

A46 Coventry Junctions (Walsgrave)

Scheme number: TR010066

6.1 Environmental Statement

Chapter 1 – Introduction

APFP Regulations 5(2)(a)

Planning Act 2008

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

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**The Infrastructure Planning
(Applications: Prescribed
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A46 Coventry Junctions (Walsgrave)
Development Consent Order 202[x]

ENVIRONMENTAL STATEMENT
Chapter 1 - Introduction

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1. Introduction

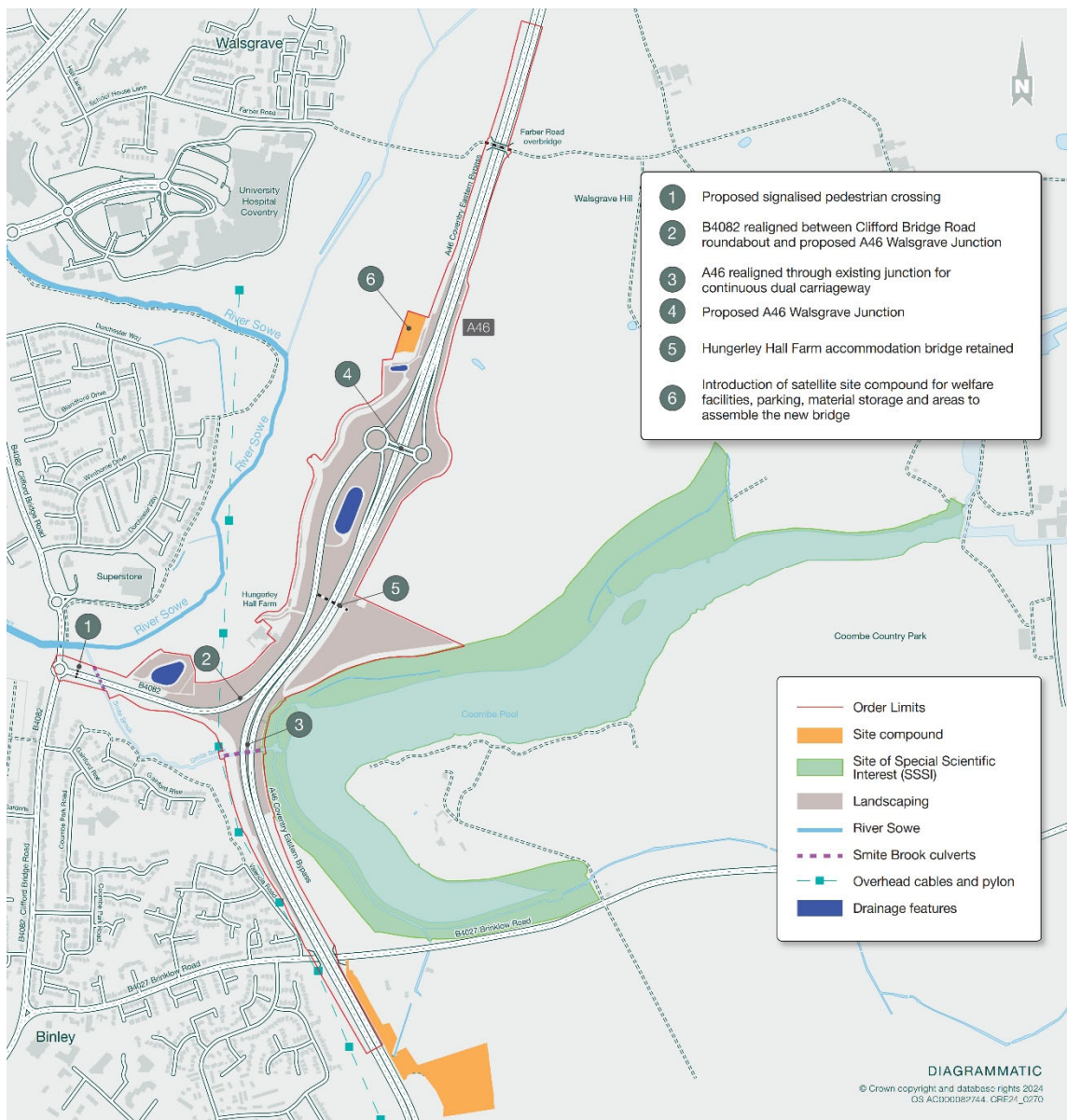
1.1. Overview of the Scheme

- 1.1.1. The A46 Coventry Junctions (Walsgrave) (the Scheme) comprises of an upgrade to the junction of the A46 Coventry Eastern bypass and the B4082, east of Walsgrave. The Scheme is being progressed by National Highways Limited (the Applicant) to reduce congestion and increase capacity along the A46 corridor, east of Coventry.
- 1.1.2. The Scheme forms part of a wider scheme of improvements to the A46 which are being delivered by the Applicant to connect the M6 and the M69 to the M40. The A46 is a non-continuous route which begins east of Bath, Somerset and ends in Cleethorpes, Lincolnshire. The A46 connects a number of major employment sites to the wider motorway network and forms a key element of the north to south travel movements in the area.
- 1.1.3. The Scheme consists of the following principal elements:
- Realignment of the existing A46 dual carriageway through the existing at grade roundabout (which will be removed), for approximately 880m to improve the road geometry and allow for a 50mph speed limit.
 - Earthworks on the eastern side of the A46 mainline to facilitate the realignment through the existing at grade roundabout.
 - A new grade separated junction over the A46 mainline, approximately 800m north of the existing Walsgrave Junction to connect the B4082 with the A46.
 - A new overbridge structure across the existing A46, between the dumbbell roundabouts forming the grade separated junction.
 - New merge and diverge slip roads at the grade separated junction for both northbound and southbound movements.
 - Realignment of the B4082 to form a single carriageway link road, for approximately 900m, to connect the local road network to the new A46 grade separated junction with a proposed 40mph speed limit.
 - Road assets and street furniture such as traffic signs and lines, variable message sign (VMS), street lighting columns, vehicle restraint systems (VRS), fences, retaining walls and kerbs.
 - Drainage systems including a dry detention basin and two ponds that will be designed to be permanently wet.
 - Proposed new maintenance accesses to the drainage features and VMS.
 - Retention of the Hungerley Hall Farm accommodation bridge (the existing bridge that provides farm vehicle access over the A46 mainline).
 - Farm access track to the north of Hungerley Hall Farm to provide gated access to the B4082 link road.

- Improvements to facilities for walkers, cyclists and horse-riders (WCH) through provision of a signalised pedestrian crossing on the B4082; and providing enabling works, including the retention of Hungerley Hall Farm accommodation overbridge, for a potential future WCH route to be provided by others.
- Replacement and installation of new highway boundary fencing.
- Replacement vegetation planting to compensate for the vegetation that needs to be removed to facilitate the Scheme.

1.1.4. The location and extents of the Scheme are illustrated on Plate 1.1 below and ES Figure 2.1 (Location Plan) (TR010066/APP/6.2) and are described in detail in ES Chapter 2 (The Scheme) (TR010066/APP/6.1).

Plate 1.1 Scheme location



1.2. Purpose of the Environmental Statement

- 1.2.1. This is the Environmental Statement (ES) for the Scheme, which has been produced by the Applicant as part of the Environmental Impact Assessment (EIA) process. The purpose of the EIA process is to ensure that information on the likely significant environmental effects is taken into account by a decision-maker before determining whether or not to grant development consent. As the Scheme is a project for which the EIA process is required, the ES has been prepared by competent experts to provide information to enable the Examining Authority, the Secretary of State, and all stakeholders to understand the likely significant environmental effects of the Scheme.
- 1.2.2. The Secretary of State cannot grant the Development Consent Order (DCO) until the consultation, publicity and notifications required by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations) have been undertaken. The Secretary of State must examine the environmental information (including the ES and the consultation responses), reach a reasoned conclusion on the significant effects of the Scheme on the environment, integrate that conclusion into the decision as to whether a DCO is to be granted and, if so, consider whether it is appropriate to impose monitoring measures.
- 1.2.3. The ES has been prepared in line with the requirements of the EIA Regulations and guidance provided in the Planning Inspectorate's (2020) Advice Note Seven: Environmental Impact Assessment: Process, Preliminary Environmental Information and Environmental Statements.

1.3. The Applicant

- 1.3.1. The Applicant is the developer of the Scheme. The Applicant is a government-owned company which plans, designs, builds, operates, and maintains the Strategic Road Network (SRN) in England, which includes all motorways and major A-roads (also known as trunk roads).

1.4. Competent expert evidence

- 1.4.1. The EIA Regulations require that the ES be prepared by competent experts. The ES has been prepared by Sweco on behalf of the Applicant. Sweco holds the EIA Quality Mark from the Institute of Environmental Management and Assessment (IEMA), demonstrating competency in the preparation of ESs.
- 1.4.2. The ES was undertaken, managed and compiled by experienced and competent environmental professionals with the appropriate experience and qualifications for their respective aspects. The overall EIA lead and competent expert responsible for the ES is a member of the Chartered Institute of Water and

Environmental Management (CIWEM) and an affiliate member of IEMA, with over 20 years of experience undertaking EIAs, including for highway schemes. The experience of the various EIA technical leads responsible for the environmental assessments are summarised at the start of each aspect chapter (Chapters 5 to 15 of the ES) (**TR010066/APP/6.1**).

1.5. Legislative overview

Development Consent Order

- 1.5.1. The Planning Act 2008 is the legislative instrument for determining Nationally Significant Infrastructure Projects (NSIPs). The Scheme is an NSIP in accordance with the definition in Sections 14(1)(h) and 22 of the Planning Act 2008. Under Section 22, an NSIP must fall within one of the three categories specified, which are expressly stated to be alternatives. The Scheme is an 'alteration of a highway' under Sections 22(1)(b), 22(3) and 22(4)(b).
- 1.5.2. The Scheme is defined as an NSIP under the Planning Act 2008 by virtue of the fact that it meets the following conditions:
- the highway is wholly in England
 - the Applicant, as a strategic highways company, will be the highway authority for the highway
 - the area of land on which the highway is to be altered, and any adjoining land expected to be used in connection with its alteration, is greater than the limit of 12.5 hectares
 - the speed limit for any class of vehicle on the highway is to be 50 miles per hour or greater
- 1.5.3. In accordance with the legislation, a DCO is therefore required to allow the construction and operation of the Scheme.
- 1.5.4. The Applicant has made an application for a DCO to the Planning Inspectorate seeking consent for the Scheme from the Secretary of State for Transport (Secretary of State). The Planning Inspectorate, as the Examining Authority, will examine the DCO application and will make a recommendation to the Secretary of State on whether the DCO should be granted or refused.
- 1.5.5. The ES is part of a series of documents that comprise the DCO application submitted to the Planning Inspectorate.

Environmental impact assessment

- 1.5.6. The Scheme falls within paragraph 10(f) of Schedule 2 to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) (construction of roads). The selection criteria in Schedule 3 of the

EIA Regulations have been used to screen the Scheme, which identified the potential for significant effects. The application for the DCO for the Scheme must therefore be accompanied by an ES and the EIA process must be followed. In accordance with Regulation 8(1)(b) of the EIA Regulations, the Planning Inspectorate was informed of the intention to submit an ES on 30 June 2023.

- 1.5.7. The ES will be provided in accordance with the requirements of Regulation 14 of the EIA Regulations. The EIA Regulations are secondary legislation to complement the Planning Act 2008. The EIA Regulations provide the details and requirements as to when and how to carry out an EIA to support a DCO application.
- 1.5.8. An Environmental Scoping Report (National Highways, 2023) was submitted to the Planning Inspectorate on 30 June 2023. A Scoping Opinion was received on 10 August 2023 which included responses from the majority of the Statutory Environmental Bodies and setting out the scope of the ES (Planning Inspectorate, 2023). Details of the scoping process are included in ES Chapter 4 (Environmental Assessment Methodology) (**TR010066/APP/6.1**).
- 1.5.9. A Preliminary Environmental Information Report (PEIR) was produced to support the Scheme's statutory consultation (National Highways, 2023), which was held between 25 October 2023 and 20 December 2023. The PEIR presented preliminary results of the environmental assessments undertaken to enable consultees to understand the likely significant environmental effects of the Scheme. The assessments were based on the preliminary environmental information available at the time. The PEIR was provided to help consultees inform their consultation responses. Further information on the statutory consultation is provided in the Consultation Report (**TR010066/APP/5.1**) and its associated Annexes (**TR010066/APP/5.2**), which are included in Volume 5 of the DCO application.
- 1.5.10. The ES builds on the PEIR by taking into account design development and feedback received from the consultation process. The ES presents information on likely significant effects and mitigation from further detailed assessment. The ES has been submitted as part of the DCO application.

1.6. Planning policy and national plans overview and context

- 1.6.1. This section introduces the policy relevant to the Scheme along with selected national plans.

National policy

National Networks National Policy Statement (2024)

1.6.2. The National Networks National Policy Statement (NPS NN) underwent a process of review following a period of consultation from March to June 2023. A revised version was laid before Parliament in March 2024. The revised version was designated on 24th May 2024 and is therefore the basis for which application for development consent will be determined.

1.6.3. Section 104 of the Planning Act 2008 requires applications to be decided in accordance with the relevant National Policy Statement. The NPS NN (Department for Transport (DfT), 2024) sets out principles by which applications for road and rail schemes should be assessed.

1.6.4. Paragraph 2.1 of the NPS NN sets out the Government's vision and strategic objectives for the national networks:

'National networks provide critical long-distance links between places, offering fast and reliable journey times and in doing so enable connectivity between people and communities, which in turn supports and stimulates economic growth.'

1.6.5. The need for transport infrastructure in general is acknowledged in paragraph 2.1 of the NPS NN, which states:

'As recognised through the government's economic growth and levelling up agenda, improved connectivity and accessibility, both locally and inter-regionally, facilitates deeper labour markets giving individuals better access to jobs, and education, and businesses better access to skills. Improved connectivity can increase the economic density of an area, leading to increased productivity. National networks can also create opportunities for growth and the development of new communities.'

1.6.6. The Scheme would support the socioeconomic development of the region, through the improved connectivity and reliability of the strategic network to connect different communities and business. The need for this approach is recognised under paragraph 2.5 and 2.6 of the NPS NN, which states:

'Roads are a critical part of the national transport framework in facilitating connectivity... Roads facilitate active travel, such as walking, wheeling, and cycling... The Strategic Road Network (SRN) and the delivery of sustainable development' circular advocates a vision-led approach to local transport planning that prioritises sustainable transport interventions, alongside pedestrians and other vulnerable road users, in all plans to improve the local transport network.'

1.6.7. Paragraph 2.9 of the NPS NN states:

'The SRN also has an important role in facilitating the movement of goods and people between England and other parts of the UK. The UK government is committed to improving connectivity between the nations of the UK as outlined in the government's response to the Union Connectivity Review published on 7 December 2023. The government's response announced policy changes and financial support to kickstart the development of transport connectivity projects in England, Scotland, Wales and Northern Ireland.'

1.6.8. Section 3 of the NPS NN sets out the wider Government policy on national networks; this includes policies on minimising social and environmental impacts and improving quality of life. As per paragraph 3.40 of the NPS NN, in delivering new schemes, the Government expects applicants to:

'comply with the environmental legislative requirements and address the policy context appropriately.'

1.6.9. Section 4 of the NPS NN includes criteria for good design with paragraph 4.28 on the NPS NN stating:

'A good design should meet the principal objectives of the scheme by applying the mitigation hierarchy to avoid, mitigate, or as a last resort compensate for the identified problems and existing adverse impacts, by improving operational conditions, simultaneously minimising adverse impacts and contributing to the conservation and enhancement of the natural, built and historic environment.'

1.6.10. The Government recognises in the Appraisal of Sustainability accompanying the NPS NN that some developments will have some adverse local impacts on noise, emissions, landscape/visual amenity, biodiversity, cultural heritage, and water resources. The significance of these effects and the effectiveness of mitigation is uncertain at the strategic and non-locational specific level of the NPS NN. Therefore, whilst applicants should deliver developments in accordance with Government policy and in an environmentally sensitive way, including considering opportunities to deliver environmental benefits, it is acknowledged that some adverse local effects of development may remain.

1.6.11. The application process for development consent recognises that not all aspects of a proposal may be finalised by the time it is to be submitted, as stated in paragraph 4.13:

'In some instances, it may not be possible at the time of the application for development consent for all aspects of the proposal to have been settled in precise detail. Where this is the case, the applicant should explain in their application which elements of the proposal have yet to be finalised, and the

reasons why this is the case. Where some details are still to be finalised, applicants should set out, to the best of their knowledge, what the worst case scenario of the proposed development may be (for example in terms of site area) and assess the potential adverse effects which the project could have to ensure that the impacts of the project as it may be constructed have been properly assessed.'

- 1.6.12. In such instances, an assessment of the worst-case scenario is undertaken to ensure that all potentially adverse impacts are accounted for.
- 1.6.13. Evidence demonstrating how the Scheme will comply with the NPS NN will be documented within the NPS NN Accordance Tables (**TR010066/APP/7.2**) that has been submitted as part of the DCO application.
- 1.6.14. The Scheme has been assessed in accordance with the advice given in the NPS NN. Each environmental aspect chapter in this ES sets out the key NPS NN provisions relevant to the aspect, including the information that the ES should provide, the factors that the Secretary of State should consider in decision-making and mitigation considerations. Further details on the compliance of the Scheme with the NPS NN can be found in the NPS NN Accordance Tables (**TR010066/APP/7.2**).

National Planning Policy Framework

- 1.6.15. The National Planning Policy Framework (NPPF) (Department for Levelling Up, Housing and Communities, 2023) sets out the Government's planning policies for England and the requirements for the planning system. Paragraph 1.10 of the NPS NN states:

'The National Planning Policy Framework may be an important and relevant consideration in decisions on NSIPs, but only to the extent relevant to that project.' The National Planning Policy Framework makes clear that it does not contain specific policies for NSIPs. This NPS will assume that function and provide transport policy which will guide individual development brought under it, taking precedence over the National Planning Policy Framework in areas of overlap.'

- 1.6.16. Although NSIPs are determined in accordance with the relevant NPS NN, the NPPF can be a material consideration in decision making. Where relevant to the Scheme, the NPPF has therefore been considered.

Local planning policy

- 1.6.17. Local planning authorities are key consultees throughout the DCO process. They will typically produce Local Impact Reports during the DCO examination giving

details of the likely impact of the Scheme on the authority's area (or any part of that area), which must be considered by the Examining Authority and Secretary of State.

- 1.6.18. The Scheme is situated within the Coventry City Council and Rugby Borough Council administrative areas as presented in ES Figure 1.1 (Regional Context) (TR010066/APP/6.2) and described further in Chapter 2 (The Scheme) (TR010066/APP/6.1). Rugby Borough Council's administrative area also lies within Warwickshire County Council's administrative area.
- 1.6.19. Coventry City Council Local Plan (2011 – 2031) was adopted in December 2017 (Coventry City Council, 2017). The local plan for the City of Coventry sets out its blueprint and vision to help re-establish itself as one of the country's top 10 cities, enhance its position at the centre of the Coventry and Warwickshire sub-region and contribute towards the West Midlands engine for growth. This includes policies which seek to integrate any new development into existing walking and cycling routes whilst safeguarding the existing routes.
- 1.6.20. Rugby Borough Council Local Plan 2011 – 2031 was adopted in June 2019 (Rugby Borough Council, 2019). The local plan for Rugby Borough Council sets policies and proposals to support the development of the Borough through to 2031. It sets out the long-term spatial vision for how the town and villages in the Borough are planned to develop and change and how this vision will be delivered through a strategy for promoting, distributing, and delivering sustainable development. The plan includes policies which seek to ensure that any new developments are sustainable and integrate with existing networks and provides good connectivity within the development and to the surrounding areas, including any existing walking and cycling routes. The local plan also sets out their policy to support healthy, safe, and inclusive communities.
- 1.6.21. The relevant policies contained within the local plans for Coventry, Rugby and Warwickshire have been included within the applicable chapter of the ES.
- 1.6.22. Warwickshire Minerals Local Plan 2018-2032 (Warwickshire County Council, 2023) was adopted by Warwickshire County Council on 19 July 2022 to assist in making decisions on mineral planning applications for mineral extraction, processing and restoration and resources. The plan provides assistance to Boroughs and Districts to ensure that mineral resources and infrastructure are not sterilised by non-mineral development. Objectives of the adopted Warwickshire Minerals Local Plan 2018 to 2032 include:
 - Securing a steady and adequate supply of aggregates and other minerals required to support sustainable economic growth at the national, sub-regional and local level.

- Help deliver sustainable mineral development by promoting the prudent use and safeguarding of Warwickshire's mineral resources and help prevent sterilisation of land from non-mineral development.
- Encourage the use of recycled and/or secondary materials and promote waste minimisation to reduce the overall demand for primary mineral extraction for construction aggregates, by supporting proposals for the production of materials where they are consistent with the policies of the adopted Waste Local Plan.

1.6.23. The Core Strategy (Warwickshire County Council, 2013) of the Waste Development Framework is a development plan document which was adopted in 2013 and sets out the spatial strategy, vision, objectives and policies for managing waste for a 15-year plan period up to 2028. It also provides the framework for waste development management including implementation and monitoring.

1.6.24. Although local planning policy is considered, NPS are the policy on which NSIPs are predominantly determined. If there is any conflict between a designated NPS and any local planning document, the policies in the NPS will prevail (Planning Inspectorate (2015) Advice Note Two, Section 3).

National transport policy

Road Investment Strategy 2

1.6.25. In March 2020, the government published its second Road Investment Strategy (RIS2), which covers investment in, and management of, the SRN from April 2020 to March 2025 (DfT, 2020). The Scheme is a committed scheme in RIS2.

1.6.26. The Applicant developed the following documents to respond to and align with RIS2:

- Strategic Business Plan 2020-2025 (Highways England, 2020b) – This document provides the high-level direction for Road Period 2 (2020 to 2025), including the outcomes and the strategic priorities. The plan identifies the following environmental commitments:
 - Improving the health and wellbeing of people living near its roads
 - Supporting government's ambition to achieve net zero UK carbon emissions by 2050
 - Maximising opportunities for sustainability
 - Improving the natural, built and historic environment
 - Creating a network resilient to a changing climate

Delivery Plan 2020-2025

- 1.6.27. The Delivery Plan 2020-2025 (Highways England, 2020c) supports the Strategic Business Plan, providing the detail of specific funding, activities and projects to be delivered on the SRN over Road Period 2. It also includes a performance framework, which brings together commitments and performance indicators for RIS2, including the following key performance indicators for environment:
- Achieving no net loss of biodiversity across all National Highways activities by the end of Road Period 2
 - Reducing carbon emissions resulting from National Highways electricity consumption, fuel use and other day-to-day operational activities during Road Period 2
 - Bringing agreed sections of the SRN into compliance with legal nitrogen dioxide limit values as soon as possible
 - Delivering road noise mitigation for 7,500 households in noise important areas
- 1.6.28. Environmental commitments and key performance indicators contained within RIS2 and its associated Strategic Business Plan and Delivery Plan have been considered throughout the Scheme design development and EIA process to-date.

Regional transport policy

- 1.6.29. Warwickshire's fourth Local Transport Plan (LTP4) was adopted by Warwickshire County Council in July 2023. The Local Transport Plan sets out Warwickshire County Council's overall transport strategy and general policies, through which the county's transport network will be managed and improved.
- 1.6.30. The West Midlands Local Transport Plan (Transport for West Midlands, 2023). was adopted in 2023 and sets out policies to promote safe, integrated, efficient and economic transport to, from and within the area as well as plans to implement those policies, for the West Midlands' seven metropolitan districts and boroughs.
- 1.6.31. In addition to the regional transport policy, Warwickshire County Council has produced the Warwickshire County Council – Council Plan 2022 – 2027 (Warwickshire County Council, 2022). This plan sets out the Council's strategic priorities and areas of focus for their work over the next five years. It is focused on moving forward to meet challenges to level up opportunities and tackle climate change.
- 1.6.32. The plan seeks to deliver major infrastructure, digital connectivity, and improved transport options. It endeavours that the council will create a long-term

infrastructure strategy across the county, delivering on the new Local Transport Plan, and enhancing the transport network to support health, well-being, and sustainability. Warwickshire County Council state that they will promote road safety and reduce the level of fatalities and serious injuries.

Other National Highways plans and strategies

1.6.33. Table 1-1 sets out other National Highways strategies and plans that have been considered as part of the design-development and EIA process.

Table 1-1 : Other transport strategies and plans

Strategy or plan	Description
Environmental Sustainability Strategy (National Highways, 2023)	This strategy outlines National Highways' commitment to improving environmental outcomes. In doing this, it seeks to help protect, manage and enhance the quality of the surrounding environment, with a focus on people and the built, natural and historic environment. Through its Environmental Sustainability Strategy, National Highways has identified a series of strategic levers and plans which place environment at the heart of design. These have been considered as part of the design-development and EIA of the Scheme.
Sustainable development strategy: Our approach (Highways England, 2017a)	This strategy communicates National Highways' approach and priorities for sustainable development. The strategy sets out the vision and ambitions for sustainably managing financial, human, natural, social and manufactured capital. The design-development of the Scheme has considered the principles contained in the strategy.
Our strategy to improve air quality (Highways England, 2017b)	This document explains National Highways' strategy to improve air quality on the SRN to deliver a cleaner network and improve the health of its neighbours and customers. ES Chapter 6 (Cultural Heritage) (TR010066/APP/6.1) assesses the impact on air quality from the Scheme.
Our plan to protect and increase biodiversity (Highways England, 2015)	This biodiversity plan sets out how National Highways and its suppliers aim to halt overall biodiversity loss and maintain and enhance habitats and ecological networks. ES Chapter 8 (Biodiversity) (TR010066/APP/6.1) assesses the impact on biodiversity from the Scheme and the measures for reducing and compensating for these impacts.
Highways England: Licence (DfT, 2015)	Sets out important objectives and conditions around how National Highways must exercise its role and statutory functions. Guidance contained in the document relating to environmental protection, enhancement and sustainable design has been considered as part of the design-development and EIA of the Scheme.
Net zero highways: Our 2030 / 2040 / 2050 plan (National Highways, 2021)	<p>In addition to the UK Government's Net Zero Strategy, National Highways have outlined their net zero strategy which contains three core commitments:</p> <ul style="list-style-type: none"> • Corporate emissions – net zero by 2030 • Maintenance and construction emissions – net zero by 2040 • Road user emissions – net zero by 2050 <p>ES Chapter 14 (Climate) (TR010066/APP/6.1) assesses the carbon emissions from the Scheme and sets out measures for reducing these emissions.</p>

- 1.6.34. There are additional environmental policy documents which are relevant to highways developments. These are set out in the relevant aspect chapters of the ES (**TR010066/APP/6.1**).

1.7. Structure of the Environmental Statement

- 1.7.1. The environmental aspects covered in the ES include those within the EIA Regulations and the Design Manual for Roads and Bridges (DMRB). The relationship between DMRB and EIA is provided in ES Chapter 4 (Environmental Assessment Methodology) (**TR010066/APP/6.1**). The structure of this report is set out in Table 1-2.
- 1.7.2. A separate Non-Technical Summary (NTS) (**TR010066/APP/6.4**) for the ES has been produced and submitted with the DCO application. The NTS presents the information in the ES in non-technical language.

Table 1-2 : Structure of the Environmental Statement

Subject	Description
Volume 6.1 – TR010066/APP/6.1	
Chapter 1: Introduction	A brief introduction to the Scheme, legislative and policy framework, competent expertise used to undertake the ES, and the purpose and structure of the ES.
Chapter 2: The Scheme	Description of the Scheme location, the need for the Scheme, Scheme objectives and baseline scenario. A description of the Scheme is provided comprising information on the site, design and physical characteristics of the development. The Scheme description describes both the construction and operation of the Scheme, as well as long term management and a statement of whether the ES considers decommissioning of the Scheme.
Chapter 3: Assessment of Alternatives	Description of the main alternatives considered during the design and development of the Scheme, and the justification for the choice of the preferred option, including a comparison of environmental effects.
Chapter 4: Environmental Assessment Methodology	Sets out the scope of the ES, including a summary of how the scoping process was undertaken. The general assessment approach is detailed, including the guidance and methodologies used, general assessment criteria and terminology, and the approach to mitigation, enhancement and monitoring.
Chapter 5: Air Quality	Chapters 5–15 assess the likely significant effects from the Scheme. Each of the aspect chapters includes the following: <ul style="list-style-type: none"> • Introduction • Competent expert evidence • Legislative and policy framework
Chapter 6: Cultural Heritage	
Chapter 7: Landscape and Visual Effects	
Chapter 8: Biodiversity	

Subject	Description
Chapter 9: Geology and Soils	<ul style="list-style-type: none"> Stakeholder engagement Assessment methodology Assessment assumptions and limitations Study area Baseline conditions Potential impacts Design, mitigation, and enhancement measures Assessment of likely significant effects Monitoring Acronyms and glossary References
Chapter 10: Material Assets and Waste	
Chapter 11: Noise and Vibration	
Chapter 12: Population and Human Health	
Chapter 13: Road Drainage and the Water environment	
Chapter 14: Climate	
Chapter 15: Combined and Cumulative Effects	This chapter assesses the cumulative effects of other major developments which could overlap with the Scheme.
Chapter 16: Summary	Summary of the residual effects, highlighting where significant residual effects are predicted, and a summary of mitigation measures and monitoring requirements.
Volume 6.2 – TR010066/APP/6.2	
Figures	Figures which support Volume 6.1 of the ES, including location, environmental design, and constraints plans.
Volume 6.3 – TR010066/APP/6.3	
Technical appendices	Appendices which support Volume 6.1 of the ES, including technical reports and supporting information.
Volume 6.4 - TR010066/APP/6.4	
ES Non-Technical Summary	A summary of the EIA using non-technical language.

1.7.3. This ES should be read in conjunction with the following documents:

- First Iteration Environmental Management Plan (**TR010066/APP/6.5**)
- Statement Relating to Statutory Nuisance (**TR010066/APP/6.6**)
- Pre-Commencement Plan (**TR010066/APP/6.7**)
- Environmental Scoping Report (National Highways, 2023) (**TR010066/APP/6.8**)
- Scoping Opinion (**TR010066/APP/6.9**)

Acronyms

Acronym or initialism	Term
CIWEM	Chartered Institute of Water and Environmental Management
DCO	Development Consent Order
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges
DLUHC	Department for Levelling Up, Housing and Communities
EIA	Environmental Impact Assessment
EMP	Environmental Management Plan
ES	Environmental Statement
FRA	Flood Risk Assessment
IEMA	Institute of Environmental Management and Assessment
NPPF	National Planning Policy Framework
NPS NN	National Networks National Policy Statement
NSIP	Nationally Significant Infrastructure Project
NTS	Non-Technical Summary
PEIR	Preliminary Environmental Information Report
REAC	Register of Environmental Actions and Commitments
RIS	Road Investment Strategy
SRN	Strategic Road Network
VMS	Variable message sign
VRS	Vehicle restraint systems

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