



TR010066 - A46 Coventry Junctions (Walsgrave) Project

Local Impact Report

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1. Introduction

- 1.1 The scheme is a Nationally Significant Infrastructure Project that relates to the Walsgrave Junction of the A46 east of Coventry which connects the M1, M6 and the M69 with the M5.
- 1.2 The scheme is listed as a committed scheme within the Road Investment Strategy 2 (RIS2) published in 2020.
- 1.3 The key objectives of the scheme are to improve the flow of traffic and improve highway safety along the A46. Following improvements to the Tollbar End Junction and Binley Junction of the A46 the Walsgrave junction (the only junction that is at grade) creates a pinch point for traffic and reduces the benefits from the other junction improvements.
- 1.4 The Council considers that the full scheme details are appropriately set out in the Environmental Statement (ES) Chapter 2 – The scheme (APP-024 of the examination library).
- 1.5 Chapter 2 of the ES also correctly highlights the most sensitive receptors to the scheme those most notable to the Council being as follows: -
 - Residential – Hungerley Hall Farm
 - Ecological – Coombe Pool SSSI
 - Hydrological – Smite Brook
 - Cultural – Hungerley Hall Farm (grade II listed building), Coombe Abbey (grade II* Listed Building and Coombe Abbey Registered Park and Garden/Conservation Area
 - Traffic and Transport – Clifford Bridge Road

2. Structure of the Local Impact Report

- 2.1 Unless otherwise specified, the LIR only relates to the proposed development insofar as it affects the administrative area of Coventry City Council (CCC). It should be noted that the development sits within both CCC, Rugby Borough Council (RBC) and Warwickshire County Council's (WCC) jurisdictions.
- 2.2 This LIR has been prepared to highlight the ways in which the proposed development will affect the locality and local communities and the associated impacts. It is not intended as a precise technical document – the application is accompanied by a great deal of technical information from the applicant – but as a broad overview of the likely issues (positive, negative and neutral) that might arise from the proposed development.
- 2.3 The LIR is intended as a factual document and does not attempt to come to a conclusion on the acceptability of the proposals. It does, however, seek to identify where there is compliance (or conversely where there is a tension or conflict) with national but, in particular, local plan policy, and to distinguish between matters that are of most potential impact and those that are either temporary or less significant in the longer term
- 2.4 CCC have agreed a Statement of Common Ground with the applicant which further explains elements of the proposed development which are being discussed with the applicant.

3. Relevant Planning History

- 3.1 There are no major applications or other applications of any relevance that would need to be taken into account by the applicant within Coventry that would have a significant impact on this development or need to be taken account of in terms of accumulation.
- 3.2 The applicant has highlighted two shortlisted developments within Figure 15.1 of the ES those being within Rugby's jurisdiction and CCC would agree that these right to have been included.
- 3.3 The only significant development that would be an accumulation within Coventry's administrative boundary has yet to come to fruition and is that of the housing allocation within the Local Plan which is highlighted within the policy summary in section 4 of this report. Any impact of that development, which is potentially is being unlocked by these works, would need to be justified and mitigated against separately as and when an application is made.

4. Policy Context

- 4.1 Whilst the National Policy Statement for National Networks (NPS NN) is the primary policy document which will be used by the Examining Authority to assess the Scheme, it is also necessary to have regard to the provisions of the National Planning Policy Framework (NPPF) and Coventry's Local Plan 2017 and emerging Local Plan.
- 4.2 The National Planning Policy Framework⁵ (NPPF) was first published in 2012 and updated in 2018, 2019, 2021, and 2023. Paragraph 5 of the NPPF states that the document does not contain specific policies for NSIPs. These are to be determined in accordance with the decision-making framework set out in the Planning Act and relevant National Policy Statements (NPS) for nationally significant infrastructure, as well as any other matters that are considered both important and relevant (which may include the NPPF).
- 4.3 Whilst the NPPF isn't used to determine DCO applications, there are elements which relate to various aspects of the A46 scheme, such as Transport, Natural Environment, Historic Environment, and Climate Change. The NPPF advocates partnership working between local authorities and highway authorities so that strategies and investments for supporting sustainable transport and development patterns are aligned.
- 4.4 In terms of the economy, the NPPF indicates that planning policies should seek to address potential barriers to investment, such as inadequate infrastructure or a poor environment.
- 4.5 National Planning Policy Guidance (NPPG) provides more detailed guidance to support policies in the NPPF. The following matters are covered by NPPG and are considered relevant to the A46:
 - Air quality
 - Noise
 - Biodiversity Net Gain
 - Climate Change
 - Design
 - EIA
 - Flood risk
 - Healthy and Safe Communities
 - Historic Environment
 - Minerals • Natural Environment
 - Open Space and public rights of way
 - Transport evidence bases in plan making and decision taking.
 - Tree preservation areas and trees in conservation areas

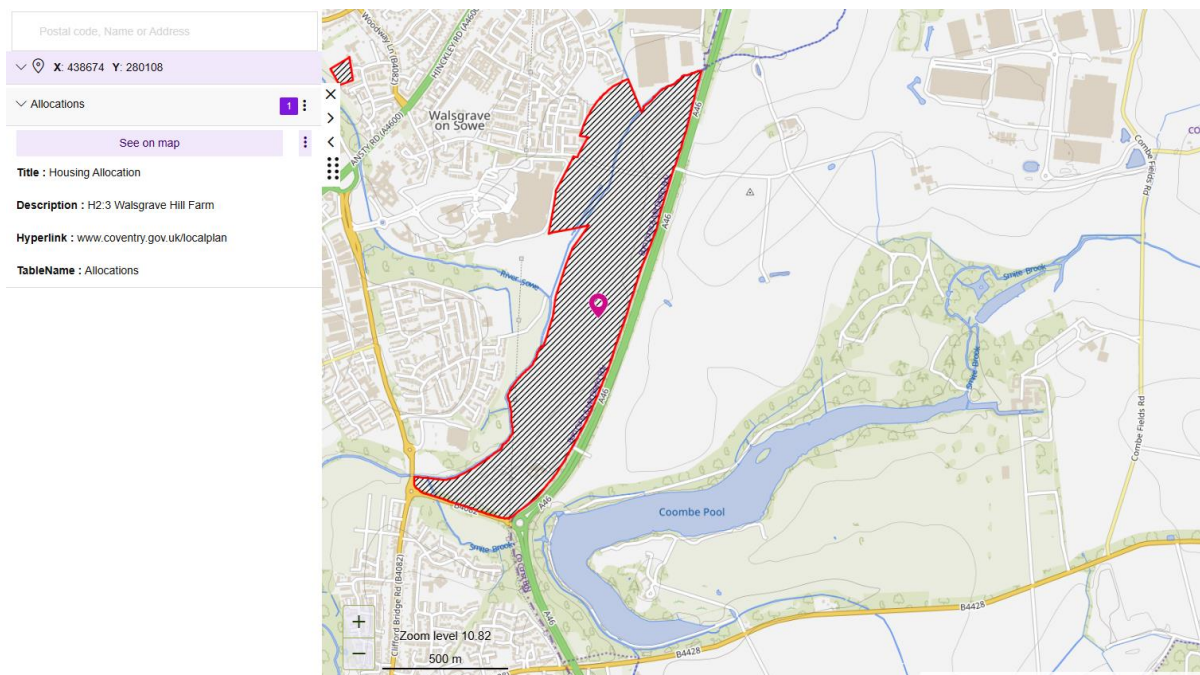
- 4.6 The current local policy is provided within the Coventry Local Plan 2017, which was adopted by Coventry City Council on 6th December 2017. The relevant local plan policies have been set out below

| Relevant LP Policy | Summary of relevant aspects of the policies |
|--|--|
| DS1: Overall Development Needs | Sets out the levels of housing, employment and retail development that will be planned for and provided along with supporting infrastructure and environmental enhancements – The provision includes min 24,600 additional homes and a min of 128ha of employment land within the city's administrative boundary |
| DS2: Duty to co-operate | Sets out the commitment to work with neighbouring authorities to deliver the development needs from policy DS1 |
| DS3: Sustainable Development Policy | The Council will take a positive approach that reflects the presumption in favour of sustainable development and look to improve the economic, social and environmental conditions in the area |
| JE1: Overall, Economy and Employment Strategy | This sets out that Council will look to support the provision of new infrastructure that supports sustainable economic growth and job creation to which these works would ultimately do. |
| Policy H2: Housing Allocations | Housing allocation H2:3 Walsgrave Hill Farm, for up to 900 dwellings, sits adjacent to the A46 and covers the area to which part of the junction works sit. These works although will not physically provide access into the allocation will potentially provide the infrastructure and means of access to unlock the allocation. The allocation can be seen in figure 4.6.1 below |
| GB1: Green Belt and Local Green Space | The land west of the allocation and to the South of the B4082 are identified a local green space with this policy setting out that only small structures and buildings which are ancillary to the primary use of the land may be acceptable and other development will not be permitted unless very special circumstances are demonstrated. |
| GE1: Green Infrastructure | Sets out Coventry's stance on protecting existing green infrastructure and making provision for new. |
| GE2: Green Space | Sets out that development involving the loss of green space that is of value for amenity, recreational, outdoor sports and or community use will not be permitted unless specifically identified as part of a strategic land use allocation. |
| GE3: Biodiversity, Geological, Landscape and Archaeological Conservation | Indicates that SSSI's, LNR's, Ancient Woodlands, Local Wildlife and Geological Sites will be protected and enhanced and that development proposals will be expected to ensure that they let to a net gain in biodiversity, where appropriate. Mitigation will be key where gain is not achieved. Biodiversity will be encouraged particularly in areas of deficiency, in |

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| | areas of development and sustainable urban extensions, and along wildlife corridor |
| GE4: Tree Protection | This sets out that any development will be looked at positively provided there is no unacceptable loss, or damage to existing trees or woodlands and any loss should be supported by a tree survey |
| DE1: Ensuring High Quality Design | This policy sets out the key principles of design for developments in the aim that proposals respect and enhance their surroundings and positively contribute towards the local identity and character of the area. |
| HE2: Conservation and Heritage Assets | Sets out that proposals will be supported where they conserve and, where appropriate, enhance those aspects of the historic environment which are recognised as being of special historic, archaeological, architectural, artistic, landscape or townscape significance. The heritage assets relevant in this case are Listed Buildings, Conservation Areas and Registered Park and Gardens. |
| AC2: Road Network | Sets out that new development proposals which are predicted to have a negative impact on the capacity and/or safety of the highway network should mitigate and manage the traffic growth which they are predicted to generate to ensure that they do not cause un |
| AC4: Walking and Cycling | Development proposals should incorporate appropriate safe and convenient access to walking and cycling routes. Where these links do not exist, new and upgraded routes will be required and these must appropriately link into established networks to ensure that routes are continuous |
| EM1: Planning for Climate Change Adaptation | This sets out that all development is required to be designed to be resilient to, and adapt to the future impacts of, climate change using such measures as minimising vulnerability to flood risk by locating development in areas of low flood risk and including mitigation measures including SUDS |
| EM4: Flood Risk Management | Sets out that all developments must be assessed in respect of the level of flood risk from all sources and that all opportunities to reduce flood risk in the surrounding area must be taken, including creating additional flood storage. |
| EM5: Sustainable Drainage Systems (SuDs) | All development must apply SuDs and should ensure that surface water runoff is managed as close to its source as possible. The long-term maintenance arrangements for all SuDS must be agreed with the relevant risk management authority. |
| EM7: Air Quality | This policy sets out that major development schemes will require the submission of an air quality |

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|-------------------------------------|---|
| | assessment as they may lead to a significant deterioration in local air quality resulting in unacceptable effects on human health, local amenity or the natural environment. |
| EM9: Safeguarding Mineral Resources | This site sits within a mineral safeguarding area for sand and gravel. Where developments are proposed in these areas, the application needs to acknowledge the presence of these mineral reserve |

Figure 4.6.1 – Housing Allocation H2:3



4.7 Local Plan review is currently at Reg 19 consultation. Relevant emerging policy relating to this application are listed below. A summary hasn't been provided as these policies hold little weight at present. As you will see from the list below there are similar policies to that of the Local Plan which have been updated. For instance, policy GE3: Biodiversity now includes the requirement for 10% gain to bring it in line with national requirements. Other relevant policies have been updated to reflect latest national, regional and local policy and guidance for example prioritising walking, cycling and sustainable modes of travel. The housing allocation H2:3 is still included in the emerging local plan.

- Policy DS1: Overall Development Needs
- Policy DS3: Sustainable Development Policy
- Policy H2: Housing Allocations
- Policy GB1: Green Belt and Local Green Space
- Policy GE1 Green Infrastructure
- Policy GE3: Biodiversity, Geological, Landscape and Archaeological Conservation
- Policy GE4: Tree Protection

- Policy DE1 Ensuring High Quality Design
- Policy HE2: Conservation and Heritage Assets
- Policy AC2: Road Network
- Policy AC3: Demand Management
- Policy AC4: Walking and Cycling
- Policy EM1: Planning for Climate Change Adaptation
- Policy EM3 Renewable Energy Generation
- Policy EM4 Flood Risk Management
- Policy EM5 Sustainable Drainage Systems (SuDS)
- Policy EM7 Air Quality
- Policy IM1: Developer Contributions for Infrastructure

5. Landscape and Visual

- 5.1 The landscape visual assessment provided within the ES chapter 7 (APP-029) and the viewpoint photography and photomontages/visualisations (APP-050 & APP-051) have shown there to be some adverse effects of the development upon the landscape and visual appearance especially from Hungerley Hall Farm.
- 5.2 The views of the A45 at present, although adjacent, are limited from Hungerley Hall Farm due to the A45 road being within a cutting and the existing landscaping running alongside. However, the introduction of the new access road alongside the A45, at a higher level, via the new grade separated junction towards the B4082 would completely alter that visual outlook especially in the early stages of its use resulting in a negative appearance.
- 5.3 There is landscaping proposed to mitigate this negative impact in the form of mixed woodland between Hungerley Hall Farm and the new access road which overtime would result in views of a landscaping buffer and therefore improved outlook. The new landscaping would remove the element of openness once enjoyed and whilst the landscaping, once matured, would result in a much-reduced adverse impact it would nonetheless still, in the view of the council, be a **negative** impact from this viewpoint.
- 5.4 It is clear from this that the landscaping scheme and its management is key to the scheme as mitigation which also rolls into other following topics discussed within this report.
- 5.5 The land within CCC administrative boundary is not allocated as Green Belt but we are aware that the land opposite within RBC boundary is. As a Council we will not comment on the Green Belt aspect and leave that to RBC.
- 5.6 In respect to the other viewpoints the impact will be neutral due to the existing landscaping and lie of the land which the works would not be visible from. The Council agree within the conclusions of the assessment and as a whole bar the views immediately adjacent to the works once the associated landscaping has matured would be of a **neutral** impact on the landscape.

6. Heritage and Conservation

- 6.1 As highlighted in paragraph 1.5 of this report Hungerley Hall Farm (grade II listed building), Coombe Abbey (grade II* Listed Building and Coombe Abbey Registered Park and Garden/Conservation Area are located in close proximity to the development and therefore will be impacted upon.
- 6.2 The impact upon the Grade II Listed Building, Hungerley Hall Farm and its setting has been set out within Chapter 6 of the ES (APP-28) and the opinion of the Council's Conservation Officer shared within CCC's relevant representations (RR-013).
- 6.3 It was acknowledged that overall, it is considered the level of harm to the setting of the farm complex to be moderate, but with mitigation measures in the form of a landscaping scheme this level is reduced to minor less than substantial harm. Again, there is a big emphasis on the landscaping scheme and its management to ensure that the impact overtime is reduced. It is also important to consider mitigation measures in regard to noise and vibration on the impact of the listed building. The local impact in terms of the impact on the listed building is considered to be **negative**.
- 6.4 The Coombe Abbey Registered Park and Garden is the next closest heritage asset to the junction works but located within the administrative boundary of RBC. It is however the opinion of CCC that the majority of the works that see new infrastructure in the form of the grade separated junction and associated roundabouts are located further along the A46 where Coombe Park starts to pull away from the A46 therefore reducing any impact on the park itself and its setting.

Archaeology

- 6.5 With regards to archaeology again the opinions of the Council's archaeologist were given within CCC's relevant representations (RR—013) which stated that a series of work has been conducted to assess the archaeological potential of site and has uncovered limited archaeological remains. It is considered of low potential that further archaeological remains will be uncovered however it is important that the identified mitigations and monitoring as set out in APP/6.5 are adhered to. It is therefore considered the impact of the development on archaeology to be **neutral**.

7. Biodiversity

- 7.1 The Environmental Masterplan that has been provided as part of the ES (APP-043) which appears to have maximised habitat creation where possible.
- 7.2 The ES Appendix 8.1, Biodiversity Net Gain Report (APP-076) details the Biodiversity Net Gain calculations undertaken for the Scheme, based upon the Environmental Masterplan stated above. The Council agree with the methodology and the calculations provided which shows there to be over a 10% biodiversity net gain, which has to be seen as a positive from the works.
- 7.3 The ES chapter 8 on Biodiversity (APP-30) includes the assessment to determine any potential likely significant effects of the scheme upon Biodiversity both during construction and operation. The Council agree with the assessment but as per the Relevant Representations (RR-013) want to highlight paragraph 8.6.5 and 8.6.6 which indicate that the results of the Preliminary Ecological Appraisal should be reviewed prior to construction to identify areas where protected species have previously been recorded 'likely absent' from suitable habitats that maybe directly impacted and therefore may require re-surveying to ensure the species is still absent. This would help reduce any potential impacts.
- 7.4 The ES chapter 8 continues to present the mitigation and enhancements that the scheme would deliver. The creation of drainage features, hedgerows, lines of trees, species-rich grassland, woodland and scrub habitats along the Scheme (including the existing Walsgrave roundabout) would create more foraging habitat for birds, bats, badgers, hedgehogs and polecats. As such, the creation of these areas would be seen as a **positive** impact upon the local area.
- 7.5 The emphasis on whether the impact would be indeed an infinite positive would be on the management of the landscaping post development and also the management of the development through the construction process.

8. Flooding and Drainage

- 8.1 The submitted flood risk assessment within the ES appendix 13.1 (AS-012) evaluates the risk of flooding and its relevant impacts as a result of the scheme. The flood risk assessment includes reference to the Coombe Pool Flood Mitigation scheme.
- 8.2 The FRA concludes that the Scheme will be safe for its lifetime and will not increase flood risk elsewhere. This is achieved through:
- ensuring the A46 southbound embankment remains set above the 1% plus climate change flood level
 - improvements to the structure of the A46 southbound embankment to enable it to act as a secondary defence
 - inclusion of SuDS to manage the surface water runoff from the additional areas of hardstanding.
 - Not increasing flood risk within Flood Zone 3b with no requirement for floodplain compensation
- 8.3 With regards to the findings of the flood risk assessment the Council is satisfied for all elements other than the assessment of residual risk associated with the failure of the Coombe Pool reservoir to which further discussions are still on going.
- 8.4 With regards to the Reservoir Flood Risk, National Planning Policy is clear that flood risk should not be increased elsewhere. Flooding from all sources is a material consideration and it is noted that circa 500 properties are identified as being at risk during the wet day scenario within the Reservoir Flood model albeit, risk is cited as residual. The earthwork embankment between the A46 and Coombe Pool is being reduced in height and the impact on residual risk needs to be understood to avoid sole reliance upon emergency plans without a clear understanding of the impact on risk and if further residual risk measures are needed. The Council understands the adverse effect on National Security and Public Safety concern in releasing the Reservoir Flood Model for use, however the Council have written to the Environment Agency Deputy Director – Environmental Assessment and Reservoir Regulation to request the release of the model under a confidentiality agreement to National Highways and their consultants to allow their better understanding of any change in risk. The Council understands that this process is in progress.
- 8.5 The Council had highlighted, during discussions with the applicant, some concern with the height of the embankment at the location of the Smite Brook culvert under the A46. Following this the applicant provided a cross section on the 25th April 2025 which showed a greater proportion of the bund remaining than was initial understood by CCC.

The section shows over half the bund height above the culvert soffit being retained. The section shows the top of the bund will be 3.993m above the culvert soffit, as currently the bund is 6.337m high, which places the proposed bund 0.827m higher than the current halfway point. The halfway point is the critical level that was discussed with the applicant and is substantially above the flood levels observed by the Council (Jan 2024 and Jan 2025). This plan has provided comfort to the Local Lead Flood Authority Officer of the Council.

- 8.6 With regards to the principle of the location of the proposed balancing ponds the Council are satisfied and acknowledge that there will further discussions with the applicant during the detailed design stage to refine the design detail and ensure maintenance access is accommodated. If the details are satisfactory and the further discussions ascertain a better understanding of any change in risk the impact will overall be **netural**

9. Noise and Vibration

- 9.1 Chapter 11 of the ES, Noise and Vibration, assesses the impact of the construction and operation of the development upon residential and non-residential receptors.
- 9.2 The conclusion of the assessment is that in regard to construction noise is that adverse impacts would occur without mitigation at some of the receptors closest to the construction works. Suitable means of minimising the potential for significant adverse have been highlighted including the provision of temporary acoustic barriers.
- 9.3 The noise impact from construction works is considered to constitute a **negative** impact. However, this is temporary and would cease upon completion of construction. It is noted that the project is likely to take a significant number of years.
- 9.4 In regard to the operational noise the assessment includes embedded mitigation in the form of a low noise surface along high-speed sections of the Scheme. The assessment of operational noise demonstrates that there are no significant adverse noise effects expected due to changes in road traffic noise. There are no acoustic barriers recommended or identified as part of the scheme although the access slip road will be moved closer to a residential receptor of Hungerley Hall Farm.
- 9.5 The use of a low noise surface combined with improving the flow of traffic which at present is consistently congested at this section of the A46 and the Clifford Bridge Road junction would improve the existing noise levels and with other aspects of mitigation related to other topics within the report the impact although negative would be reduced to an extent which depending on road conditions could be acceptable. For this reason, the Council would agree with the findings of the assessment in regard to noise which would result in a **neutral** impact.
- 9.6 The anticipated vibration from the construction of the junction works is anticipated to have no significant adverse effect at any vibration-sensitive receptor where mitigation is implemented. The mitigation is given in the first iteration of the EMP (APP 6.5).
- 9.7 It is welcomed that vibrations created by compaction works (or other construction work types with high vibration emissions) which occur within approximately 10m of the Listed structures at Hungerley Hall Farm have been highlighted as to be designed so that vibration emissions are sufficiently limited at this location, and vibration monitoring shall be undertaken where necessary. This has taken into

consideration the Listed Building and whilst again similar to the noise aspect the construction works would constitute a negative impact this would be temporary for the duration of the works.

10. Transport and Traffic

- 10.1. Coventry City Council, CCC, welcomes this Scheme going forward for a Development Consent Order, DCO, as our view remains that an all-movements junction is essential at this location. The proposed design will maximise access to the A46, and the wider Strategic Road Network, from northeast Coventry without putting undue pressure on the local road network, on the A428 / A46 Binley Junction and on the M6 Junction 2.
- 10.2 During the development, consultation and progression through the Development Consent Order process several issues have been discussed and agreed to ascertain the Local Impact of the scheme in terms of Highway and Transport. These areas include:

Traffic Modelling

- 10.3 Modelling carried out, by National Highways, NH, during the progression of the feasibility design aligned to modelling and assumptions made by CCC. Namely that overall, the scheme draws local traffic on to the more appropriate Strategic Route Network. Increases can be seen on several Coventry links; however, these are not seen as significant and overall, the modelling shows a **positive** impact on traffic in the area.
- 10.4 During the modelling CCC has brought to the attention of NH's consultants a large business campus and freight distribution planning application, being made in Rugby, which has access just off M6 Junction 2. The application will introduce a large amount of traffic onto the Strategic and Local road networks. At the time of the modelling the site did not have any status, and it was not possible to include the site in the modelling. As of May 2025, the scheme now has a resolution to grant permission, subject to being called in by Secretary of State. As such the site will need to be included in the modelling being used for the detail design. The increase in traffic will further strengthen the need for the Walsgrave improvement, therefore this has been assessed as having a **neutral** impact.

Accessibility and Integration

- 10.5 CCC are actively seeking to provide active and sustainable travel routes across the Eastern Bypass in this location. Despite it no longer being needed NH has agreed to retain the Hungerley Hall Farm accommodation overbridge as part of the Scheme, and will continue to maintain the asset, until such time CCC and colleagues at Warwickshire can agree and develop an active travel route, linking

Coventry to Coombe Country Park. The retention of the bridge is seen as a **positive** impact.

- 10.6 CCC's current thoughts on the active travel link would be for it to link to the nearby Binley Cycle route. The Council has supplied the Inquiry and indicative route for the link. To enable these future works NH has agreed to undertake additional earth works to provide widening of the verge along the new section of the B4082 and dedicated a small area of land to the Council, to facilitate the future provision of an LTN 1/20 compliant route. This is seen as a **positive** impact of the scheme.
- 10.7 During the progression of the scheme CCC raised concerns that the final design must cater for a range of public transport uses. Since the consultation response CCC has continued to work with NH and we are content that the current design is suitable for public transport including the future development of the Coventry Very Light Rail scheme. This is seen as a **neutral** impact of the scheme.

Design

- 10.8 The design of the western roundabout, as per discussions with CCC, is sufficiently large to facilitate the construction of an additional arm that could provide access to both the proposed Walsgrave Hill development, an allocated site within the Coventry Local Plan, and an access to the University Hospital Coventry and Warwickshire. In CCC's view, it is essential that this access is allowed for in the Scheme design to facilitate the allocated development as well as improving the accessibility of the hospital.
- 10.9 The access to the University Hospital Coventry and Warwickshire remains one of the key issues for the Council's Members, local residents and the hospital itself. NH has committed to continue to work with the Council and the Developers is noted and we hope that more detailed plans will be available as the detailed design progresses. This is seen as a **neutral** impact of the scheme.

Construction Traffic

- 10.10 The Construction Environmental Management Plan has yet to be produced for the scheme, but CCC expects there will be a detrimental impact to network performance of the Strategic and Local Road Networks at various stages of the schemes construction.
- 10.11 During the construction period it is expected that journey times around the area will be negatively impacted. We will work with NH during these periods to ensure that the Traffic Management is appropriate but feel this will be a necessary **negative** impact of the scheme.

Clifford Bridge Road

- 10.12 The B4082 as it connects to Coventry's Local Network continues North and South as Clifford Bridge Road. To the North Clifford Bridge Road serves as a route to residential areas and is the direct access for a food retail development and the University Hospital Coventry and Warwickshire. This part of the network is very busy particularly in peak periods, experiencing congestion and delays.
- 10.13 Although the issues being experienced on Clifford Bridge Road are not because of the proposed junction improvement nor will it be exacerbated by its implementation. However, it is going to have to be carefully considered when creating the traffic management plan for the construction period.
- 10.14 As mentioned in paragraph 10.9, the only access to the University Hospital Coventry and Warwickshire, is on Clifford Bridge Road. The congestion on the Local Network and internally to the hospital itself, remains one of the key issues for the Council's Members, local residents and the hospital.
- 10.15 Subject to well design traffic management it is hoped this will be a **neutral** impact of the scheme's construction.

11. Air Quality

- 11.1 Coventry City Council designated the City area as an air quality management area (AQMA) from 1st November 2009 due to elevated, yearly levels of nitrogen dioxide (NO₂). Figure 11.1.1 shows the extent of the Coventry AQMA, which reflects the cities administrative boundary.

Figure 11.1.1 Coventry AQMA



- 11.2 While levels of particulate matter (PM₁₀) in Coventry do not breach Air Quality Objectives it is acknowledged that fine particulate matter levels have a significant impact on health across the City. Around 1 in 20 deaths in Coventry can be attributed to concentrations accounting for 168 deaths (over 25s) and 1882 associated life-years lost in 2010. For the purpose of improving air quality and health impacts in Coventry an air quality SPD was produced in August 2019 concerned with achieving and maintaining compliance with the National Air Quality Objectives and with improving air quality further, particularly with respect to particulate concentrations.
- 11.3 Chapter 5 of the ES (APP-27) on Air Quality has assessed the impact of the construction and operation of the proposed works. It is concluded as predicted that there would be a 'large' dust risk potential during the construction phase of the scheme with the receiving environment sensitivity being 'high'. There are mitigation measures being included in the scheme to suppress this impact. The assessment

concluded that the impact of construction dust is unlikely to trigger a significant air quality effect, but nonetheless there would be an impact which would be a negative local impact at the construction phase.

- 11.4 The chapter continued to conclude that following a detailed and verified air quality modelling exercise which included 94 discrete sensitive receptors, the modelling has demonstrated that the air quality objectives for NO₂ and PM₁₀ are not predicted to be exceeded both without and with the Scheme in the opening year (2028). As such, there will be no likely significant air quality effect for human health. The Council agree with the assessment undertaken. Improving the flow of the A46 and removing the constant congestion at this junction would improve the air quality. This improvement to the A46 junction would reduce the amount of users diverting from it and driving through Coventry to avoid any congestion which in itself would improve Air Quality for the City. It is seen by Coventry City Council that the operational local impact on Air Quality would be a **Neutral** Impact.

12. Summary

- 12.1 CCC welcome this development as it will significantly improve traffic flows at this key junction on the A46 relieving congestion and improving accessibility from Junction 2 of the M6 along the A46 to the M5, M40 and M42.
- 12.2 These works are the final piece of the jigsaw to the A46 improvements which have already seen two other junctions improved. The works won't just improve the flow of traffic but would potentially provide an opportunity to unlock a housing allocation, H2:3 of the Coventry Local Plan and in turn provide potentially a much-needed blue light access to and from the Coventry and Warwickshire University Hospital.
- 12.3 There are varying local impacts created by the works which vary across the differing topics explored in the ES and would differ throughout the different stages of the works. A summary of those impacts has been given in the table below which include the numerous elements of mitigation proposed.

| ES Chapter | Stage of Works | Impact |
|---------------------------|------------------------------|----------------------|
| Landscape Visual | Construction Operational | Negative Neutral |
| Heritage and Conservation | Construction Operational | Negative Negative |
| Biodiversity | Construction Operational | Neutral Positive |
| Drainage and Flooding | Construction Operational | Neutral Neutral |
| Noise and Vibration | Construction Operational | Negative Neutral |
| Transport and Traffic | Construction Operational | Negative Positive |
| Air Quality | Construction Operational. | Negative Neutral |