

A46 Coventry Junctions (Walsgrave) Scheme Number: TR010066

7.7 Potential Main Issues for the Examination

APFP Regulation 5(2)(q)

Planning Act 2008

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

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November 2024

Infrastructure Planning

Planning Act 2008

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

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

POTENTIAL MAIN ISSUES FOR THE EXAMINATION

Regulation Number	Regulation 5(2)(q)
Planning Inspectorate Scheme Reference	TR010066
Application Document Reference	TR010066/APP/7.7
Author	A46 Coventry Junctions (Walsgrave) Project Team, National Highways

Version	Date	Status of Version
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CONTENTS

1. Introduction..... 4

2. Potential Main Issues for Examination 6

Annex A – Example letter to statutory bodies and local authorities 14

Annex B – Responses from statutory bodies and local authorities 15

Annex C – How the Applicant has taken into account responses from statutory bodies
and local authorities 16

1. Introduction

- 1.1.1. This Potential Main Issues for the Examination document relates to an application made by National Highways (the “Applicant”) to the Secretary of State for Transport via the Planning Inspectorate (the “Inspectorate”) under the Planning Act 2008 (the “2008 Act”) for a Development Consent Order (DCO). If made, the DCO would grant consent for the A46 Coventry Junctions (Walsgrave) Scheme (the “Scheme”). A detailed description of the Scheme can be found in Environmental Statement (ES) Chapter 2 (The Scheme) (TR010066/APP/6.1).
- 1.1.2. The Potential Main Issues for the Examination (PMIE) document is entered into the examination as an application document.
- 1.1.3. By listing these potential issues, the document facilitates more robust preparation for examination and a smoother and more proportionate examination experience for all parties.
- 1.1.4. The potential issues are elements of the Scheme that are not fully agreed with certain statutory bodies or local authorities. These issues were identified through consideration of sources such as responses to the Applicant’s statutory consultation, meetings and correspondence with parties. They are the issues that the Applicant understands to be priorities in terms of development of the Scheme. These have been identified throughout the development of the Scheme and the Applicant has been in contact with the statutory bodies and local authorities to discuss these throughout the Scheme development, and these matters are mentioned in the various Statements of Common Ground (SoCGs) which are currently being developed with these parties.
- 1.1.5. In accordance with guidance (Nationally Significant Infrastructure Projects: 2024 Pre-application Prospectus, May 2024 (Updated September 2024)), which states that: “*The PMIE should be a short document which, where possible, is agreed by relevant statutory bodies and local authorities,*” the relevant potential issues were circulated to each of the statutory bodies and local authorities to seek their views on 10 October 2024. Statutory bodies and local authorities were given 14 days to respond and were asked to fill in a table to show whether they agreed with the issues the Applicant had provisionally identified as the potential main issues for the examination.
- 1.1.6. An example letter sent to local authorities and statutory bodies is shown in **Annex A** of this document. This example letter contains all of the potential main issues identified by the Applicant; however, each party received a bespoke letter showing what the Applicant thought to be the potential main issues relevant to them. The potential issues each statutory bodies and local authority were consulted on is shown in Table 2-1 (see Affected Stakeholders column).

- 1.1.7. The responses from statutory bodies and local authorities are shown in **Annex B** of this document.
- 1.1.8. The following statutory bodies and local authorities responded within the deadline and a summary of their response is below. Some consultees responded using the table format included in the letter issued by the Applicant, and others responded in a different format, as indicated below:
- Rugby Borough Council – response received 23 October 2024.
 - Rugby Borough Council emailed to confirm that they were not aware of any other main issues, but they did not think either of the potential issues presented were their issue specifically.
 - Rugby Borough Council then emailed again on 5 November 2024 to say that the two issues presented “...are main issues for RBC in that we would consider both topics within our impact statement. However, we would require Warwickshire County Council input into these areas. Therefore, if WCC are going to cover them in their impact statement then we do not need to be involved.”
 - Natural England – response received 23 October 2024
 - Natural England responded by filling out the response table with notes on the potential issues presented to them. They added another potential issue to the list – air quality impacts on protected sites.
 - The Environment Agency – response received 24 October 2024
 - The Environment Agency responded by sending the Applicant their own response table with a total of eight ‘potential issues’ listed.
 - Transport for West Midlands – response received 24 October 2024
 - Transport for West Midlands responded by altering the wording of the text in the response table. They agreed with the two potential issues presented but wanted to put these in their own words, they also added a third potential main issue.
- 1.1.9. A response was not received from Warwickshire County Council or Coventry City Council before or after 24 October 2024.
- 1.1.10. How the Applicant has considered the responses presented by statutory bodies and local authorities is shown in **Annex C** of this document.

2. Potential Main Issues for the Examination

- 2.1.1. Table 2-1 is a list of the issues that the Applicant considers to be the main potential issues for the examination. It includes the issues initially identified by the Applicant, as well as additions made based on responses to the PMIE consultation provided by statutory bodies and local authorities. An explanation of how issues provided by consultees have been considered and whether they have generated changes to the list of main issues is provided in **Annex C**.
- 2.1.2. The table is in line with the template provided by the Planning Inspectorate on their guidance page: Nationally Significant Infrastructure Projects: 2024 Pre-application Prospectus (May 2024, updated September 2024)¹.
- 2.1.3. The RAG status for each potential main issue has been determined as follows:

- **Red** – The Applicant is not prepared to change their position on this potential main issue; therefore, it is likely to be unresolved.
- **Amber** – This may not be resolved during the examination.

For some amber issues however, the Applicant believes they are likely to be resolved at the detailed design stage.

- **Green** – The Applicant is working with the stakeholder and / or has found a way to resolve this potential main issue, and this is likely to be resolved during the examination.

¹ [Nationally Significant Infrastructure Projects: 2024 Pre-application Prospectus - GOV.UK](#) Last accessed 7 October 2024

Table 2-1: Potential Main Issues for the Examination (PMIE)

Ref	Description of Issue	Affected Stakeholders	Signposting (to application evidence)	RAG	Likelihood of the issue being resolved during examination
1	Walking, cycling and horse riding (WCH) provision by the Scheme. Local Authorities have expressed that they would like more WCH provision than the Scheme provides. However, the Scheme provides retention of the Hungerley Hall Farm accommodation overbridge and a widened verge allows for future WCH connections between Walsgrave and Coombe Abbey Park. In addition, the Scheme provides a new signalised pedestrian crossing at Clifford Bridge Road roundabout.	Coventry City Council Transport for West Midlands Warwickshire County Council	ES Chapter 12 (Population and Human Health) (TR010066/APP/6.1) Sections 12.4, 12.8, 12.11, 12.13 provides information on the WCH assessments and provision. This is also evidenced in the Case for the Scheme (TR010066/APP/7.1) Section 4.4 and the Scheme Design Report (TR010066/APP/7.4) Section 7. The Consultation Report Annex M (TR010066/APP/5.2) 'WCH' section, including the Applicant's responses to issues raised on the Scheme's WCH proposals.		Highly unlikely
2	Material Assets and Waste. The Applicant suggested that Material Assets and Waste should be scoped out of the Environmental Impact (EIA) in their Environmental Scoping Report (https://environmentalscopingreport), however the Planning Inspectorate suggested in their Scoping Opinion (https://scopingopinion) this should be scoped into the EIA and therefore included in the Environmental Statement for the Scheme. There were no comments	Coventry City Council Warwickshire County Council Rugby Borough Council Environment Agency	Environmental Scoping Report (TR010066/APP/6.8). Scoping Opinion (TR010066/APP/6.9). ES Appendix 4.1 (Scoping Opinion Response) (TR010066/APP/6.3) Section 2.6 response to the Scoping Opinion (TR010066/APP/6.9) from the Planning Inspectorate on Material Assets and Waste. ES Chapter 10 (Material Assets and Waste) (TR010066/APP/6.1) is provided		Highly likely

Ref	Description of Issue	Affected Stakeholders	Signposting (to application evidence)	RAG	Likelihood of the issue being resolved during examination
	from local authorities with regards to whether this topic should be scoped in when they were consulted on the Scoping Report, however the Applicant has now scoped Material Assets and Waste into the Environmental Statement.		with the Application where Material Assets and Waste have been scoped into the ES.		
3	Hospital link road provision. Providing a hospital link road is not in the scope of the Scheme, but this has come up at consultation from members of the public and stakeholders. The proposed western roundabout has been designed to enable future connection with the University Hospital Coventry through hospital link road to be incorporated.	Coventry City Council Transport for West Midlands	Case for the Scheme (TR010066/APP/7.1) Section 3.9 provides reasoning why the hospital link road has not been included in the Scheme, whilst Scheme Design Report (TR010066/APP/7.4) Section 7 shows how the dumbbell has been designed to accommodate a future link road and that this will be developed by others. Annex M in the Consultation Report Annexes (TR010066/APP/5.2) shows the Applicant's responses to issues raised by consultees on this matter.		Unlikely
4	Mitigation of construction noise. The assessment undertaken has identified significant residual effects for noise impacts upon the Coombe Pool Site of Special Scientific Interest (SSSI) during construction. This assessment does not consider any mitigation. However, this will be	Natural England Coombe Country Park / Coventry City Council	ES Chapter 8 (Biodiversity) (TR010066/APP/6.1) presents the assessment of the impacts of the Scheme upon the SSSI. This is supported by ES Appendix 8.16 (Assessment of Noise Impacts on Ecological Features) (TR010066/APP/6.3) which provides the		Somewhat unlikely. More likely to be resolved at detailed design stage.

Ref	Description of Issue	Affected Stakeholders	Signposting (to application evidence)	RAG	Likelihood of the issue being resolved during examination
	<p>mitigated as much as possible, and this impact is temporary.</p> <p>To reduce noise levels, it is proposed that one option is to install a 2m high noise barrier along the boundary of the SSSI (at the bottom of the embankment) for the duration of construction works that lead to significant noise impacts. The noise barrier proposed would reduce the area of the SSSI and specifically the pool which would experience changes in noise >5.0dB. However, much of the pool would still experience noticeable noise change >3dB. Therefore, further mitigation measures, which may include programming of works to avoid sensitive periods and/or use of quieter machinery, would be developed at the detailed design stage to further reduce the noise levels impacting the SSSI during construction.</p>		<p>detailed assessment.</p> <p>ES Figure 8.3 (Proposed Construction Mitigation Noise Barrier – December 2026) (TR010066/APP/6.2) presents the location of the proposed temporary noise barrier that has been modelled to date.</p>		
5	<p>Environmental mitigation area preferred option.</p> <p>The proposed environmental mitigation area to the east of the A46 has been chosen because it is</p>	<p>Coventry City Council</p> <p>Rugby Borough</p>	<p>ES Chapter 8 (Biodiversity) (TR010066/APP/6.1) presents the assessment of the impacts of the Scheme upon wildlife and habitats.</p>		Somewhat likely

Ref	Description of Issue	Affected Stakeholders	Signposting (to application evidence)	RAG	Likelihood of the issue being resolved during examination
	most suitable for the requirements for the Scheme, it is of a suitable size, and it links to the Coombe Pool SSSI which provides habitat connectivity. An alternative area has been suggested by the owner of the land that has been selected by the Applicant for environmental mitigation area however, this is deemed to be less suitable than the area put forward and is therefore not being progressed.	Council Natural England	<p>The reasoning for why this location has been proposed for the environmental mitigation area are presented in ES Chapter 2 (The Scheme) (TR010066/APP/6.1).</p> <p>The Environmental Masterplan – ES Figure 2.4 (TR010066/APP/6.2) shows the proposed environmental mitigation area.</p> <p>The Statement of Reasons (TR010066/APP/4.1) provides reasoning why this land is required and can be included within the Order Limits.</p> <p>Annex M in the Consultation Report Annexes (TR010066/APP/5.2) shows feedback from the landowner, which suggests a potential alternative site for mitigation.</p>		
6	Agricultural traffic and landowner access to Hungerley Hall Farm. Concerns were raised regarding agricultural traffic using the strategic road network if the existing accommodation bridge across the A46 was no longer accessible to the landowner because of the Scheme.	Coventry City Council	<p>Annex M in the Consultation Report Annexes (TR010066/APP/5.2) shows the response to Coventry City Council with regards to minimising farm traffic effects.</p> <p>The realigned access from the farm, junction arrangements (including traffic regulations) and the accommodation</p>		Somewhat likely

Ref	Description of Issue	Affected Stakeholders	Signposting (to application evidence)	RAG	Likelihood of the issue being resolved during examination
	Since statutory consultation, the Applicant has been able to confirm that the Hungerley Hall Farm accommodation bridge can be retained for the operational requirements of the farm. The Scheme accommodates this within the design, with the B4082 vertical alignment amended in order to retain access to the accommodation bridge. This would allow the bridge to continue to be used for agricultural traffic accessing the east of the A46, without the need to use the new dumbbell junction or the strategic road network. By maintaining the segregation of farm traffic from general traffic, road safety benefits will be maximised.		bridge are shown on the General Arrangement (TR010066/APP/2.6) and the Rights of Way and Access Plans (TR010066/APP/2.4).		
7	Flood mitigation. Regular consultation has been undertaken with Coventry City Council concerning flood risk. The Applicant produced a Flood Risk Assessment and issued this to Coventry City Council for comment. The Flood Risk Assessment was rejected by Coventry City Council on 7 October 2024 due to interpreted changes in flood risk due to the	Coventry City Council	ES Chapter 13 (Road Drainage and the Water Environment) (TR010066/APP/6.1) presents the assessment used to determine any potential likely significant effects of the Scheme upon road drainage and the water environment, both during construction and operation. The assessment is supported by ES Appendix 13.1 (Flood Risk Assessment)		Somewhat unlikely

Ref	Description of Issue	Affected Stakeholders	Signposting (to application evidence)	RAG	Likelihood of the issue being resolved during examination
	Scheme.		<p>(TR010066/APP/6.3).</p> <p>The Applicant has engaged with Coventry City Council regarding the Flood Risk Assessment and Coombe Pool reservoir. A summary of engagement is provided within these documents and referenced in Chapter 3 of the Consultation Report (TR010066/APP/5.1).</p> <p>The Environment Agency have accepted the Flood Risk Assessment and the confirmation of this is presented in ES Appendix 13.1 (Flood Risk Assessment) (TR010066/APP/6.3).</p>		
8	<p>Air Quality impacts on protected sites.</p> <p>Natural England have suggested that they do not support Design Manual for Roads and Bridges LA 105 – Air quality and therefore they may potentially have some issues with the Air Quality Assessment when we see it and we may not agree with the conclusions. They stated in their response to the PMIE letter:</p> <p><i>“We have not seen the Air Quality Assessment. We understand from</i></p>	Natural England	<p>ES Chapter 8 (Biodiversity) (TR010066/APP/6.1) presents the assessment of the impacts of the Scheme upon biodiversity. This is supported by ES Appendix 8.15 (Assessment of Air Quality Impacts on Ecological Features) (TR010066/APP/6.3) which provides the detailed assessment.</p>		Unlikely

Ref	Description of Issue	Affected Stakeholders	Signposting (to application evidence)	RAG	Likelihood of the issue being resolved during examination
	<i>our meeting on the 2/10/24 that there will be increases above 1% within the two SSSIs (Combe Pool SSSI and Herald Way Marsh SSSI) and that using the Design Manual for Roads and Bridges LA 105 – Air quality these impacts have been ruled out as not being significant. Natural England does not support the Design Manual for Roads and Bridges LA 105 – Air quality as there are aspects of it that we do not agree with. It seems likely that we will potentially have some issues with the Air Quality Assessment when we see it and we may not agree with the conclusions.”</i>				

Annex A – Example letter to statutory bodies and local authorities

Our ref: TR010066/PMIE

Sent via Email to:

EMAIL ADDRESS

National Highways
A46 Coventry Junctions Upgrade –
Walsgrave Junction
The Cube
199 Wharfside Street
Birmingham
B1 1RN

0300 123 5000

10 October 2024

Dear NAME,

A46 Coventry Junctions (Walsgrave) - Potential Main Issues for Examination

I am writing to you about the A46 Coventry Junctions (Walsgrave) Scheme (the “Scheme”) and our requirements to identify Potential Main Issues for Examination in compliance with guidance issued by the government in May 2024.

As part of new requirements for DCO applications, National Highways have been advised to produce a Potential Main Issues for Examination (PMIE) document. This will be submitted as an application document and its function is to facilitate more robust preparation for examination and a smoother and more proportionate examination experience for all parties. The Planning Inspectorate would like us to, where possible, agree what the main issues are with relevant statutory bodies and local authorities.

These issues link with the matters mentioned in your draft Statement of Common Ground (SoCG) (delete as appropriate if statutory body does not have an SoCG).

We will still write to you once we have submitted our Application for development consent, seeking your relevant representations to be sent to the Planning Inspectorate. The PMIE document may, along with any evidence within the Application documentation, influence the content of the Initial Assessment of Principal Issues developed by the Examining Authority, which is a document they will produce at the start of the Examination phase of the DCO process.

For more information about the DCO requirements and the Potential Main Issues for Examination document see: [Nationally Significant Infrastructure Projects: 2024 Pre-application Prospectus - GOV.UK \(www.gov.uk\)](#)

We have identified the following potential issues that are relevant to you as a local authority / statutory body (delete as appropriate) and provided these in the table overleaf. These issues were identified through consideration of sources such as your response to our statutory consultation, meeting minutes and correspondence. They are the issues that we understand to be your priorities in terms of development of the Scheme. A full list of issues will be provided in the PMIE that is submitted as part of the DCO application documents, and this will be available for you to view when it is published on the Planning Inspectorate’s Scheme webpage.

We would be grateful if you could please let us know if you agree that these are potential issues for the Scheme. We have also left space in the table if you would like to identify any further issues you see as main issues for the Examination. Please return a completed copy of this table to us via email: A46CoventryJcns@nationalhighways.co.uk.

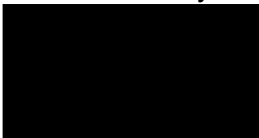
Description of Issue	Do you agree that this is a main issue for Examination? (add any comments (optional))	
	Yes	No
<p>Walking, cycling and horse riding (WCH) provision by the Scheme.</p> <p>Local Authorities have expressed that they would like more WCH provision than the Scheme provides. However, the Scheme provides retention of the Hungerley Hall Farm accommodation overbridge and a widened verge along the new section of the B4082 allows for future WCH connections between Walsgrave and Coombe Country Park. In addition, the Scheme provides a new signalised pedestrian crossing at Clifford Bridge Road roundabout.</p>		
<p>Material Assets and Waste.</p> <p>The Applicant suggested that Material Assets and Waste should be scoped out of the Environmental Impact (EIA) in their Environmental Scoping Report (https://environmentalscopingreport), however the Planning Inspectorate suggested in their Scoping Opinion (https://scopingopinion) this should be scoped into the EIA and therefore included in the Environmental Statement for the Scheme. There were no comments from local authorities with regards to whether this topic should be scoped in when they were consulted on the Scoping Report, however the Applicant has now scoped Material Assets and Waste into the Environmental Statement.</p>		
<p>Hospital link road provision.</p> <p>Providing a hospital link road is not in the scope of Scheme, but this has come up at consultation from members of the public and stakeholders. The proposed western roundabout has been designed to enable a future link road with University Hospital Coventry through to be incorporated.</p>		
<p>Mitigation of construction noise.</p> <p>The assessment undertaken has identified significant residual effects for noise impacts upon the Coombe Pool SSSI during construction. This assessment does not consider any mitigation. However, this will be mitigated as much as possible, and this impact is temporary.</p> <p>To reduce noise levels, it is proposed that one option is to install a 2m high noise barrier along the boundary of the SSSI (at the bottom of the embankment) for the duration of construction works that lead to significant noise impacts. The noise barrier proposed would reduce the area of the SSSI and specifically the pool which would experience changes in noise >5.0dB. However, much of the pool would still experience noticeable noise change >3dB. Therefore, further mitigation measures, which may include programming of works to avoid</p>		

Description of Issue	Do you agree that this is a main issue for Examination? (add any comments (optional))	
	Yes	No
sensitive periods and/or use of quieter machinery, would be developed at the detailed design stage to further reduce the noise levels impacting the SSSI during construction.		
Environmental mitigation area preferred option. The proposed environmental mitigation to the east of the A46 has been chosen because it is most suitable for the requirements for the Scheme, it is of a suitable size, and it links to the Coombe Pool SSSI which provides habitat connectivity. An alternative environmental mitigation area has been suggested by the landowner; however, this is deemed to be less suitable than the area put forward and is therefore not being progressed.		
Agricultural traffic and landowner access to Hungerley Hall Farm. Concerns were raised regarding agricultural traffic using the strategic road network if the existing accommodation bridge across the A46 was no longer accessible to the landowner because of the Scheme. Since statutory consultation, the Applicant has been able to confirm that the Hungerley Hall Farm accommodation bridge can be retained for the operational requirements of the farm. The Scheme accommodates this within the design, with the B4082 vertical alignment amended in order to retain access to the accommodation bridge. This would allow the bridge to continue to be used for agricultural traffic accessing the east of the A46, without the need to use the new dumbbell junction or the strategic road network. By maintaining the segregation of farm traffic from general traffic, road safety benefits will be maximised.		
Flood mitigation. Regular consultation has been undertaken with Coventry City Council concerning flood risk. The Applicant produced a Flood Risk Assessment and issued this to Coventry City Council for comment. The Flood Risk Assessment was rejected by Coventry City Council on 7 October 2024 due to interpreted changes in flood risk due to the Scheme.		

To ensure we can submit our Potential Main Issues for Examination Document to the Planning Inspectorate prior to our DCO submission, please respond by 25 October 2024. Responses to this letter will be published in the PMIE document that we submit as a DCO submission document. If we do not hear back with this will be stated in the PMIE document.

If you have any questions, please let me know.

Yours sincerely



National Highways Project Manager for A46 Coventry Junctions (Walsgrave)

Email: A46CoventryJcns@nationalhighways.co.uk

Annex B – Responses from statutory bodies and local authorities

From: [REDACTED]
Subject: [Ext Msg] RE: A46 Coventry Junctions (Walsgrave) Scheme - Potential Main Issues for Examination [CJO-IMANAGECLOUD.FID826023]
Date: Tuesday, 05 November 2024 13:32:57
Attachments: [image013.png](#)
[image014.png](#)
[image015.png](#)
[image016.png](#)
[image017.png](#)
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[image026.png](#)
[image027.png](#)
[image028.png](#)

Alison

I would say they are main issues for RBC in that we would consider both topics within our impact statement. However, we would require Warwickshire County Council input into these areas. Therefore, if WCC are going to cover them in their impact statement then we do not need to be involved.

Regards,

[REDACTED]



From: [REDACTED]
Sent: 24 October 2024 11:37
To: [REDACTED]
Subject: RE: A46 Coventry Junctions (Walsgrave) Scheme - Potential Main Issues for Examination [CJO-IMANAGECLOUD.FID826023]

Hi [REDACTED]

Thank you.

Yes you are right, there were only two that we thought were relevant to Rugby Borough Council. Sorry, on the basis of your response below then, do you think these are not main issues? I just need a 'yes' or 'no' that's all for the table below please for clarity.

Kind regards

[REDACTED]

Description of Issue	Do you agree that this is a main issue for Examination? (add any comments (optional))	
	Yes	No
Material Assets and Waste. The Applicant suggested that Material Assets and Waste should be scoped out of the Environmental Impact (EIA) in their Environmental Scoping Report (https://environmentalscopingreport), however the Planning Inspectorate suggested in their Scoping Opinion (https://scopingopinion) this should be scoped into the EIA and therefore included in the Environmental Statement for the Scheme. There were no comments from local authorities with regards to whether this topic should be scoped in when they were consulted on the Scoping Report, however the Applicant has now scoped Material Assets and Waste into the Environmental Statement.		
Environmental mitigation area preferred option. The proposed environmental mitigation to the east of the A46 has been chosen because it is most suitable for the requirements for the Scheme, it is of a suitable size, and it links to the Coombe Pool Site of Special Scientific Interest (SSSI) which provides habitat connectivity. An alternative environmental mitigation area has been suggested by the landowner; however, this is deemed to be less suitable than the area put forward and is therefore not being progressed.		

[REDACTED]

[REDACTED]

Please consider the environment. Do you really need to print this email?

From: [REDACTED]
Sent: Thursday, 24 October 2024 11:08
To: [REDACTED]
Subject: [Ext Msg] RE: A46 Coventry Junctions (Walsgrave) Scheme - Potential Main Issues for Examination [CJO-IMANAGECLOUD.FID826023]

Unless I am missing something, there were only 2 issues on the list. I don't think either of them are our issue specifically.

Regards,

[REDACTED]



[REDACTED]





From: [REDACTED]
Sent: 24 October 2024 10:52
To: [REDACTED]
Subject: RE: A46 Coventry Junctions (Walsgrave) Scheme - Potential Main Issues for Examination [CJO-IMANAGECLOUD.FID826023]

Hi [REDACTED]

Thank you for your email and for responding on this matter.

Please can you just confirm then whether or not you agree that all of those on the letter are potential main issues for Examination?
(It may be that you don't agree that some are main issues, and we can remove them from the list, that's all)?.

Kind regards
[REDACTED]

[REDACTED]

[REDACTED]

Please consider the environment. Do you really need to print this email?

From: [REDACTED]
Sent: Wednesday, 23 October 2024 15:12
To: [REDACTED]
Subject: [External Message] RE: A46 Coventry Junctions (Walsgrave) Scheme - Potential Main Issues for Examination [CJO-IMANAGECLOUD.FID826023]

[REDACTED]

Thanks for your email. I have reviewed your letter and I am not aware of any other main issues.

Regards,

[REDACTED]



[REDACTED]



From: [REDACTED]
Sent: 10 October 2024 12:38

To: [REDACTED]

Subject: A46 Coventry Junctions (Walsgrave) Scheme - Potential Main Issues for Examination [CJO-IMANAGECLOUD.FID826023]

Dear [REDACTED]

I am the DCO Lead working on behalf of National Highways on the A46 Coventry Junctions (Walsgrave) Scheme.

As part of new requirements for DCO applications, National Highways have been advised to produce a Potential Main Issues for Examination document. This will be submitted as an application document and its function is to facilitate more robust preparation for Examination and a smoother and more proportionate Examination experience for all parties. The Planning Inspectorate would like us to, where possible, agree issues with relevant statutory bodies and local authorities.

Therefore, we have prepared letters to send to statutory bodies and local authorities detailing relevant issues to feed into the Potential Main Issues for Examination document.

Please could you review the attached letter. We would be grateful if you could please let us know if you agree that the matters listed in the table are the main potential issues for the Scheme. We have also left space in the table if you would like to identify any further issues you see as main issues for the Examination.

Please return a completed copy of the table to us via email: A46CoventryJcns@nationalhighways.co.uk by 25 October 2024.

If you have any queries, please don't hesitate to contact me.

Kind regards

[REDACTED]

Carter Jonas

[REDACTED]



INVESTORS IN PEOPLE
We invest in people Gold



Please consider the environment. Do you really need to print this email?

This e-mail does not constitute any part of an offer or contract, is confidential and intended solely for the use of the individual(s) to whom it is addressed. If you are not the intended recipient be advised that you have received this email in error and that any use, dissemination, forwarding, printing, or copying of this email is strictly prohibited. There is an increasing risk of cybercrime and fraud including alleged changes to bank details, illegal scams and hacking of emails. We advise you to remain vigilant at all times as we cannot accept liability for any incorrect or intercepted payments. For further information please refer to [our website](#) to review the Cybercrime Alert Notice and our Terms and Conditions. Although the firm operates anti-virus programmes, it does not accept responsibility for any damage whatsoever that is caused by viruses being passed. Carter Jonas LLP is a Limited Liability corporate body which has "Members" and not "Partners". Any representative of Carter Jonas LLP described as "Partner" is a Member or an employee of Carter Jonas LLP and is not a "Partner" in a Partnership. The term Partner has been adopted, with effect from 01 May 2005, because it is an accepted way of referring to senior professionals. We are committed to protecting your personal information and your right to privacy, please see our [Privacy Policy](#).

Carter Jonas LLP
Place of Registration: England and Wales
Registration Number: OC304417
Address of Registered Office: One Chapel Place, London, W1G 0BG.

Date: 23 October 2024
Our ref: 490255
Your ref: TR010066/PMIE



National Highways
A46 Coventry Junctions Upgrade – Walsgrave Junction
The Cube
199 Wharfside Street
Birmingham
B1 1RN

Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

T [REDACTED]

BY EMAIL ONLY

Dear [REDACTED]

A46 Coventry Junctions (Walsgrave) - Potential Main Issues for Examination

Thank you for your consultation on the above dated and received by Natural England on 10 October 2024. Please find below the completed table of the Potential Main Issues for Examination.

If you have any queries please to contact me on consultations@naturalengland.org.uk.

Yours sincerely

[REDACTED]

[REDACTED]
Senior Adviser
Sustainable Development
West Midlands Area Team

Description of Issue	Do you agree that this is a main issue for Examination? (add any comments (optional))	
	Yes	No
<p>Mitigation of construction noise.</p> <p>The assessment undertaken has identified significant residual effects for noise impacts upon the Coombe Pool Site of Special Scientific Interest (SSSI) during construction. This assessment does not consider any mitigation. However, this will be mitigated as much as possible, and this impact is temporary.</p> <p>To reduce noise levels, it is proposed that one option is to install a 2m high noise barrier along the boundary of the SSSI (at the bottom of the embankment) for the duration of construction works that lead to significant noise impacts. The noise barrier proposed would reduce the area of the SSSI and specifically the pool which would experience changes in noise >5.0dB. However, much of the pool would still experience noticeable noise change >3dB. Therefore, further mitigation measures, which may include programming of works to avoid sensitive periods and/or use of quieter machinery, would be developed at the detailed design stage to further reduce the noise levels impacting the SSSI during construction.</p>	<p>We have not seen the Noise Impact Assessment and have only received the Overwintering Bird Survey and Arboricultural Impact Assessment on the 23 October 2024. Therefore we cannot comment on this.</p>	
<p>Environmental mitigation area preferred option.</p> <p>The proposed environmental mitigation to the east of the A46 has been chosen because it is most suitable for the requirements for the Scheme, it is of a suitable size, and it links to the Coombe Pool SSSI which provides habitat connectivity. An alternative environmental mitigation area has been suggested by the landowner; however, this is deemed to be less suitable than the area put forward and is therefore not being progressed.</p>	<p>We are aware of the proposed area and saw its location in a document shared on screen in a Teams meeting on the 2/10/24, but we have not been involved in any discussions about alternative areas, its size or it's links to Combe Pool SSSI.</p>	
<p>Air Quality impacts on protected sites</p>	<p>We have not seen the Air Quality Assessment. We understand from our meeting on the 2/10/24 that there will be increases above 1% within the two SSSIs (Combe Pool SSSI and Herald Way Marsh SSSI) and that using the Design Manual for Roads and Bridges LA 105 - Air quality these impacts have been ruled out as not being significant. Natural England does not support the Design Manual for Roads and Bridges LA 105 - Air quality as there are aspects of it that we do not agree with. It seems likely that we will potentially have some issues with the Air Quality Assessment when we see it and we may not agree with the conclusions.</p>	

<u>POTENTIAL MAIN ISSUES</u>	
Main Issue	Justification
Flood Risk: Reservoir Breach	Increase in flood risk in a reservoir breach scenario. Reservoir breach scenarios are inherently unlikely. However, it is likely that should a breach occur different areas, and potentially additional properties may be at risk. Maintaining or raising level of embankment
Flood Risk / Biodiversity: Culverting Possible requirement of new culvert to carry flow under the proposed connector road to maintain the existing drainage ditch.	The addition of culverts to watercourses can have impacts on flood risk and biodiversity and is against the overall target of daylighting watercourses wherever possible. The Environment Agency is opposed to the culverting of any watercourse due to the ecological impacts, such as reduced connectivity (making species dispersal difficult). Could also negatively impact fish and aquatic invertebrates. We would recommend that an alternative method is sought (such as open span bridges), or that another waterbody is re-naturalised to compensate for the creation of a new culvert.
Biodiversity: Potential Increase to otter road mortality.	We recommend mitigation against road mortality, such as the fitting of mammal ledges to bridges, to facilitate mammal commuting during flooding.
Works risk the introduction and spread of INNS.	We recommend that the presence of INNS is considered and that appropriate biosecurity measures are put into place, in addition to the production of a INNS management plan.
Groundwater/Contaminated Land: Ground investigations/ monitoring	These findings will be vital to the reporting on the baseline for the environmental assessment and when assessing the potential impacts of the new road works.
Water Quality: WFD	Potential adverse impacts during construction and operation therefore a detailed WFD is required
Environmental Permitting Regulations 2016 (EPR): A requirement to discharges of site drainage and foul waste from the construction area.	The applicant should consider what water discharge activities will be carried out during construction. The requirement for environmental permits and how they will be adhered to, should be considered as part of the EIA and written into the Environmental Management Plan (EMP). Environmental permits
Material Assets and Waste: The Applicant suggested that Material Assets and Waste should be scoped out of the Environmental Impact (EIA)	The Environmental Scoping Report details material assets and waste regarding the operations to be undertaken for the project i.e. hierarchy, CL:AIRE but consideration should be



in their Environmental Scoping Report (<https://environmentalscopingreport>), however the Planning Inspectorate suggested in their Scoping Opinion (<https://scopingopinion>) this should be scoped into the EIA and therefore included in the Environmental Statement for the Scheme. There were no comments from local authorities with regards to whether this topic should be scoped in when they were consulted on the Scoping Report, however the Applicant has now scoped Material Assets and Waste into the Environmental Statement.

taken regarding the closed landfills that exist at either end of the project and if the capping is breached and waste needs to be removed to aid the project.

Therefore, we agree that this should be scoped into the Environmental Statement

Our ref: TR010066/PMIE
Transport for West Midlands

Sent via email to:
[REDACTED]

National Highways
A46 Coventry Junctions Upgrade –
Walsgrave Junction
The Cube
199 Wharfside Street
Birmingham
B1 1RN

0300 123 5000

10 October 2024

Dear [REDACTED],

A46 Coventry Junctions (Walsgrave) - Potential Main Issues for Examination

I am writing to you about the A46 Coventry Junctions (Walsgrave) Scheme (the “Scheme”) and our requirements to identify Potential Main Issues for Examination in compliance with guidance issued by the government in May 2024.

As part of new requirements for DCO applications, National Highways have been advised to produce a Potential Main Issues for Examination (PMIE) document. This will be submitted as an application document and its function is to facilitate more robust preparation for examination and a smoother and more proportionate examination experience for all parties. The Planning Inspectorate would like us to, where possible, agree what the main issues are with relevant statutory bodies and local authorities.

We will still write to you once we have submitted our Application for development consent, seeking your relevant representations to be sent to the Planning Inspectorate. The PMIE document may, along with any evidence within the Application documentation, influence the content of the Initial Assessment of Principal Issues developed by the Examining Authority, which is a document they will produce at the start of the Examination phase of the DCO process.

For more information about the DCO requirements and the Potential Main Issues for Examination document see: [Nationally Significant Infrastructure Projects: 2024 Pre-application Prospectus - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/nationally-significant-infrastructure-projects-2024-pre-application-prospectus)

We have identified the following potential issues that are relevant to you as a statutory body and provided these in the table overleaf. These issues were identified through consideration of sources such as your response to our statutory consultation, meeting minutes and correspondence. They are the issues that we understand to be your priorities in terms of development of the Scheme. A full list of issues will be provided in the PMIE that is submitted as part of the DCO application documents, and this will be available for you to view when it is published on the Planning Inspectorate’s Scheme webpage.

We would be grateful if you could please let us know if you agree that these are potential issues for the Scheme. We have also left space in the table if you would like to identify any further issues you see as main issues for the Examination. Please return a completed copy of this table to us via email: A46CoventryJcns@nationalhighways.co.uk.

Description of Issue	Do you agree that this is a main issue for Examination? (add any comments optional))	
	Yes	No
<p>Walking, cycling and horse riding (WCH) provision by the Scheme.</p> <p>Consultees have expressed that there should be improved and more extensive WCH provision than the Scheme provides, as the current proposals are of no value and there is inadequate connectivity to the proposed WCH facilities. The adequacy of the widened verge is also questioned. However The Scheme provides retention of the Hungerley Hall Farm accommodation overbridge and a widened verge along the new section of the B4082 which allows for future WCH connections between Walsgrave and Coombe Country Park. In addition, the Scheme provides a new signalised pedestrian crossing at Clifford Bridge Road roundabout and further walking and cycling enhancements to ensure good and safe connections to various areas of the east side of Coventry.</p>		
<p>Hospital link road provision.</p> <p>Providing a hospital link road is not in the scope of Scheme, but this has come up at consultation from members of the public and stakeholders. Active travel facilities along the link road connected to the wider network via the A46 would improve sustainable access to the hospital site. The proposed western roundabout has been designed to enable a future link road with University Hospital Coventry to be incorporated. Active travel facilities at this junction would be needed.</p>		
<p>Provision of modelling data and other data sharing processes to fully assess the impacts on the Key Route Network</p> <p>Whilst the resultant information will unlikely effect the scheme in any way, TfWM would like to understand the wider impacts of this scheme going forward. So, the scope of the project should also capture any necessary local road issues impacting from the scheme and help highlight any wider mitigation requirements across our modes.</p>		

To ensure we can submit our Potential Main Issues for Examination Document to the Planning Inspectorate prior to our DCO submission, please respond by 25 October 2024. Responses to this letter will be published in the PMIE document that we submit as a DCO submission document. If we do not hear back with this will be stated in the PMIE document.

If you have any questions, please let me know.

Yours sincerely



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

Annex C – How the Applicant has taken into account responses from statutory bodies and local authorities

The table below shows comments and additional potential main issues presented by statutory bodies and local authorities.

Statutory body / local authority issue	Applicant's Response
Natural England	
<p>Mitigation of construction noise. The assessment undertaken has identified significant residual effects for noise impacts upon the Coombe Pool Site of Special Scientific Interest (SSSI) during construction. This assessment does not consider any mitigation. However, this will be mitigated as much as possible, and this impact is temporary. To reduce noise levels, it is proposed that one option is to install a 2m high noise barrier along the boundary of the SSSI (at the bottom of the embankment) for the duration of construction works that lead to significant noise impacts. The noise barrier proposed would reduce the area of the SSSI and specifically the pool which would experience changes in noise >5.0dB. However, much of the pool would still experience noticeable noise change >3dB. Therefore, further mitigation measures, which may include programming of works to avoid sensitive periods and/or use of quieter machinery, would be developed at the detailed design stage to further reduce the noise levels impacting the SSSI during construction.</p> <p><i>We have not seen the Noise Impact Assessment and have only received the Overwintering Bird Survey and Arboricultural Impact Assessment on the 23 October 2024. Therefore we cannot comment on this.</i></p>	<p>ES Chapter 8 (Biodiversity) (TR010066/APP/6.1) fully assesses impacts of the Scheme upon SSSI. Construction noise impacts detailed within ES Appendix 8.16 (Assessment of Noise Impacts on Ecological Features) (TR010066/APP/6.3).</p> <p>Overall, the adverse effects on the SSSI are temporary during the construction phase, mitigation and management will be put in place to avoid or reduce impacts.</p> <p>On this basis the Applicant believes that although this is still a main potential issue for examination, no additions need to be made to this potential issue wording in the PMIE table.</p>
<p>Environmental mitigation area preferred option. The proposed environmental mitigation to the east of the A46 has been chosen because it is most suitable for the requirements for the Scheme, it is of a suitable size, and it links to the Coombe Pool SSSI which provides habitat connectivity. An alternative environmental mitigation area has been suggested by the landowner; however, this is deemed to be less suitable than the area put forward and is therefore not being progressed.</p> <p><i>We are aware of the proposed area and saw its location in a document shared on screen in a Teams meeting on the 2/10/24, but we have not been involved in any discussions about alternative areas, its</i></p>	<p>Natural England have not raised any concerns with regards to the woodland planting area proposed in their Scoping Response (see Scoping Opinion (TR010066/APP/6.9) or at the Statutory Consultation (see Consultation Report (TR010066/APP/5.1) and Annexes (TR010066/APP/5.2), or in any meetings with the Applicant. The Applicant has shared the Scheme Plans with Natural England (including Figure 7.5 (Indicative Environmental Masterplan for Consultation) of the Preliminary Environmental Information Report during statutory consultation). The Applicant shared some of</p>

Statutory body / local authority issue	Applicant's Response
<p><i>size or it's links to Combe Pool SSSI.</i></p>	<p>the reports with them ahead of the submission, including the ES Appendix 8.15 (Air Quality Impacts on Ecological Features), ES Appendix 8.16 (Assessment of Noise Impacts on Ecological Features), and ES Appendix 8.1 (Biodiversity Net Gain Report) (TR010066/APP/6.3).</p> <p>Replacement planting is provided in the mitigation area as shown on the Environmental Masterplan (ES Figure 2.4) (TR010066/APP/6.2) and detailed in ES Chapter 2 (The Scheme) (TR010066/APP/6.1).</p>
<p>Air Quality impacts on protected sites –</p> <p><i>We have not seen the Air Quality Assessment. We understand from our meeting on the 2/10/24 that there will be increases above 1% within the two SSSIs (Combe Pool SSSI and Herald Way Marsh SSSI) and that using the Design Manual for Roads and Bridges LA 105 - Air quality these impacts have been ruled out as not being significant. Natural England does not support the Design Manual for Roads and Bridges LA 105 - Air quality as there are aspects of it that we do not agree with. It seems likely that we will potentially have some issues with the Air Quality Assessment when we see it and we may not agree with the conclusions.</i></p>	<p>The Applicant has added this potential issue to the main list of potential issues listed in the document (Table 2-1).</p> <p>ES Appendix 8.15 (Assessment of Air Quality Impacts on Ecological Features) (TR010066/APP/6.3) was sent to Natural England on 31 October 2024.</p>
<p>The Environment Agency</p> <p>A meeting was held with the Environment Agency on 7 November 2024 to discuss each of the points raised in their response to the Potential Main Issues for the Examination letter shown in Annex B of this document. They confirmed they did not feel there were any showstoppers and that any concerns can be addressed through the SoCG.</p>	
<p>Flood Risk: Reservoir Breach</p> <p><i>Increase in flood risk in a reservoir breach scenario. Reservoir breach scenarios are inherently unlikely. However, it is likely that should a breach occur different areas, and potentially additional properties may be at risk. Maintaining or raising level of embankment.</i></p>	<p>This issue was noted by the Environment Agency in their response to acknowledge awareness of issues raised if the reservoir breaches. The Environment Agency and the Applicant acknowledged ongoing consultation with flood risk design team and local authorities.</p> <p>Details on consultation undertaken are provided in ES Appendix 13.1 (Flood Risk Assessment) (TR010066/APP/6.3).</p> <p>The Applicant does not consider this a potential main issue for the examination.</p>
<p>Flood Risk / Biodiversity: Culverting Possible requirement of new culvert to carry flow under the</p>	<p>Details of the proposed works and drawings were discussed on 7 November 2024 with</p>

Statutory body / local authority issue	Applicant's Response
<p>proposed connector road to maintain the existing drainage ditch.</p> <p><i>The addition of culverts to watercourses can have impacts on flood risk and biodiversity and is against the overall target of daylighting watercourses wherever possible.</i></p> <p><i>The Environment Agency is opposed to the culverting of any watercourse due to the ecological impacts, such as reduced connectivity (making species dispersal difficult).</i></p> <p><i>Could also negatively impact fish and aquatic invertebrates.</i></p> <p><i>We would recommend that an alternative method is sought (such as open span bridges), or that another waterbody is re-naturalised to compensate for the creation of a new culvert.</i></p>	<p>the Environment Agency, (including the two new outfalls, one of which is to an existing watercourse and one to a new proposed highway drainage ditch, temporary culverting to access the satellite compound, partial infilling and severance of two watercourses).</p> <p>The Environment Agency raised that they have made the Applicant aware of the need to apply for permits for temporary and permanent works. They had no major issues with the works proposed or the need for a temporary culvert for construction (if required).</p> <p>The Applicant therefore does not consider this a potential main issue for the examination.</p>
<p>Biodiversity: Potential Increase to otter road mortality.</p> <p><i>We recommend mitigation against road mortality, such as the fitting of mammal ledges to bridges, to facilitate mammal commuting during flooding.</i></p>	<p>The Scheme includes the provision of a mammal (i.e. badger) crossing of the new B4082 link road and badger proof fencing to maintain the existing commuting route and restrict access to road carriageways, further details are provided in ES Chapter 8 (Biodiversity) (TR010066/APP/6.1).</p> <p>The Scheme does not impact any existing culverts associated with the Smite Brook or River Sowe. It is acknowledged that retrofitting mammal ledges to the existing culverts is not within the remit of the Scheme. The Scheme aims to avoid impacts to watercourses.</p> <p>The Applicant therefore does not consider this a potential main issue for the examination.</p>
<p>Works risk the introduction and spread of INNS.</p> <p><i>We recommend that the presence of INNS is considered and that appropriate biosecurity measures are put into place, in addition to the production of a INNS management plan.</i></p>	<p>This is general concern for all construction projects that Environment Agency typically raise to promote awareness.</p> <p>The potential spread of invasive non-native species (INNS) during construction would be mitigated and managed through an Invasive Non-Native Species Management Plan (INNSMP) to be produced as part of the Second Iteration Environmental Management Plan. This would reduce the risk associated with INNS.</p> <p>The Applicant therefore does not consider this a potential main issue for the</p>

Statutory body / local authority issue	Applicant's Response
<p>Groundwater/Contaminated Land: Ground investigations/ monitoring</p> <p><i>These findings will be vital to the reporting on the baseline for the environmental assessment and when assessing the potential impacts of the new road works.</i></p>	<p>examination.</p> <p>A review of the existing geology and soil baseline conditions, consideration of the potential impacts, identification of proportionate mitigation and identification of residual effects caused by the Scheme is set out ES Chapter 9 (Geology and Soils) (TR010066/APP/6.1). A Technical note has previously been produced around the landfill sites and risk of contaminated land. This has been provided and discussions held with the Environment Agency and a satisfactory conclusion reached. The Environment Agency requested a requirement in the DCO for dealing with unsuspected contamination, which is included in the draft DCO (TR010066/APP/3.1) as Requirement 7.</p> <p>Potentially harmful construction activities will be identified, controlled and mitigated by measures set out in the First Iteration EMP (TR010066/APP/6.5) and will be detailed in the Second Iteration EMP and via the detailed design of the Scheme.</p> <p>Effects on groundwater during construction and operation of the proposed development are assessed in ES Chapter 13 (Road Drainage and the Water Environment) (TR010066/APP/6.1).</p> <p>A water monitoring and management plan would be developed to complement the existing baseline water level and water quality monitoring dataset. The water monitoring plan would be included in the Second Iteration EMP which is secured under Requirement 4 of Schedule 2 of the draft DCO (TR010066/APP/3.1) (Commitment RD3 of the Register of Environmental Actions and Commitments (REAC), Appendix A of the First Iteration EMP (TR010066/APP/6.5)).</p> <p>The Applicant therefore does not consider this a potential main issue for the examination.</p>
<p>Water Quality: WFD</p> <p><i>Potential adverse impacts during construction and operation therefore a detailed WFD is required.</i></p>	<p>ES Appendix 13.2 (Water Framework Directive Compliance Assessment) (TR010066/APP/6.3) presents the WFD assessment.</p>

Statutory body / local authority issue	Applicant's Response
<p><i>Environmental Permitting Regulations 2016 (EPR): A requirement to discharges of site drainage and foul waste from the construction area.</i></p> <p><i>The applicant should consider what water discharge activities will be carried out during construction. The requirement for environmental permits and how they will be adhered to, should be considered as part of the EIA and written into the Environmental Management Plan (EMP). Environmental permits</i></p>	<p>The Applicant does not consider this a potential main issue for the examination.</p> <p>The Consents and Agreements Position Statement (TR010066/APP/3.3) provides a full list of the consents, licences and permits that may be required as part of the Scheme, outside the powers of the DCO, including environmental permits. Environmental permits will be applied for separately, the Applicant is in discussion with the Environment Agency, local authorities and other statutory bodies regarding permits that may be required.</p> <p>The First Iteration EMP (TR010066/APP/6.5) sets out the control of processes, emissions and discharges through the construction process, including potential discharges to the water environment. The Second Iteration EMP will be produced which reflect the mitigation measures required by the REAC and set out in the ES and includes various management plans and method statements.</p> <p>The Second Iteration EMP will include a Water Monitoring and Management Plan. This is secured by Requirement 4 to the Draft DCO (TR010066/APP/3.1). This will be used to support the application for permits required.</p> <p>The Applicant does not consider this a potential main issue for the examination.</p>
<p>Material Assets and Waste: The Applicant suggested that Material Assets and Waste should be scoped out of the Environmental Impact (EIA) in their Environmental Scoping Report (https://environmentalscopingreport), however the Planning Inspectorate suggested in their Scoping Opinion (https://scopingopinion) this should be scoped into the EIA and therefore included in the Environmental Statement for the Scheme. There were no comments from local authorities with regards to whether this topic should be scoped in when they were consulted on the Scoping Report, however the Applicant has now scoped Material Assets and Waste into the Environmental Statement.</p> <p><i>The Environmental Scoping Report details material assets and waste regarding the operations to be undertaken for the project i.e. hierarchy, CL:AIRE but consideration should be taken regarding the closed</i></p>	<p>This was discussed with the Environment Agency, and they noted that this environmental aspect is now scoped into the ES (see ES Chapter 10 (Material Assets and Waste) (TR010066/APP/6.1) and ES Chapter 9 (Geology and Soils) (TR010066/APP/6.1)).</p> <p>The Environment Agency have previously raised concerns around the historic landfill sites and contaminated land. A Technical note has previously been produced around the landfill sites and risk of contaminated land. This has been provided to along with Ground Investigation data and discussions held with the Environment Agency and a satisfactory conclusion reached.</p> <p>The First Iteration EMP (TR010066/APP/7.5) outlines the</p>

Statutory body / local authority issue	Applicant's Response
<p><i>landfills that exist at either end of the project and if the capping is breached and waste needs to be removed to aid the project.</i></p> <p><i>Therefore, we agree that this should be scoped into the Environmental Statement.</i></p>	<p>environmental mitigation measures that would be implemented during construction which are detailed in the REAC (Appendix A) of the First Iteration EMP (TR010066/APP/6.5).</p> <p>The Applicant does not consider this a potential main issue for the examination.</p>
<p>Transport for West Midlands (TfWM) Text in red was added by TfWM as amendments to the Applicant's description of their position on each matter.</p>	
<p><i>Walking, cycling and horse riding (WCH) provision by the Scheme.</i></p> <p><i>Consultees have expressed that there should be improved and more extensive WCH provision than the Scheme provides, as the current proposals are of no value and there is inadequate connectivity to the proposed WCH facilities. The adequacy of the widened verge is also questioned. However The Scheme provides retention of the Hungerley Hall Farm accommodation overbridge and a widened verge along the new section of the B4082 which allows for future WCH connections between Walsgrave and Coombe Country Park. In addition, the Scheme provides a new signalised pedestrian crossing at Clifford Bridge Road roundabout and further walking and cycling enhancements to ensure good and safe connections to various areas of the east side of Coventry.</i></p>	<p>The Applicant does not agree that the current WCH proposals have no value. The Scheme would improve local connectivity for pedestrians and the incorporated enabling works provide opportunities for future WCH routes to come forward in conjunction with other development proposals, thereby enhancing connectivity in the wider area, as outlined in ES Chapter 12 (Population and Human Health) (TR010066/APP/6.1).</p> <p>The Scheme includes the provision of a signalised pedestrian crossing on the eastern arm of the Clifford Bridge Road roundabout, (Work No. 21), as shown on Sheet 3 of the Works Plans (TR010066/APP/2.3), to facilitate the safe movement of pedestrians across the B4082 link road, including children walking to school from the nearby residential areas. This will assist in connecting the communities of Binley and Wyken and is an improvement over the existing uncontrolled crossing point on the B4082. The Scheme also incorporates enabling works for future WCH provision to be provided by others. This includes additional earth works which provides verge widening along the new section of the B4082 link road to accommodate the future provision of a segregated walking and cycling route (to LTN 1/20 standards) and a section of shared use path by others. In addition, the Applicant has retained the Hungerley Hall Farm accommodation bridge and will continue to maintain the asset. These enabling works have the potential to facilitate a new route from Clifford Bridge Road and the Binley Cycleway (to be delivered by Coventry City Council) to Coombe Country Park in the future, at a substantially reduced cost and disruption.</p>

Statutory body / local authority issue	Applicant's Response
	<p>Such a route would connect with committed and proposed future active travel schemes within Coventry and Warwickshire local authority areas.</p> <p>The Applicant therefore does not consider the additional points added to this wording as potential main issues for the examination, and therefore this has not been included in the PMIE table (Table 2-1).</p>
<p>Hospital link road provision. <i>Providing a hospital link road is not in the scope of Scheme, but this has come up at consultation from members of the public and stakeholders. Active travel facilities along the link road connected to the wider network via the A46 would improve sustainable access to the hospital site. The proposed western roundabout has been designed to enable a future link road with University Hospital Coventry to be incorporated. Active travel facilities at this junction would be needed.</i></p>	<p>The future developer of the link road would be responsible for providing active travel provision along the link road.</p> <p>The Applicant therefore does not consider the additional points added to this wording as potential main issues for the examination and therefore this has not been included in the PMIE table.</p>
<p>Provision of modelling data and other data sharing processes to fully assess the impacts on the Key Route Network <i>Whilst the resultant information will unlikely effect the scheme in any way, TfWM would like to understand the wider impacts of this scheme going forward. So, the scope of the project should also capture any necessary local road issues impacting from the scheme and help highlight any wider mitigation requirements across our modes.</i></p>	<p>The Application is accompanied by a Transport Assessment (TR010066/APP/7.3) which provides an assessment of the wider traffic and transport impacts of the Scheme.</p> <p>Details of the modelling used is set out in Section 3 of the Transport Assessment (TR010066/APP/7.3).</p> <p>The Applicant therefore does not consider this a potential main issue for the examination.</p>