.

Mapping (where present): © Crown copyright and database rights 2023 OS AC0000827444. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

This document is also available on our website at www.nationalhighways.co.uk

For an accessible version of this publication please call **0300 123 5000** and we will help you.

If you have any enquiries about this publication email info@nationalhighways.co.uk or call **0300 123 5000**. Please quote the National Highways publications code PR73/23.

National Highways creative job number CRE23_0430

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls.

These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Printed on paper from well-managed forests and other controlled sources when issued directly by National Highways.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ

National Highways Company Limited registered in England and Wales number 09346363.