A46 Coventry Junctions (Walsgrave)
Scheme Number: TR010066

8.20 Applicant's Responses to the Examining Authority's First Written Questions

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

APPLICANT'S RESPONSES TO THE EXAMINING AUTHORITY'S FIRST WRITTEN QUESTIONS

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1. Introduction

1.1. Purpose of this document

1.1.1. The Development Consent Order (DCO) application for the A46 Coventry Junctions (Walsgrave) Scheme (the "Scheme") was submitted by National Highways (the "Applicant") to the Secretary of State for Transport via the Planning Inspectorate on 14 November 2024 and accepted for Examination on 12 December 2024.

1.1.2. This document has been prepared by the Applicant to set out its responses to the Examining Authority's (ExA) First Written Questions (ExQ1) issued on 10 June 2025 (**PD-008**). This document is submitted at Deadline 3 (24 June 2025) of the Examination.

2. Applicant's responses to the Examining Authority's First Written Questions (ExQ1)

Ref no.	Question to	ExA's Questions	Applicant's Response
General and cross-topic			
GC.1.1	The Applicant	**Register of Environmental Actions and Commitments [APP-110] – G1** Should highway authorities be consulted on this framework as it includes commitments such as G4 covering traffic management plans and other commitments that may require the views of the highway authorities.?	The Applicant considers that the commitment in paragraph 11(1) of Schedule 2 of the draft DCO (**REP1-002**) to consult the relevant highway authority in relation to the production of a traffic management plan is appropriate and sufficient. Paragraph 11(2) commits the Applicant to ensuring that the traffic management plan is substantially in accordance with the Outline Traffic Management Plan (**REP1-014**) and that it reflects the relevant mitigation measures set out in the REAC (**APP-110**). These controls are sufficient to ensure that the relevant highway authority has an appropriate and proportionate consulting role in relation to the commitments set out in the REAC (**APP-110**).
GC.1.2	All interested parties	**Maintenance arrangements for the proposed woodland planting area chosen for ecological mitigation** Coventry City Council in their summary of Issue Specific Hearing 1 [REP1-037] state that the City Council's Parks and Open Spaces Team will be responsible for the maintenance of the woodland area. IPs are invited to comment on (i) the maintenance arrangements for the proposed woodland mitigation area and (ii) the proposal that access for maintenance would be provided via the Hungerley Hall Farm accommodation overbridge.	The Applicant welcomes the commitment from Coventry City Council to maintain the woodland area next to Coombe Abbey Park. The Applicant will be able to transfer the title once it has acquired the site and the works are complete. The Applicant will continue to consult with Coventry City Council about the maintenance requirements in accordance with Requirement 4 of the draft DCO (**REP1-002**), and in particular the Landscape and Ecology Management Plan of the Second Iteration EMP. As the Scheme is also located within Warwickshire County Council, joint Local Authority meetings will be arranged by the Applicant through the detailed design stage to discuss and agree maintenance boundaries and any agreements deemed necessary for cross border works.

Ref no.	Question to	ExA's Questions	Applicant's Response
		(Refer (i) to paragraphs 2.5.127. and 2.5.128. of ES Chapter 2 [APP-024], (ii) Sheet 2 of 5 on ES Figure 2.4 (Environmental Masterplan) [APP-043]; and (iii) [REP1-039] (Annex A to Issue Specific Hearing 1 - Indicative Cycle route)).	
GC.1.3	All interested parties	**Use of an existing compound** ES Chapter 2 [APP-024] paragraphs 2.6.10 – 2.6.20 refer to the use of an existing compound at Brinklow Road, which is not included within the order limits as it has been secured under a Town and Country Planning Act permission as it was previously used for the adjacent Binley Junctions upgrade (non DCO project). ES Chapter 4 [APP-026] paragraph 4.6.2 states that the use of this compound, including traffic movements, is considered as part of the baseline due to the existing permission. The Inspectorate provided draft document comments on this matter, to which the applicant has responded [APP-130] to provide additional information. IPs are invited to comment on any anticipated implications of the use of this compound and exclusion from the order limits, and consideration of the compound within the baseline data.	
GC.1.4	All interested parties	**Assessment of diversion routes** The ES notes throughout [APP-024][APP-027][APP-134] that temporary closures and diversions are required during construction, typically during night times or	

Ref no.	Question to	ExA's Questions	Applicant's Response
		weekends. The ES does not specifically include an assessment of these diversions during construction, however, provides a justification for this as follows: • The overall duration of construction works does not exceed the 24-month threshold for assessment stated within the Design Manual for Roads and Bridges • The closures are generally short term e.g. overnight / weekend, and a specified short diversion route, which is the existing diversion in the event of a planned or emergency closure of the current A46 / B4082, is given. • Diversion routes are on the Affected Road Network so may form part of the assessment • In the event that the construction period does over run beyond 24 months, the ES gives the anticipated traffic movements from the appointed contractor, which are shown to not meet the relevant vehicle movement thresholds of the DMRB (APP-027 paragraphs 5.5.9 – 5.5.13). IPs are invited to comment on any concerns noted with the applicant's assessment of diversion routes.	
AQ.1.1	The Applicant, Coventry City Council and Rugby Borough	**ES Ch.5 [APP-027] Paragraph 5.6.2** Is more recent data available and does this have any implications for	Both Coventry City Council and Rugby Borough Council were contacted on 12 June 2025 to request the latest available monitoring data. In response, on 12 June 2025, Coventry City Council provided their *2024 Air Quality Annual Status Report*, which includes monitoring data for year 2023. Data for 2023 were not

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	Council	the assessments and modelling undertaken?	available at the time of writing Environmental Statement (ES) Chapter 5 (Air Quality) (**APP-027**). Coventry confirmed that data for 2024 would not be available until the end of June 2025. However, for each of the relevant monitoring locations reported in Table 5-13, pages 30-31 of APP-027, the 2023 annual mean nitrogen dioxide (NO_2) levels provided by Coventry City Council are lower than the corresponding 2017-2022 levels, excluding the anomalous COVID-19 levels in 2020. Therefore, the monitored concentrations presented within ES Chapter 5 (Air Quality) (**APP-027**), and specifically the 2018 annual mean concentrations used in verifying the base year (2018) air quality model, represent a relatively conservative assessment of baseline air quality. Similarly, Rugby Borough Council responded on 12 June 2025, confirming that the latest available monitoring data are for 2023, as published in their *2024 Air Quality Annual Status Report*. Rugby also confirmed that data for 2024 would not be available until the end of June 2025 at the earliest. For each of the relevant monitoring locations reported in Table 5-14, page 32 of **APP-027**, the 2023 annual mean nitrogen dioxide (NO_2) levels provided by Rugby Borough Council are lower than the corresponding 2017-2022 levels. Therefore, the monitored concentrations presented within ES Chapter 5 (Air Quality) (**APP-027**), including the 2018 values used in verifying the base year air quality model, represent a relatively conservative assessment of baseline air quality. Annual mean NO_2 and particulate matter (PM_{10}) concentration data recorded at Defra's Automatic Urban and Rural Network (AURN) site, located at Binley Road, Coventry, were reported in Table 5-15, page 33 of ES Chapter 5 (Air Quality) (**APP-027)**. Data were reported up to and including 2023. The 2024 data for the Binley Road AURN site were sourced from Defra's UK AIR website on 13 June 2025 (https://uk-air.defra.gov.uk/data/data_selector), confirming that annual mean levels of both pollutants were lower in 2024 relative to years 2018-2023 inclusive. Overall, the most recent data available has confirmed a continued year-on-year improvement in local air quality at all relevant monitoring sites. This aligns with the air quality baseline summary provided in paragraphs 5.8.35 and 5.8.36, pages 39-40 of ES Chapter 5 (Air Quality) (**APP-027**). Based on the above review of the latest monitoring data, there are no implications for the air quality assessment and associated modelling undertaken for the Scheme. For clarity, the 2023 and 2024 data referenced above are appended at the end of this document (Appendix A) in an identical manner to the data presented in Tables 5-13, 5-14, and 5-15 of Chapter 5 (Air Quality) (**APP-027**).
AQ.1.2	Natural England,	**ES Ch.5 [APP-027] Paragraph**	

Ref no.	Question to	ExA's Questions	Applicant's Response
	Coventry City Council and Rugby Borough Council	**5.13.9** Do you agree with the conclusion "*there will be no significant effects in terms of air quality on human and ecological receptors as a result of the Scheme*." If not explain the points of difference with this conclusion.	
AQ.1.3	Natural England, Coventry City Council, Rugby Borough Council and any other Interested Parties	**Applicant's response to Rule 9 [PD1-016] – Paragraph 7.1.7** The Applicant's conclusion concerning the impact of the "*Interim Planning Guidance on the consideration of the Environment Act PM2.5 targets in planning decisions*" - published 4 October 2024 states; in conclusion that "if the interim planning guidance had been in place at the time of the original Scheme air quality assessment, there would be no material changes to the assessment outcomes." Do you agree? If not explain the points of difference with this conclusion.	
Alternatives			
AS.1.1	Environment Agency, Historic England, Natural England, Coventry City Council, Warwickshire County Council and Rugby Borough Council	**ES Ch.3 [APP-025] – Assessment of Alternatives** Do you agree with the assessments of alternatives set out in this chapter and the option selected for this application? If not set out any areas of disagreement.	

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Biodiversity, Ecology and Natural Environment (including Habitats Regulations Assessment (HRA))			
BY.1.1	The Applicant	**Consultation** Can you advise on the current status of ongoing consultations with the consultees listed in ES Table 8-4: Ongoing engagement [APP-030]? This table details ongoing engagement about a number of biodiversity matters with consultees including Natural England, the Environment Agency, Coventry City Council, Coventry City Council - Coombe Abbey Park Estate, and Warwickshire County Council. Table 8-4 contains several comments indicating that additional feedback and consultation with these organisations is needed.	The current status of ongoing consultations, for the consultees is included in Tables 8-4, with Natural England, the Environment Agency, Coventry City Council, Coventry City Council - Coombe Abbey Park Estate, and Warwickshire County Council. These are presented in the Statements of Common Ground (SoCG) submitted at Deadline 1 (**REP1-023, REP1-024, REP1-025**). These SoCG's provide a record of engagement tables including the engagement detailed within Table 8-4 of ES Chapter 8 (Biodiversity) (**APP-030**) and includes the engagement undertaken since submission. The Applicant is continuing discussions with these stakeholders on the matters listed in the SoCGs and intends to resubmit the SoCGs at Deadline 4.
BY.1.2	Natural England Environment Agency Coventry City Council Warwickshire County Council	**Assessment and mitigation** Do you agree with the applicant's conclusions regarding the likely significant effects on biodiversity arising from the Proposed Development? If you do, provide an explanation; if you do not, indicate the areas of disagreement with the findings and how this may influence the overall conclusions. (Refer to ES Section 8.11 Assessment of likely significant effects (both during construction and operation) [APP-030]). Do you consider the Applicants approach to the assessment and mitigation of biodiversity and nature conservation to comply with the relevant parts of the National Networks National Policy	

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		Statement?	
BY.1.3	The Applicant	**Design approach** Table 5-1 in section 5 (Scheme design process) of the Scheme Design Report [APP-135] summarises the advice of a design review panel. Recommendation 7. set out by the Design Panel states: "*7. ... As a national organisation, National Highways has the opportunity to set a strong precedent and provide guidance on how to respond to BNG requirements while celebrating its achievements.*" In their Relevant Representation [RR-012] the Environment Agency use an issue / impact / solution framework to expand on six concerns related to biodiversity / biodiversity net gain / Appendix A Register of Environmental Actions and Commitments. These are summarised as: 6.1 / Ref. 8.10.3 / Mitigation for otter has not been provided during the operation of the scheme, and risk of vehicle collision has not been considered; 6.1 / Ref. 8.8.104 / Light pollution/spill onto watercourses has the potential to exhibit changes in fish behaviour as a result of unnatural lighting, which can negatively impact migratory fish; 6.3 / Ref. 4.5.1 / No enhancements to watercourses within the scheme	The Applicant has responded to comments from the Environment Agency within the Applicant's Response to Relevant Representations (**REP1-021**) with the below responses: 6.1 / Ref. 8.10.3 – *"The purpose of ES Chapter 8 (Biodiversity) (**APP-030**) is to assess the impacts of the Scheme on ecological features. Mortality during operation would not be considered an impact of the Scheme, but rather an 'increase in mortality during operation' as the A46 carriageway is already present crossing Smite Brook. The A46 carriageway is already present and the Scheme includes no works which would alter the Smite Brook culverts including following mitigation for increases in surface water outlined as detailed in ES Chapter 13 (Road Drainage and the Water Environment) (**APP-035**), ES Appendix 13.1 (Flood Risk Assessment) (**AS-012**) and ES Appendix 13.6 (Drainage Strategy Report) (**APP-106**) (i.e. the culvert is not anticipated to become any less suitable for otter passage or to result in otters attempting to cross the A46 carriageway any more frequently than they may already). As such an increase in otter mortality is not considered an impact of the Scheme.* *As there is no identified impact upon otter with regards to increased mortality due to individuals crossing the A46 due to the Scheme there is no requirement to mitigate through provision of ledges within the culvert and/or mammal underpasses."* 6.1 / Ref 8.8.104 – *"Paragraph 8.8.105 within ES Chapter 8 (Biodiversity) (**APP-030**) discusses the baseline with regards to fish and only mentions an example of indirect impacts in explanation for scoping fish in. However, paragraph 8.8.105 ES Chapter 8 (Biodiversity) (**APP-030**) has been amended to add in impacts from light pollution as an example of indirect impacts, which will be submitted at Deadline 3. Further amendments have been made to the ES Chapter 8 (Biodiversity) (**APP-030**) to include the light pollution impacts on fish. Measures which would mitigate light disturbance impacts on fish already detailed within the Chapter as mitigation for other ecological features, include those within paragraph 8.10.7 of ES Chapter 8 (Biodiversity) (**APP-030**) and included in the First Iteration EMP (**APP-109**) and the EMP Appendix A REAC (**APP-110**). As such residual effects on fish due to the Scheme are assessed as neutral (not significant) in both the construction and operational phase."* 6.3 / Ref. 4.5.1 – *"As detailed within ES Appendix 8.1 (Biodiversity Net Gain Report) (**APP-076**) as a Nationally Significant Infrastructure Project (NSIP) submitting a DCO application in late 2024 the Scheme is not subject to mandatory BNG under the Environment Act 2021, which is due to come into force for NSIPs in November 2025* [The Applicant understands that mandatory BNG requirements are now not due to come into force until May 2026.]. *The Scheme is a*

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		under BNG have been proposed, the aim of BNG to make sure developments have a measurably positive impact on biodiversity; 6.5 / Ref. RD2 / Culverts have the potential to fragment habitats and reduces connectivity, making dispersal and commuting for some species difficult; 6.5 / Ref. RD10 / Biodiversity has not been considered with regards to the pond/detention basin; 6.5 / Ref. RD11 / Hard scour-protection will further add to artificial modifications within the watercourses. Artificial modifications reduce the availability of habitat for wildlife. Can you respond to each of these concerns by addressing each of the impacts identified by the agency and detail the practicality of any solution(s) put forward by the agency?	*transition scheme sitting within the Road Investment Strategy 2 (RIS2) period (2020 – 2025) and as such the Applicant has set a +10% BNG target for both area-based habitats and linear-hedgerow habitats. There is no target set by the Applicant regarding linear watercourse habitats.* *The Scheme will have no direct impacts on any features qualifying as watercourses under the Statutory Metric guidance (i.e. excluding ephemeral ditches). Impacts to watercourses (as considered under the Statutory Metric) and their riparian zones are limited to some temporary habitat loss and post-construction change in habitat in a small area of the Smite Brook riparian zone. The baseline and projected post-construction biodiversity units for linear watercourses have been calculated and presented within ES Appendix 8.1 (Biodiversity Net Gain Report) (**APP-076**), including accounting for the change in Smite Brook riparian zone, to provide a complete and transparent picture of the change in biodiversity due to the Scheme. The calculations evidence 'no net loss' to watercourses and as such are in support of no impacts.* *The Scheme includes enhancement to the wider water environment within the Order Limits, which lacks permanently wet standing water habitat prior to the Scheme, through creation of two permanently wet drainage ponds which would be planted with aquatic species, as shown on ES Figure 2.4 (Environmental Masterplan) (**APP-043**).“* 6.5 / Ref RD2 – *“The culvert is temporary to provide access to the construction satellite compound. The ditch which would be subject to temporary culverting is an ephemeral ditch, which only takes runoff from the highway and minor areas of overland flow from agricultural land. It is considered to only sporadically hold small amounts of water (e.g. after periods of heavy rainfall). As such it is not considered suitable for aquatic ecology including fish, water vole, otter and aquatic invertebrates.* *The culvert will be located at the headwaters of the ditch, immediately to the north of this is the A46, therefore there is no habitat upstream to maintain connectivity with.”* 6.5 / Ref. RD10 – *“The Applicant has incorporated enhancements, and these are detailed within Section 8.10 of ES Chapter 8 (Biodiversity) (**APP-030**) habitat creation would include two permanently wet drainage ponds which would be planted with aquatic species, as shown on ES Figure 2.4 (Environmental Masterplan) (**APP-043**). The northern pond will not be permanently wet, and therefore planting for aquatic species will not be provided.* *The ponds will consider biodiversity enhancements during the progression of detailed design.*”

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			6.5 / Ref RD11 - *"Scour protection may be required on new outfalls discharging road runoff from the Scheme. The outfalls from the Scheme are on small ordinary watercourses. Paragraph 6.2.9 of the ES Appendix 13.5 (Hydromorphological Report) (**APP-105**) states that scour protection will only be incorporated where necessary following the findings of a scour assessment. The scour assessment and subsequent design will be undertaken as part of the detailed design phase and seek to use green engineering methods where feasible.* *The Applicant notes the Environment Agency's comments and will engage with the Environment Agency / lead local flood authority (LLFA) as appropriate during the detailed design stage.* *The wording in the REAC (**APP-110**) (which is Appendix A of the First Iteration EMP (**APP-109**)) has been updated to better reflect what is noted in the Hydromorphology Report and will be submitted at Deadline 3."* Since submission at Deadline 1 a meeting was held with the Environment Agency to discuss scour protection and green engineering on 5 June 2025. The Applicant is continuing discussions with the Environment Agency on these matters and intends to resubmit an updated SoCGs at Deadline 4.
BY.1.4	The Applicant	**Bat licence** Paragraph 8.11.49 of ES Chapter 8 [APP-030] states that updated surveys will be undertaken in 2025 to confirm the presence of roosting bats. Have these surveys have been undertaken? And if so submit the results into the Examination?	The Applicant confirms that updated bat roost surveys are being undertaken in the summer season of 2025 (May to September) with updated hibernation surveys programmed to be undertaken in January and February 2026. The update surveys undertaken to date have identified no bat roosts. The Applicant intends to continue discussions with Natural England on the results of the bat surveys, which will continue after the end of the examination period. As the updated surveys will not be completed during the examination period, the Applicant does not intend to submit any further bat survey reports. The updated survey reports will be included as part of the Second Iteration Environmental Management Plan.
BY.1.5	The Applicant	**Barn Owl and Bat Boxes** Table 8-4: Ongoing engagement in ES Chapter 8 [APP-030] on page 38 of 154 refers to a draft legal agreement issued to Coventry City Council for the installation of barn owl boxes within Coombe Abbey Park and bat boxes in a location to be determined. Can you confirm the	The Applicant remains in discussions with Coventry City Council in relation to the installation of Barn Owl and Bat boxes. The locations of the boxes are yet to be determined.

Ref no.	Question to	ExA's Questions	Applicant's Response
		location of the Barn Owl and Bat boxes has been confirmed?	
BY.1.6	The Applicant	**Impacts on Sites of Special Scientific Interest** In their Written Representation [REP1-035] Natural England use a red / amber / green status to highlight areas with significant issues. In Part II of their Written Representation, Natural England raise the following 'amber' status concerns: NE2 / Coombe Pool Habitat loss / we remain unclear of the mitigation measures in regard to prevention of impacts from the environmental flood bund works on the SSSI, especially in regard to surface water pollution; NE2 / Coombe Pool Habitat loss / we have not seen or found any reference to a construction environmental management plan. Further clarification and information should be provided; NE2 / Coombe Pool Habitat loss / We also would like to see further details on the woodland creation proposals; NE4 / Noise, light, vibration impacts on Coombe Pool / Further information needs to be provided on different mitigation options and how these different options will affect noise levels within the SSSI both during the construction stage and the operational stage; NE4 / Noise, light, vibration	Responses have been provided to Natural England in document 8.17 Applicant's Responses to Written Representations (**REP2-006**) submitted at Deadline 3. These responses are also summarised below. NE2 - "*the mitigation measures in regard to prevention of impacts from the environmental flood bund works on the SSSI, especially in regard to surface water pollution*" are addressed in the Applicant's response to NE7 in document 8.17 Applicant's Responses to Written Representations (**REP2-006**) submitted at Deadline 3 and refers to the Water Monitoring and Management Plan which will include specific mitigation measures for the Coombe Pool SSSI (including the bund works) to prevent water pollution during construction. These plans are also named in the draft DCO (**REP1-002**) and secured through Requirement 4. NE2 – "*reference to a construction environmental management plan*" is made throughout the ES as the First Iteration Environmental Management Plan (EMP) (**REP1-010**) (including Appendix A register of Environmental Actions and Commitments (REAC) (**APP-110**) submitted with the DCO Application. This is the Applicant's construction environmental management plan. This will be further developed during the detailed design stage to be the Second iteration EMP. Both the First and Second Iteration EMPs include the construction and operation stage requirements to protect the environment. NE2 "*further details on the woodland creation proposals*" have been provided to Natural England in the form of ES Figure 2.4 (Environmental Masterplan) (**APP-043**). Natural England's Written Representation (**RR-010**) stated "*Since our Relevant Representations further information has been provided on the woodland creation proposals. We are mostly satisfied with these, though we advise that Holly and Blackthorn are included in the species mix*." In response to Natural England's recommendation to include Holly and Blackthorn in the woodland species mix a response has been provided in document 8.17 Applicant's Responses to Written Representations (**REP2-006**) submitted at Deadline 3 "*This comment is noted by the Applicant. The Applicant can confirm that Holly is already included in the species mix. Blackthorn has not been included in the species mix at the request of National Highways operation teams who maintain the strategic road network as it can have a vigorous suckering and spreading habit, making it difficult to contain. The Applicant will continue to discuss the species mix with Natural England during the detailed design stage."* NE4: *Noise:* ES Appendix 8.16 (Assessment of Noise Impacts on Ecological Features) (**APP-091**) has been updated and will be resubmitted at Deadline 3 to include further detailed assessment undertaken. An ES Addendum - Construction Noise Impacts at Coombe Pool SSSI (**TR010066/EXAM/8.21**) will also be submitted at Deadline 3 which details the mitigation

Ref no.	Question to	ExA's Questions	Applicant's Response
		impacts on Coombe Pool / Further clarification should be provided on measures to prevent lighting impacts on the SSSI. NE7 / Potential impacts in water quality and water quantity on Coombe Pool SSSI and Herald Way Marsh SSSI / Pathways have been identified between the site and the SSSIs. We are unclear about the specific measures that will be used to prevent impacts on the water quality and quantity of the SSSIs. Can you address each of these concerns?	measures proposed. Updated ES Appendix 8.16 (Assessment of Noise Impacts on Ecological Features) (**APP-091**) concludes: • A reduction from moderate adverse (significant) effect on breeding waterbirds to a slight adverse (not significant) effect resulting from a negligible adverse level of impact • A reduction from moderate adverse (significant) effect on breeding grey heron to a slight adverse (not significant) effect resulting from a negligible adverse level of impact • A reduction from large adverse (significant) effect on wintering waterbirds including shoveler to a slight adverse (not significant) effect resulting from a negligible adverse level of impact The significance of effect from noise levels upon the SSSI during operation are as reported in ES 8 (Biodiversity) (**APP-030**) submitted with the DCO application (paragraph 8.11.107) which concludes the effect of operation noise is slight beneficial (not significant) effect on wintering birds and a neutral to slight beneficial (not significant) effect on breeding birds depending upon their importance. As the effect is not significant no further mitigation is required. *NE4: "*Further clarification should be provided on measures to prevent lighting impacts on the SSSI." Lighting: Lighting impacts will be avoided through Commitment G3 in Appendix A Register of Environmental Actions and Commitments (REAC) (**APP-110**) submitted with the DCO Application which includes measures related to luminosity, location, direction and duration of lighting. ES Chapter 8 (Biodiversity) (**APP-030**) has been updated to include an assessment of lighting impacts on Coombe Pool SSSI and has been resubmitted at Deadline 3. The assessment concludes a neutral (not significant) effect on birds using the pool from construction lighting. The effect of construction lighting on the woodland bird assemblage is assessed as slight adverse (not significant). The updated assessment has also considered lighting impacts upon fish during construction and concluded a slight adverse effect (not significant). The Scheme does not include any lighting of the A46 mainline and as such no impacts to the SSSI from operational lighting are anticipated. ES Chapter 8 Biodiversity (**APP-030**) has also been updated and submitted at Deadline 3. NE7: "*We are unclear about the specific measures that will be used to prevent impacts on the water quality and quantity of the SSSIs*." Document 8.17 Applicant's Responses to Written Representations (**REP2-006**) states the following:

Ref no.	Question to	ExA's Questions	Applicant's Response
			"*The First Iteration Environmental Management Plan (EMP) (**REP1-010**) (including Appendix A register of Environmental Actions and Commitments (REAC) (**APP-110**) submitted with the DCO Application will be further developed during the detailed design stage to be the Second iteration EMP. Both the First and Second Iteration EMPs include the construction and operation stage requirements to protect the environment. Supporting plans that will be produced are stated in the First Iteration EMP. These will form part of the Second iteration EMP. This includes the Water Monitoring and Management Plan which will include specific mitigation measures for the Coombe Pool SSSI (including the bund works) to prevent water pollution. These plans are also named in the draft DCO and secured through Requirement 4.* *Herald Way Marsh SSSI has been identified as a groundwater dependent terrestrial ecosystem (GWDTE) and is considered in ES Appendix 13.4 (Groundwater Assessment) (**APP-104**). The simple GWDTE assessment, undertaken in ES Appendix 13.4 (Groundwater Assessment) (**APP-104**), considered potential hydraulic links between the Scheme and Herald Way Marsh SSSI, to the south. The assessment concluded negligible risk to the site in terms of groundwater quality and quantity due to significant distance from construction and operational activities, and embedded mitigation in the form of lined drains south of the Smite Brook culvert. ES Chapter 13: Road Drainage and the Water Environment concludes no significant effect upon the Herald Way Marsh SSSI GWDTE.* *The First Iteration Environmental Management Plan (EMP) (**REP1-010**) (including Appendix A register of Environmental Actions and Commitments (REAC) (**APP-110**) submitted with the DCO Application presents the mitigation measures (commitments RD1, RD4 and RD9) during construction to minimise the risk of contamination."* The draft DCO (**REP1-002**) was also updated and resubmitted at Deadline 1 to include reference to a Pollution Incident Control Plan which has also been added to the First Iteration EMP (**REP1-010**), also resubmitted at Deadline 1.
BY.1.7	The Applicant	**Species Surveys** In the Relevant Representation from Coventry City Council [RR-013], under the heading 'Ecology and Biodiversity Impacts', it is indicated that there is no clear evidence of an updated habitat survey that demonstrates the current condition, and the types of habitats present on the site. Can you explain the status of the	The Applicant has responded to comments from Coventry City Council within Document 8.4 Applicant's Response to Relevant Representations (**REP1-021**) with the below responses: *"A suite of pre-construction surveys would be undertaken in 2025 as detailed within Appendix A REAC of the First Iteration EMP (commitment BD2) (**APP-110**). This would include an updated UKHab and species scoping survey. ES Chapter 8 (Biodiversity) (**APP-030**) will be updated to confirm this and submitted at Deadline 3.* *The current landscape proposals, including woodland planting, have been provided and are shown by ES Figure 2.4 (Environmental Masterplan) (**APP-043**). This includes the landscaping proposed at Walsgrave roundabout, which incorporates the planting of species rich grassland.*

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		habitat survey programme and address the point raised by the City Council in their Relevant Representation?	*The sustainable urban drainage (SuDs) ponds have been designed to include benefits for biodiversity."* The Applicant confirms that the position remains as set out above and in the Applicant's Response to Relevant Representations (**REP1-021**).
BY.1.8	Natural England Environment Agency Coventry City Council Warwickshire County Council	**Management Measures** What are your views on the Outline Landscape and Ecology Management Plan (Appendix B.4, [APP-109]) regarding: (i) Ecology strategy and principles (ii) REAC Ecology (iii) Biodiversity net gain (iv) monitoring specifications What are your views on the management measures BD1 through to BD9 set out in Table 1 of the First Iteration Environmental Management Plan Appendix A, Register of Environmental Actions and Commitments [APP-110]? Would the dDCO [REP1-002], Table 1 of the Register of Environmental Actions and Commitments [APP-110], and Appendix B.4 [APP-109] adequately secure all measures required to reduce the environmental impacts of material assets and waste?	
BY.1.9	Natural England	**Habitats Regulations Assessment** Confirm whether you are satisfied with the conclusions of the Habitats Regulations Assessment report? (Refer to Tables 4-1 and 4-2 of Appendix 8.12 Habitats Regulations Assessment Report [APP-087]).	

Ref no.	Question to	ExA's Questions	Applicant's Response
BY.1.10	The Applicant Natural England	**Habitats Regulations Assessment** The Joint Nature Conservation Committee Standard Data Form (and website information) for the River Mease SAC lists the following which have not been considered within the applicants HRA report [APP-087]: Annex I habitats present as a qualifying feature (but not a primary reason for selection of this site) • Water courses of plain to montane levels with the Ranunculion fluitantis and Callitricho-Batrachion vegetation Annex II species present as a qualifying feature (but not a primary reason for site selection) • White-clawed (or Atlantic stream) crayfish • Otter To the applicant – Can you confirm the status of these three qualifying features in relation to the HRA report [APP-087] and why they have not been included? To Natural England – Can you confirm if you consider whether there is any potential for likely significant effects on these qualifying features, and if the HRA [APP-087] requires these to be included within the assessment?	The River Mease SAC is located approximately 30km to the north of Scheme order limits. It was confirmed in ES Appendix 8.12 (Habitats Regulations Assessment Report (HRA)) (**APP-087**) in Section 3.4.4 that there are no hydrological or hydrogeological linkages to the site. Therefore, the Annex I habitats and Annex II species that are listed as qualifying species, but not primary reasons, for site selection will not be directly or indirectly impacted by the proposed development and so have not been included in the HRA. Natural England have agreed with the conclusions of the HRA as documented in their Relevant Representation (**RR-010**) within which they stated "*Natural England is satisfied that the scheme is unlikely to result in adverse effects on the integrity of the following internationally designated sites as there are no impact pathways: Ensor's Pool Special Area of Conservation (SAC), River Mease SAC. (NE1)*".
Climate			
CE.1.1	The Applicant	**Consultation**	The Consultation undertaken in regards to climate change and greenhouse gas emissions is included in the following documents:

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		Paragraph 14.4.2. of ES Chapter 14: Climate [APP-036] explains that the Consultation Report [APP-115] outlines how the applicant has engaged further with statutory consultees. Signpost the ExA to where details of further engagement in the Consultation Report on the topics of climate change and greenhouse gas emissions can be found.	• The Consultation Report Annex M: Tables evidencing regard had to statutory consultation responses (in accordance with Section 49 of the 2008 Act) (**APP-128**) – Tables 13, 14, 15, 16 and 30 • Consultation Report Annex N: Tables evidencing regard had to supplementary consultation responses (in accordance with Section 49 of the 2008 Act) (**APP-129**) – Table 5 and 6. As part of the Statutory consultation, consultees have not raised any concerns in regards to climate change and greenhouse gas emissions and this is reflected in the statement of Common grounds for Coventry City Council (**REP1-023**), Warwickshire City Council (**REP1-024**), Rugby Borough Council (**REP1-025**), Historic England (**REP1-026**), Environment Agency (**REP1-027**) and Natural England (**REP1-028**).
CE.1.2	The Applicant	**General climate change and policy** Table 1 of the NNNPS Accordance Tables [APP-133] at reference 4.37 states "*The Scheme has been designed to prevent consequential impacts from adaptation measures. The adaptation measures have been discussed within the Design, mitigation and enhancement measures section of ES Chapter 14 (Climate*)". Summarise all relevant mitigation or adaptation measures identified for the Proposed Development, including any modifications or additions to the proposed mitigation that have occurred since the preparation of the ES.	The mitigation measures outlined in ES Chapter 14 (Climate) (**APP-036**) focus on reducing carbon emissions and follow the PAS 2080:2023 carbon emissions reduction hierarchy: **Avoid**: The design aims to maximize the reuse and refurbishment of existing assets, minimising the need for new construction. Alternative lower carbon options are explored to meet the project objectives effectively. **Switch**: Low carbon solutions, including advanced technologies, materials, and products, are applied to reduce resource consumption during construction, operation, and the end-users' use of the project. Efficient construction techniques are employed to minimize resource consumption over the project's lifecycle. **Improve**: After addressing steps 1 and 2, projects will identify, assess, and integrate measures to further reduce carbon emissions through on-site or off-site offsetting and sequestration. The DMRB LA 104 hierarchy incorporated in the mitigation measures includes: • Avoidance and prevention: Design and mitigation measures to prevent adverse environmental effects, such as alternative design options or avoiding environmentally sensitive sites. • Reduction: Where avoidance is not possible, mitigation measures are employed to lessen the magnitude or significance of effects. • Remediation: Where it is not possible to avoid or reduce significant adverse effects, measures to offset the effects are implemented

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			Additionally, an Outline Carbon Management Plan, Appendix B.8 of the First Iteration EMP (**REP1-010**) has been produced for the Scheme. It includes (as Appendix A) a Carbon Opportunities Register, comprising a series of opportunities that have been identified to reduce the carbon impact of the Scheme, including, for example, the exclusion of certain energy sources for construction vehicles and machinery. Further consideration of opportunities to reduce the carbon impact of the scheme will be undertaken at the detailed design stage and will be reported within the Carbon Management Plan as part of the Second Iteration EMP, which will be secured through Requirement 4 of the draft DCO (**REP1-002**). Examples of opportunities that could be considered in discussion with the design teams during detail design are outlined in paragraphs 14.10.11 – 14.10.24 of ES Chapter 14 Climate (**APP-036**).
CE.1.3	The Applicant	**General climate change and policy** Concerning NNNPS paragraph 4.43, the NNNPS Accordance Table [APP-133] states "*Adaptive management would be employed during the operational period where it is necessary to adapt the asset management in response to climate impacts. Where appropriate, additional interventions would be determined and implemented*". Confirm the draft DCO [REP1-002] mechanism through which the proposed adaptive management procedures are secured?	The REAC (**APP-110**) which forms Appendix A of the First Iteration EMP (**REP1-010**) includes commitment C1 outlines that adaptive management would be employed during the operation of the Scheme, which is secured through requirement 4 of the Draft Development Consent Order (**REP1-002**). The overarching National Highways asset management involves a risk-based approach, certified to ISO 55001:2014 international standard in asset management. The Applicant has incorporated the principles of Design Manual for Roads and Bridges (DMRB) LA114 into the schemes' design, thereby ensuring its resilience to future climate impacts. GS 801 and GM 701 of the DMRB set out asset inspection and maintenance requirements respectively. Both are reviewed and updated every 5 years, enabling periodic adaptation in response to climate impacts. National Highways also follow additional standards to maintain their assets in relation to climate impacts, including: - CD 535 – Drainage asset data and risk management - CD 622 – Managing geotechnical risk - CS 229 – Data for pavement assessment - CS 230 – Pavement maintenance assessment procedure - CS 228 – Skidding resistance These standards are reviewed and updated as necessary to maintain their fitness for purpose.
CE.1.4	The Applicant	**Greenhouse gas emissions** The ES Chapter 14 [APP-036] paragraph 14.6.2. outlines the	The reasonable worst case in this respect is referring to the maximum amount of development that could be made within the limits of deviation as part of the scheme consent and mitigation measures would still be provided and would function as described in ES

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		assessment assumptions and limitations, indicating that the greenhouse gas assessment during the construction phase relies on assumptions and professional judgment, as there was limited information available at the time of the assessment. Provide additional evidence to substantiate the claim that appropriate worst-case assumptions have been established and that incorporating certain aspects of scheme design during the detailed design phase would not lead to new or different significant effects compared to those outlined in section 14.11. According to ES Chapter 14 [APP-036] paragraph 14.6.1, the assessment was based on a "*reasonable worst-case basis*". Could you clarify the meaning of 'reasonable' in this context?	Chapter 14 Climate (**APP-036**) and as such there would be no change to the assessment of significant effects. This assessment is considered in line with best practice guidance that includes the Royal Institution of Chartered Surveyors' (RICS) Whole Life Carbon Assessment (WLCA) for the Built Environment guidance and assumptions. The RICS standard recommends applying 15% contingency factor to construction carbon emissions to account for the uncertainty associated with the data within Bill of Quantities (BoQ) when the Scheme is at early stages.
CE.1.5	The Applicant	**Cumulative Climate Effects** In ES Chapter 14 [APP-036] it is indicated that additional details regarding the cumulative effects of climate are found in ES Chapter 15 [APP-037]; however, this merely directs the reader to ES Chapter 14. Could you confirm if any information has been inadvertently excluded from ES Chapter 15?	The ES Chapter 15 (Combined and Cumulative Effects) (**APP-037**) has been updated to include paragraph 15.5.12 to state the following: "*In ES Chapter 14 (Climate) (**APP-036**) the climate assessment methodology tests whether the Scheme hinders the UK's ability to meet its national climate change targets by 2050. The assessment can be regarded as a cumulative assessment as the national projected Greenhouse Gases (GHG) emissions take into account trends such as future development, technology and population changes. The receptor for the climate change topic is the global atmosphere, and its relative carrying capacity for GHG emissions is large, therefore the scope for cumulative effects has the potential to be unlimited. Therefore, a separate cumulative effects assessment on GHG emissions has not be undertaken*."
CE.1.6	The Applicant	**Cumulative Climate Effects** Could you confirm if the method for assessing cumulative climate effects	Stakeholders and local authorities have been consulted in regard to the cumulative effects and the assessment methodology, with opportunities to provide feedback at various stages: during EIA scoping, throughout statutory consultations, and prior to finalising the long and

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		was agreed with any relevant body, such as the appropriate local authority?	short lists of committed developments (ES Appendix 15.1 (Cumulative Effects Long and Short List) (**APP-107**)).
CE.1.7	Natural England Environment Agency Coventry City Council Rugby Borough Council Warwickshire County Council	**Assessment and mitigation** Do you agree with the applicant's conclusions regarding the likely significant effects on greenhouse gases? If you do, provide an explanation; if you do not, indicate the areas of disagreement with the findings and how this may influence the overall conclusions. (Refer to ES Section 14.11 Assessment of likely significant effects (construction and operation) [APP-036]). Do you consider the Applicants approach to the assessment and mitigation of greenhouse gas emissions to comply with the relevant parts of the National Networks National Policy Statement?	
CE.1.8	The Applicant	**Assessment and Mitigation** The wording of Section 14.10 of ES Chapter 14 [APP-036] does not clearly indicate whether any essential construction mitigation measures were considered in the greenhouse gas assessment, and consequently, whether they informed its conclusions. Could you clarify which mitigation measures were factored into the significance assessment?	The mitigation measures that were factored within the significance assessment are reported in ES Chapter 14 Climate (**APP-036**). The mitigation measures have been applied in accordance with the carbon emissions reduction hierarchy of PAS 2080:2023 (Commitment RD1 of the REAC (**APP-110**)) and DMRB LA104. As part of the preliminary design stage consideration was made to reduce the carbon emissions in accordance with PAS 2080:2023 and DMRB LA 104 and the mitigation design measures taken are detailed in paragraphs 14.10.9 – 14.10.10 of ES Chapter 14 (Climate) (**APP-036**). Further opportunities to reduce the carbon impact of the scheme will be undertaken at the detailed design stage and will be reported within the Carbon Management Plan as part of the Second Iteration EMP, which will be secured through Requirement 4 of the draft DCO (**REP1-002**).
CE.1.9	The Applicant	**Design approach** In Table 5-1 (Design panel	The Applicant has considered the impacts of climate change within the design to ensure the climate resilience of the Scheme. Elements in relation to structures, highways, drainage and landscape are provided below.

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		observations and design team responses) of the Scheme Design Report [APP-135], under point 17: Futureproofing, the design panel make the following observation: "*While the team has planned for the road's usage up to 60 years into the future, we recommend considering how the details of the highway design will remain relevant and effective*" "*Furthermore, understanding and anticipating how our British landscape might evolve is crucial for futureproofing this project and ensuring climate resilience*". The response offered to the design panel's observation addressed a single matter, namely that bollards on the A46 Binley roundabout that seemed to the panel to be inappropriate for their primary purpose. Could you offer a comprehensive explanation regarding the topic of futureproofing the Proposed Development to ensure climate resilience?	<u>Structures</u> Gantries and overbridges are designed in accordance with engineering standards that include safety factors accounting for thermal expansion, contraction and wind loads well beyond historical extremes. Thermal loading is applied in accordance with BS EN 1991-1-5:2003 and its UK National Annex. The typical projected rise in ambient temperatures of a few degrees over decades is small compared to the temperature range for which the structural components are designed. Although rising temperatures and increased wind speeds theoretically place additional demands on structural components in gantries and overbridges, current engineering design principles, material performance ranges, conservative safety margins and proactive maintenance regimes collectively justify the conclusion that these effects will not significantly impact the structures. <u>Highways</u> The new or realigned sections of carriageway are designed with a minimum longitudinal gradient of 0.5% to provide adequate water flow and to avoid ponding. The design of roadside features (for example signs and vehicle restraint systems) are designed conservatively, taking into account rare extreme wind loading events and existing worst ground parameters for the foundation designs. Road markings will mainly be comprised of Methyl Methacrylate (MMA) material as it has been proven to work better in extreme weather conditions, last longer and require less maintenance. <u>Drainage</u> The drainage networks have been designed to deal with increased rainfall events as a result of climate change. The modelling includes a 20% uplift for the effects of climate change on rainfall intensity and sensitivity testing has been undertaken to model a 40% uplift in rainfall intensity to identify any critical points within the scheme where flooding may occur (ES Appendix 13.6 (Drainage Strategy Report) (**APP-106**), Section 3.3). This essentially means that the pipes and channels have sufficient spare capacity to accommodate future increases in rainfall. Attenuation features such as SUDS basins have been designed to accommodate a 100 year storm with an inclusion of 20% uplift in rainfall intensity for climate change (ES (ES Appendix 13.6 (Drainage Strategy Report) (**APP-106**), Section 3.8). This ensures that as rainfall intensity increases because of climate change, there will be no increase in flood risk.

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			The drainage network has also been designed with ongoing maintenance at the forefront of the design decisions. Maintenance access is provided to all attenuation features (ES Appendix 13.6 (Drainage Strategy Report) (**APP-106**), Section 3.8.4) so cleaning and debris removal can be undertaken. All new chambers and manholes provide suitable safe access points to inspect and maintain all underground drainage infrastructure and infrastructure such as gullies have suitable maintenance factors applied to ensure the asset still functions even if it suffers from silt and debris build-up (ES Appendix 13.6 (Drainage Strategy Report) (**APP-106**), Section 3.5.2). All new pipes will be installed at gradients which ensure self cleansing velocities to mitigate against the buildup of silt within the pipe barrel (ES Appendix 13.6 (Drainage Strategy Report) (**APP-106**), Section 2.1.7). This ensures that the system will be able to function properly over its 60-year design life without increasing flood risk. Aspects such as concrete surface water channels, filter drains and combined kerb drainage units or trapped gullies have been promoted in alignment with the Specification for Highway Works (SHW) because these elements are simple to maintain and can still function even if the maintenance frequency is decreased due to other factors. <u>Landscaping</u> The Scheme's fitness for purpose, resilience, and sustainability have been integrated into the planting design, utilising native planting species that are potentially suited to our changing climate, such as those that are more tolerant to wetter winters and drier summers for long-term climate change resistance. Detailed design will further review alternative species regarding non-natives and cultivars. The planting palette has been developed in collaboration with the National Highways Operations Directorate, scheme ecologists, and heritage consultants. A full list of DCO application planting mixes can be found in the ES Figures, Figure 2.4 (**APP-43**) Schedule of Planting Mixes. The planting palettes include grassland, woodland, trees, shrubs, planting areas, hedgerows, individual trees, and aquatic areas. Planting mixes outlined in the Environmental Masterplan will be reviewed and expanded during detailed design, ensuring ongoing enhancement of landscape and ecological elements. During this stage, further opportunities to consider and implement beneficial design enhancements will be undertaken and consulted with the relevant maintenance authority.
CE.1.10	The Applicant	**General climate change and policy** The ES Chapter 14 [APP-036] Table 14.18 provides an assessment of the vulnerability of specific features of the Proposed Development to	Gantries and overbridges are designed in accordance with engineering standards that include safety factors accounting for thermal expansion, contraction and wind loads well beyond historical extremes. Thermal loading is applied in accordance with BS EN 1991-1-5:2003 and its UK National Annex. The typical projected rise in ambient temperatures of a few degrees over decades is small compared to the temperature range for which the structural components are designed.

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		climate change. Regarding the influence of rising temperatures, which may lead to the failure of joint and bearing connections in gantries and overbridges, as well as the possible consequences of heightened wind speed and the frequency of extreme wind events, provide additional justification and evidence supporting the conclusion that any resulting effect would not be significant.	There are no movement joints or bearings in the gantry, and bearings have been removed from the overbridge design. The overbridge does have movement joints at each end but these are replaceable components with a design life of 10-15 years so it is possible to select replacement components accounting for the gradual effects of changing climate if necessary. Wind loading is applied in accordance with BS EN 1991-1-4:2005 +A1:2010 and its UK National Annex and takes account of the specific site location. Design wind speeds for structures incorporate conservative estimates based on historical data and probabilistic models; designs account for rare, high-magnitude wind events using statistical design approaches (e.g. 3-second gust wind speeds). Even if extreme wind speeds become slightly more frequent or intense, the increases are unlikely to surpass the significant safety margins built into the design. Although rising temperatures and increased wind speeds theoretically place additional demands on structural components in gantries and overbridges, current engineering design principles, material performance ranges, conservative safety margins and adaptive maintenance regimes collectively justify the conclusion that these effects will not significantly impact the structures. GS 801 and GM 701 of the DMRB set out asset inspection and maintenance requirements respectively. Both are reviewed and updated every 5 years, enabling periodic adaptation in response to climate impacts.
CE.1.11	The Applicant	**Carbon emissions** Table 14.2 of ES Chaptesr 14 [APP-036] states at references 5.41 and 5.42 "*This Chapter demonstrates the construction, operation and use of the Scheme is predicted to increase carbon emissions by approximately 377,791 tCO2e over the appraisal period of 60 years (up to 2087)*". The method by which the figure of 377,791 presented in this chapter has been derived is not clear. Provide a detailed summary explaining how this figure was calculated and compiled.	For the assessment of the proposed development's impact on climate change, a calculation method is used following data collection. The calculation of GHG emission that is used in this assessment is defined as: Activity Data x Emission Factor = Emission tonnes of Carbon Dioxide equivalent (tCO2e) Carbon calculations have been based on activity data provided within a Bill of Quantities (BoQs), or data provided by the supply chain. Carbon factors have been sourced from the National Highways Tool that uses factors from ICE v3.0, CESMM4 and Government Carbon Factors 2023. These consider the different modules from the PAS2080 modules:

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			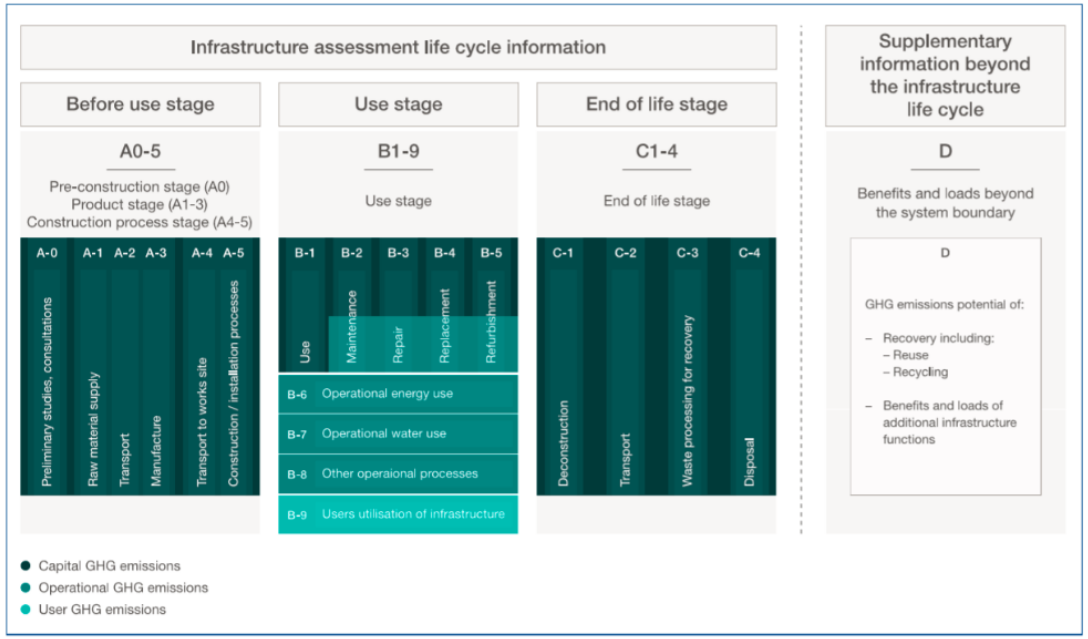 Specifically for considering impacts from end users of the infrastructure the Applicant has considered two scenarios: • DM – Do minimum (without the proposed scheme), this is based upon the current situation and the expected traffic movements on the existing road infrastructure • DS – Do something (with the proposed scheme), this calculation includes the new proposed infrastructure and the vehicle movements associated with its build out and completion. The calculations for the end user emissions are derived from the traffic team, where the received data is put through the Emissions Factor Toolkit (EFT), with the output interpolated for the baseline year, opening year and design year over a 60 year period.
CE.1.12	The Applicant	**Mitigation** Table 14.13 in Chapter 14 of the ES [APP-036] outlines the expected effects of climate events during operations and highlights that the	The new drainage infrastructure proposed under the Scheme has been designed and modelled using a 20% uplift in rainfall intensity for the effects of climate change (ES Appendix 13.6 (Drainage Strategy Report) (**APP-106**), Section 3.3). Sensitivity testing has also been carried out with a 40% uplift in rainfall intensity for the effects of climate change to identify locations where flooding becomes critical and mitigation measures undertaken.

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		stability of earthworks is at significant risk by changes in future precipitation. Regarding end users and the potential impacts of safety risks during climate events, explain the design and maintenance protocols implemented to protect safety-critical aspects of the Proposed Development. This includes ensuring the stability of earthworks against the effects of (i) such climate events and (ii) more extreme climate changes that exceed the forecasts provided in the most recent UK climate projections	Drainage is provided at the toe and top of earthworks embankments, where required, to ensure surface water run-off does not adversely impact the stability of earthworks. Toe of earthwork drains are provided to remove both surface and sub-surface water away from the embankment to ensure there is no adverse impact on the formation of the earthworks (ES Appendix 13.6 (Drainage Strategy Report) (A**PP-106**), Appendix D. Proposed Drainage Drawings). The design for geotechnical environmental loads will be in accordance with the relevant design standards: • BS EN 1990:2002+A1:2005 Basis of Structural Design. • BS EN 1991-1-1:2002 Actions on Structures - Part 1-1: General Actions. • BS EN 1991-2:2003 Part 2: Actions on Structures – Part 2: Traffic loads on bridges. • BS EN 1997-2:2009 Geotechnical Design - Part 2: Ground Investigation and Testing. • BS 8004 : 2015 Code of Practice for Foundations • BS 8002:2015 Code of Practice for Earth Retaining Structures. • DMRB CD 622 Managing geotechnical risk • BS EN 1997-1:2004+A1:2013 Geotechnical Design – Part 1: General Rules • BS 5930:2015 +A1:2020 Code of practice for ground investigations • DMRB CD 225: Design for new pavement foundations • DMRB CD 354 Design of Minor Structures At detailed design, and in terms of climate change specifically, analysis will be undertaken on the critical constant volume strength of the soil (taking into account weathering of the ground exposed atmospheric conditions) and worst credible groundwater levels and, where relevant, flood levels that account for climate change levels. This will inform ground treatment, imported soil parameters and drainage requirements during detailed design.
CE.1.13	The Applicant	**Mitigation** Table 14.18 of ES Chapter 14 [APP-036] suggests that an increase in precipitation may result in traffic disruptions due to the necessity of more frequent replacements of joints and bearings on highway structures. Have you evaluated whether the local roads could serve as	The overbridge design does not incorporate any bearings; instead, it utilises asphaltic plug movement joints at each end. These joints have a typical design life of 10–15 years. Asphaltic plug joints are engineered to be both waterproof and flexible, allowing them to accommodate pavement movements effectively. Their composition is resistant to water infiltration, and as such, the anticipated increase in precipitation due to climate change is not expected to significantly affect their performance or lifespan. When replacement of these joints becomes necessary, it would require a temporary closure of the overbridge. This work would typically be scheduled overnight to minimise disruption. Importantly, the A46 mainline would remain open throughout, with only the overbridge itself

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		appropriate and adequate alternative routes and means of transportation for road users in the event of a climate-related hazard leading to traffic disruptions?	closed. During this period, local traffic would be diverted via an alternative junction on the A46—preferably the Binley junction. As a result, only local traffic would be using local roads, while strategic traffic would continue to use the A46, ensuring that the alternative routes remain suitable and congestion is minimised. To further reduce any inconvenience, it is expected that joint replacement works would be coordinated with any scheduled resurfacing of the overbridge.
CE.1.14	Natural England Environment Agency Coventry City Council Rugby Borough Council Warwickshire County Council	**Management Measures** What are your views on the Outline Carbon Management Plan (Appendix B.8, [APP-109]) regarding: - Approach - Carbon Management Process - Monitoring and Reporting What are your views on the management measures C1 through to C3 (related to climate) set out in Table 1 of the First Iteration Environmental Management Plan Appendix A, Register of Environmental Actions and Commitments [APP-110]? What are your views on the mitigation measures to minimise the carbon emissions from construction and operation? (Refer to Section 14.10 of ES Chapter 14 [APP-036]). Would the dDCO [REP1-002], and Table 1 of the Register of Environmental Actions and Commitments [APP-110] adequately secure all measures required to reduce the environmental impacts on climate?	
Combined and Cumulative Effects			

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CC.1.1	The Applicant	Combined Effects Table 15-4 in Chapter 15 of the ES: Cumulative Effects [APP-037] indicates, on page 14 of 37, that no significant cumulative effects on ecological receptors are anticipated during the construction phase. The evaluation of the significance of cumulative effects on ecological receptors detailed in Table 15-4 notes that the impacts on the Coombe Pool Site are classified as large adverse. Provide additional justification and clarification regarding the conclusion on combined effects concerning ecological receptors.	Table 15-4 of ES Chapter 15 (Combined and Cumulative Effects (**APP-037**) considers the combination of effects from all environmental aspects on common receptors to identify and assess if they may combine to create a significant cumulative effect (when considered in combination). Multiple residual effects on Coombe Pool SSSI have not been identified, therefore whilst the residual effect reported in the ES Chapter 8 (Biodiversity) (**APP-037**) is a significant effect, it is not anticipated that there would additionally be a significant cumulative effect, as residual effects on this receptor have not been reported in other environmental aspect chapters. It should also be noted that the Applicant has updated the assessment of noise impacts upon Coombe Pool SSSI to include mitigation for the significant adverse effect upon Coombe Pool SSSI which has resulted in the effect being reduced to not significant. The Applicant has submitted an update to ES Chapter 8 (Biodiversity) (**APP-030**), an update to ES Appendix 8.16 (Assessment of noise impacts upon ecological features) (**APP-091**) and an update to ES Chapter 15 (Combined and Cumulative Effects) (**APP-037**) at Deadline 3.
CC.1.2	The Applicant	**Combined Effects** Table 15-4 in Chapter 15 of the ES: Cumulative Effects [APP-037] indicates, on page 17 of 37, that no significant cumulative effects on landscape and visual receptors are anticipated during the construction phase. The evaluation of the significance of cumulative effects on landscape and visual receptors detailed in Table 15-4 notes that the impacts on Project Landscape Character Area 1 (Walsgrave Hill and Valley including Hungerley Hall Farm) are classified as large adverse. Provide additional justification and clarification regarding the conclusion on combined effects concerning landscape and visual receptors.	Table 15-4 of ES Chapter 15 (Combined and Cumulative Effects) (**APP-037**) considers the combination of effects from all environmental aspects on common receptors to identify and assess if they may combine to create a significant cumulative effect (when considered in combination). Multiple residual effects on Project Landscape Character Area 1 (Walsgrave Hill and Valley including Hungerley Hall Farm) have not been identified, therefore whilst the residual effect reported in the ES Chapter 7 (Landscape and Visual Effects) (**APP-029**) is a significant effect, it is not anticipated that there would additionally be a significant cumulative effect, as residual effects on this receptor have not been reported in other environmental aspect chapters.
CC.1.3	The Applicant	**Combined Effects** Table 15-4 in Chapter 15 of the ES:	Table 15-4 of ES Chapter 15 (Combined and Cumulative Effects) (**APP-037**) considers the combination of effects from all environmental aspects on common receptors to identify and

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		Cumulative Effects [APP-037] indicates, on page 17 of 37, that no significant cumulative effects on geology and soils are anticipated during the construction phase. The evaluation of the significance of cumulative effects on geology and soils detailed in Table 15-4 notes that the impacts on agricultural soils are large adverse. Provide additional justification and clarification regarding the conclusion on combined effects concerning geology and soils	assess if they may combine to create a significant cumulative effect (when considered in combination). Multiple residual effects on agricultural soils have not been identified, therefore whilst the residual effect reported in the ES Chapter 9 (Geology and Soils) (**APP-031**) is a significant effect, it is not anticipated that there would additionally be a significant cumulative effect, as residual effects on this receptor have not been reported in other environmental aspect chapters.
CC.1.4	The Applicant	**Interpretation - "Neutral or slightly adverse"** In Chapter 15 of the ES: Cumulative Effects [APP-037], specifically in Tables 15-4 and 15-5, the phrase 'Neutral or Slightly adverse' is used multiple times to categorise both single aspect and combined effects during the construction and operational phases. The application of this phrase may lead to misunderstandings regarding the interpretation of the two tables. Clarify the classification of single aspect and combined effects labelled as 'Neutral or Slightly adverse' in ES Tables 15-4 and 15-5.	Tables 15-4 and 15-5 of ES Chapter 15 (Combined and Cumulative Effects) (**APP-037**) resubmitted at deadline 3 have been updated to correspond correctly to the significance values presented in Tables 13-12 and 13-13 of the ES Chapter 13 (Road Drainage and the Water Environment) (**APP-035**). The Road Drainage and the Water Environment assessment has considered various attributes of each receptor, and a significance of effect is given per attribute of a receptor, rather than presenting one overall significance for each receptor. The reference to 'Neutral or Slightly adverse' in Tables 15-4 and 15-5 of ES Chapter 15 (Combined and Cumulative Effects) (**APP-037**) summarises the range of effects upon the attributes of the various receptors named (to which each effect occurs). Therefore, Tables 15-4 and 15-5 of ES Chapter 15 (Combined and Cumulative Effects (**APP-037**) have been updated to the significance values in ES Chapter 13 (Road Drainage and the Water Environment) (**APP-035**).
CC.1.5	Local planning authorities	**Cumulative effects with other developments** Do the local planning authorities agree with the list of other developments included in the cumulative effects assessment (Refer to Section 15.8 of ES Chapter	

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		15 [APP-037])?	
CC.1.6	The Applicant	**Cumulative effects with other developments** Can you explain the steps that you would take to keep information about other developments that are relevant to the cumulative effects assessment (ES Chapter 15 [APP-037]) under review, including how any changes would be addressed and reported to the Examination?	The Applicant has followed the guidance current at the time of writing (Planning Inspectorate's 'Advice Note Seventeen: Cumulative Effects Assessment' (2019)) which acknowledges there is a cutoff point. Guidance is widely accepted methodology. No new Local Plans for Rugby Borough Council or Coventry City Council have been published since submission of the ES. To ensure a proportionate assessment is undertaken, if a scheme is raised during the examination that requires inclusion in the cumulative effects assessment, ES Chapter 15 (Combined and Cumulative Effects (**APP-037**) can be updated to incorporate this. Otherwise, regular searches of the planning portal to update the cumulative effects assessment is not considered a proportionate assessment. The uncertainty log on which the cumulative effects assessment is based (in combination with a search of relevant local authority planning portals and consultation) will be updated during the detailed design stage to facilitate updated traffic modelling. Any changes will be reported in the Evaluation of Change Register (EoCR) and assessed if required. The Application continues regular discussion with the local authorities on matters that may be relevant to this Scheme.
Compulsory Acquisition, Temporary Possession and Other Land or Rights Considerations			
CA.1.1	The Applicant	**Statement of Reasons [APP-008] - Category 3 Persons** Section 4.6 briefly covers the assessment of Category 3 persons explaining, in paragraph 4.6.7, that it was based on a worse-case assessment. Please provide: (i) A map showing the locations of Category 3 persons; and (ii) An explanation as to why the assessment can be considered 'worse-case'.	A map has been submitted at Deadline 3 that shows the locations of Category 3 persons – 8.22 Category 3 Parties Boundary Plan (**TR010066/EXAM/8.22**). A 300m buffer applied to the Order Limits to identify potential Category 3 claimants (referencing was limited to extraction of proprietors from HMLR/validation, for unregistered properties an entry was added for The Owner of the address). This aligned with the noise study area. The Applicant's land referencing team were provided with guidance from environmental specialists involved in the compilation of the ES. This guidance was based on the topography of the land and the likely significant effects arising from the Scheme. For example, the noise assessments had regard to information available at the time regarding: (a) background noise levels; and (b) distance to receptors. Based on the above information, professional judgement was used to ascertain whether a person may be able to make a relevant claim for compensation under section 57(4) of the 2008 Act, based on a worst-case assessment. Further details about the noise assessments undertaken can be found in ES Chapter 11 (Noise and Vibration) (**APP-033**).
CA.1.2	The Applicant	**Book of Reference [AS-016] Page**	The Applicant agrees that compulsory acquisition powers for this parcel of land are not

Ref no.	Question to	ExA's Questions	Applicant's Response
		120 – Plot 3/3 There are no other interests other than the Applicant indicated and it is also shown coloured for permanent acquisition on sheet 3 of the Land Plans APP-012. Explain why powers are being sought for this parcel of land?	necessary. The Land Plans (**PD1-001**) have been amended and resubmitted at Deadline 3 to remove the pink colour on plot 3/3, as this is owned by National Highways and there are no other interests in the land.
CA.1.3	The Applicant	**Funding Statement [AS-006]** Paragraph 3.1.6 states that the funding commitment was reiterated in the National Highways (then Highways England) five-year Delivery Plan 2020 - 2025, which was published in August 2020. An extract from this is provided at Appendix E of this Statement. A summary of the extracts is as follows: • National Highways committed to delivering the A46 (Walsgrave) scheme to support regional growth. This scheme along with others in the Midlands will increase capacity, improve the consistency of the roads and relieve congestion. To date no Road Investment Strategy has been published for a period beyond 2025. At the time of publication, it is expected that the Chancellor of the Exchequer will present her Spending Review 2025 to Parliament on Wednesday 11 June 2025. In light of these, confirm to the best of available knowledge, that the funds remain available for the	The Applicant confirms the scheme was listed in National Highways Delivery Plan 2024-2025 and was not highlighted as being subject to the spending review that was taking place. The Secretary of State for Transport had commissioned a review of the Department for Transport's spending portfolio, including current and future road schemes. The Spending review was published on 11 June 2025. The Spending review confirmed the government will deliver notable improvements to people's everyday travel, improving commutes, school drop-offs and journeys into town, by: Providing £24 billion of capital funding between 2026-27 and 2029-30 to maintain and improve motorways and local roads across the country. This funding will allow National Highways and local authorities to invest in significantly improving the long-term condition of England's road network, delivering faster, safer and more reliable journeys; The Applicant confirms that the Road Investment Strategy commitment to deliver the Scheme remains in place as set out in the Funding Statement (**APP-009**). The second Road Investment Strategy (RIS2) period ended on 31 March 2025. Until a new RIS has been set, the arrangements for 2025 to 2026 are covered by an interim settlement. The Interim Settlement Investment and management of the strategic road network from April 2025 to March 2026 was published in March 2025. The interim settlement sets out plans for investment of £4.842 billion in the network from 2025 to 2026. Table 1 in the Interim Settlement contains a full list of enhancement schemes for the interim period and includes A46 Coventry Junctions (the scheme and Binley Junction). Taking the above into account, to the best of available knowledge, funds remain available for the Proposed Development.

Ref no.	Question to	ExA's Questions	Applicant's Response
		Proposed Development.	
CA.1.4	The Applicant	**The Equalities Act 2010** Clarify how you have had regard to the Equalities Act 2010 in relation to the powers sought for CA and TP? Have any Affected Persons been identified as having protected characteristics? If so, what regard has been given to them?	The Applicant confirms that it has had regard to the Equalities Act 2010 in developing the application for development consent. The Applicant undertook an equality impact assessment during the preliminary design stage of the Scheme. The outputs from this assessment can be found in Section 2 of the Equality Impact Assessment (**APP-137**) and included contacting local faith groups, ensuring consultation events avoided religious holidays and making public consultation material available in braille, large print and other languages. Hearings have been blended events promoting accessibility for persons able to attend physically and those wishing to attend remotely. The Applicant has not identified nor been made aware of any Affected Persons who have a protected characteristic.
CA.1.5	The Applicant	**Land Rights Tracker [REP1-018]** It is stated that the tracker has been updated to reflect correspondence between the District Valuer Services (DVS) and the Agent (Fisher German) for all landowners at Hungerley Hall Farm and trustees of Walsgrave Hill Farm regarding the pending formation of a land pool trust. Such items in the tracker conclude with the statement "*Fisher German will email the project team and DVS with details of the new ownership structure. Fisher German also needs to confirm its instructions from the new entities to act in the matter*." Confirm given the creation of this new land pool trust that the Applicant remains confident of reaching agreement during the Examination, and if so by what deadline does the Applicant consider agreement will be reached?	The Applicant is working with the Agent of the landowners closely and is having regular meetings to keep up to date with the formation of the Land Pool Trust, which could take some time. The Land and Rights Negotiations Tracker (**REP1-018**) details the negotiations that have happened to date and will be updated throughout the Examination. If the ownership changes during the course of the examination and subsequently, the Applicant will still have compulsory acquisition powers over the land as part of the DCO. If ownership changes happen during the course of the examination, the Book of Reference (**REP1-006**) will be amended to reflect this. The Applicant will continue to work closely with the landowners in attempting to negotiate the acquisition of land by agreement and will ensure the Land and Rights Negotiations Tracker (**REP1-018**) reflects this.
Draft Development Consent Order (dDCO) [REP1-002] - ARTICLES			
DCO.1.1	The Applicant	**Article(A)7, Limits of deviation - (1) (a)**	The Works Plans (**APP-013**) show the Highway Work Limits of Deviation shaded in green. This is the limits of deviation for all of the highway works including any structures. However, Sheet 3 of the Works Plans (**APP-013**) does show a separate limit of deviation for the

Ref no.	Question to	ExA's Questions	Applicant's Response
		Limits of deviation shown on works plans – only horizontal deviation shown is for the pedestrian crossing on the B4082. Is there no horizontal limit of deviation for the main element of the works?	pedestrian crossing across the B4082 as the Applicant considers this an element of work which is distinct from the other highway works and for which it would be helpful to show a specific location. Refer also to Article 7 of the draft DCO (**REP1-002**) for limits of deviation.
DCO.1.2	LHAs (Coventry City Council and Warwickshire County Council)	**A10, Application of the 1991 Act – (8)** Is there a street works permit scheme in operation by LHAs and if so do you have any comments about the wording of this article.	
DCO.1.3	The Applicant	**A12, Power to alter layout etc. of streets - (1)(a) and (b)** Delete the word "kerb" because it is a building block of an element of a highway like footway, cycleway and carriageway. It is not an element of a highway in its own right and inclusion in this article is unnecessary.	The Applicant considers that the inclusion of the word 'kerb' is well precedented in this article (see the A12 Chelmsford to A120 Widening Scheme DCO and the M3 Junction 9 Improvement DCO) and does not consider that it needs to be removed.
DCO.1.4	The Applicant	**A13, Construction and maintenance of new, altered or diverted streets and other structures - (4)** Is this paragraph needed as the only new bridge proposed over the trunk road carries a trunk road and not a local road?	The Applicant has considered the Examining Authority's question and agrees that Article 13(4) is not required. The draft DCO (**REP1-002**) as submitted for Deadline 3 has been amended to reflect this.
DCO.1.5	LHAs (Coventry City Council and Warwickshire County Council)	**A15, Temporary closure, alteration, diversion and restriction of use of streets - (6)** Is the period stipulated in this clause acceptable?	
DCO.1.6	Relevant LPAs and Historic England	**A23, Protective work to buildings** Are the measures stipulated in this	

Ref no.	Question to	ExA's Questions	Applicant's Response
		article acceptable?	
DCO.1.7	LHAs (Coventry City Council and Warwickshire County Council)	**A24, Authority to survey and investigate the land - (6)** Are you satisfied with the deemed consent provision stipulated in the paragraph?	
DCO.1.8	Relevant LPAs	**A26, Trees subject to tree preservation orders** Do you have any concerns about the powers, relating to TPO trees, that would be granted by this article?	
DCO.1.9	The Applicant	**A50, Certification of documents, etc. - (2)** Where it says, "Where any plan or document set out in Schedule 10 requires to be amended to reflect the terms of the Secretary of State's decision to make the Order", should the word "reflect" be changed to 'accord with', if not why?	The Applicant considers that the word "reflect" is well precedented in this article (see the A12 Chelmsford to A120 Widening Scheme DCO, the A66 Northern Trans-Pennine DCO and the Lower Thames Crossing DCO) and does not consider it needs to be removed. .
DCO.1.10	Coventry City Council	**A52, Disapplication and modification of legislative provisions - (3)** Are you satisfied with the disapplication of the Traffic Management (Coventry City Council) Permit Scheme Order 2014(c), for this project?	
DCO.1.11	Coventry City Council and Rugby Borough Council	**A53, Amendment of local legislation** Are you content with the amendments to local legislation stipulated in this article to undertake this project?	
Draft Development Consent Order (dDCO) [REP1-002] - SCHEDULE 2 - REQUIREMENTS			

Ref no.	Question to	ExA's Questions	Applicant's Response
DCO.1.12	Relevant LHAs and LPAs	**Requirement (R) 3, Detailed design** Does the Council have any comments about the process stipulated in this requirement, in particular with reference to the new bridge design.	
DCO.1.13	The Applicant	**R6, Landscaping – (2)** This states that "*the landscaping scheme for each part must reflect the relevant mitigation measures set out in the First Iteration EMP, and the landscaping principles set out in the environmental masterplan*." It is not very precise using the word "*reflect*". Should it say that it should be in accordance with or incorporating, which is more precise	It is common for requirements in Development Consent Orders to require that the authorised development 'reflects' mitigation measures set out elsewhere. See for example requirements 5(2), 7(1), 11(1), 13(2)-(3) of the A12 Chelmsford to A120 Widening DCO and requirements 4(3), 5(2)(a) of the A122 (Lower Thames Crossing DCO. The Applicant therefore considers that this is a precedented approach and that the language is appropriate for use in Requirement 6 of the draft DCO (**REP1-002**).
DCO.1.14	The Applicant	**R8, Protected species - (1)(b)** What is the approval mechanism for the written scheme that will be prepared and implemented in paragraph **(2)**?	The Applicant has considered the Examining Authority's question and has consequently reviewed the content of Requirement 8 of Schedule 2. The Requirement has been amended to refer to a Protected Species Method Statement which is referred to in the First Iteration EMP (**REP1-010**). The Applicant would be committed to implementing the Protected Species Method Statement should any new protected species or nesting birds be found that were not reported in the Environmental Statement. The Method Statement would be produced in full during the drafting of the Second Iteration Management Plan during the detailed design stage and would include commitments for the Applicant to undertake species specific precautionary measures in relation to construction work, including commitments to adhere to legal requirements and appropriate guidance. As set out in the First Iteration EMP, at paragraph 1.2.4, the Second Iteration EMP would be a live document that would be able to take into account any unforeseen circumstances as they arise such as the finding of any new protected species. The Applicant considers this to be an appropriate and proportionate measure to follow in relation to protected species and further notes that Requirement 8(2) commits the Applicant to ensuring that should any licences be necessary, that these are sought. To reflect this approach, changes have been made to Requirement 8 In the draft DCO (**REP1-002**) submitted at Deadline 3.

Ref no.	Question to	ExA's Questions	Applicant's Response
DCO.1.15	The Applicant	**R9, Surface water drainage - (1)** The wording that "*No part of the authorised development is to commence until for that part written details of the surface water drainage system, reflecting the relevant mitigation measures set out in the REAC*". Using the word reflecting is not very precise. Should it not say that it should be in accordance with or incorporating, which are more precise?	It is common for requirements in Development Consent Orders to require that the authorised development 'reflects' mitigation measures set out elsewhere. See for example requirements 5(2), 7(1), 11(1), 13(2)-(3) of the A12 Chelmsford to A120 Widening DCO and requirements 4(3), 5(2)(a) of the A122 (Lower Thames Crossing DCO. The Applicant therefore considers that this is a precedented approach and that the language is appropriate for use in Requirement 9 of the draft DCO (**REP1-002**).
DCO.1.16	The Applicant	**R11, Traffic management - (2)** The wording that "the Outline Traffic Management Plan and reflect the relevant mitigation measures set out in the REAC." Using the word reflecting is not very precise. Should it not say that it should be in accordance with or incorporating, which are more precise?	It is common for requirements in Development Consent Orders to require that the authorised development 'reflects' mitigation measures set out elsewhere. See for example requirements 5(2), 7(1), 11(1), 13(2)-(3) of the A12 Chelmsford to A120 Widening DCO and requirements 4(3), 5(2)(a) of the A122 (Lower Thames Crossing DCO. The Applicant therefore considers that this is a precedented approach and that the language is appropriate for use in Requirement 11 of the draft DCO (**REP1-002**).
DCO.1.17	Relevant LHAs and LPAs	**R13, Pre-commencement works** Have the Council any views on this requirement relating to the pre-commencement plan [APP112]?	
DCO.1.18	The Applicant	**R15, Applications made under requirements - (1)(c)** Remove "between the parties" and replace with "between the undertaker and the Secretary of State" to avoid any confusion and improve precision	The Applicant has considered the Examining Authority's comment and agrees to the change. The draft DCO (**REP1-002**), as submitted for Deadline 3, has been amended to reflect this.
Draft Development Consent Order (dDCO) [REP1-002] - SCHEDULE 2A - COUNTER-NOTICE REQUIRING PURCHASE OF LAND			
DCO.1.19	The Applicant	**1.(1)** Should this paragraph refer to A36 and not A31?	The Applicant thanks the Examining Authority for bringing this typographical error to its attention. The draft DCO (**REP1-002**) as submitted for Deadline 3 has been amended to correct this error.

Ref no.	Question to	ExA's Questions	Applicant's Response
DCO.1.20	The Applicant	**1.(2)** Should this paragraph refer to A37(3) and not A33(3)?	The Applicant thanks the Examining Authority for bringing this typographical error to its attention. The draft DCO (**REP1-002**) as submitted for Deadline 3 has been amended to correct this error.
Draft Development Consent Order (dDCO) [REP1-002] - SCHEDULE 8 - LAND OF WHICH TEMPORARY POSSESSION ONLY MAY BE TAKEN			
DCO.1.21	The Applicant	For clarity should section headers on Land Plans – • Sheet 2 of 5 also include reference to Sheet 2A? • Sheet 3 of 5 also include reference to Sheet 3A?	The Applicant thanks the Examining Authority for bringing this to its attention. The draft DCO (**REP1-002**) as submitted for Deadline 3 has been amended to include reference to Sheets 2A and 3A as required in order to improve precision.
DCO.1.22	The Applicant	Explain why the location plan needs to be a certified document?	The Applicant considers it appropriate that the Location Plan (**APP-011**) be a certified document in order to ensure clarity over the location of the project. This is a precedented approach – see for example the Lower Thames Crossing DCO.
DCO.1.23	The Applicant	**Paragraph 2.4 (l)** How would the dDCO ensure future Walking, Cycling and Horseriding rights to use the Hungerly Hall Farm accommodation overbridge would be secured?	The Applicant's proposals ensure that the Hungerley Hall Farm overbridge is retained in order that, in the future, local highway authorities can create public rights of way over it as part of their WCH proposals.
DCO.1.24	The Applicant	**Paragraph 5.27** Delete the word kerb that appears twice not an element of a highway but a building block of such an element. (See also DCO.1.3 above, that relates)	The Applicant considers that the inclusion of the word 'kerb' is well precedented (see the A12 Chelmsford to A120 Widening Scheme DCO and the M3 Junction 9 Improvement DCO) and does not consider it needs to be removed.
DCO.1.25	The Applicant	**Paragraph 5.31** The only new bridge carries a trunk road link road over the trunk road so we assume that maintenance responsibility would be with NH not LHA. If this is correct, please amend this wording.	The Applicant has deleted paragraph 5.31 of the Explanatory Memorandum as a consequence of the removal of article 13(4) in the draft DCO (**REP1-002**) submitted for Deadline 3 (see response to question DCO.1.4 above).
Geology and Soils			
GS.1.1	Natural England	Assessment and mitigation Do you agree with the applicant's	

Ref no.	Question to	ExA's Questions	Applicant's Response
	Environment Agency Coventry City Council Rugby Borough Council Warwickshire County Council	conclusions regarding the likely significant effects on geology and soils relating to human health, controlled waters and agricultural soils? If you do, provide an explanation; if you do not, indicate the areas of disagreement with the findings and how this may influence the overall conclusions. (Refer to ES Section 9.11 Assessment of likely significant effects [APP-031]). Do you consider the Applicants approach to the assessment and mitigation of land use and land contamination and instability to comply with the relevant parts of the National Networks National Policy Statement	
GS.1.2	The Applicant	**Historic Landfill Sites** Table 9-8 of ES Chapter 9 [APP-031] under the heading 'Landfill records' refers to two historical landfill sites, both within the study area of the Proposed Development Table 9-8 identifies former landfills as a potential source of contamination that present a theoretical risk to construction materials, ground conditions, site workers, site users, neighbouring agricultural land and adjacent surface waters including the River Sowe, Smite Brook and Coombe Pool. Is there evidence that the areas around these former landfills have	A ground investigation was undertaken within the Order Limits of the Scheme and an assessment of the resultant chemical data is reported in Section 9.8 of ES Chapter 9 (Geology and Soils) (**APP-031**). As part of the ground quality assessment data from the ground investigation and other pertinent sources as listed in Table 9-8 and Section 9.8 of ES Chapter 9 (Geology and Soils) (**APP-031**) have been utilised to develop the conceptual site model. As reported in ES Appendix 9.3 (Ground Investigation Report) (**APP-094**) the intrusive holes were located along the length of the scheme including within and outside the indicated landfill footprints. Chemical testing was undertaken on samples along the length of the Scheme. The contamination baseline is discussed in Sections 9.8.9 and 9.8.17 to 9.8.49 ES Chapter 9 (Geology and Soils) (**APP-031**). Current and historical sources of contamination are summarised in Table 9-9 in ES Chapter 9 (Geology and Soils) (**APP-031**). The assessment of the potential risks to the identified receptors is contained in Section 9.8 of ES Chapter 9 (Geology and Soils) (**APP-031**). ES Appendix 9.3 (Ground Investigation Report (**APP-094**) provides the full details of the assessment. Section 9.13 of ES Chapter 9 (Geology and Soils) (**APP-031**) states: "*Only minor evidence of contamination from historical activities were recorded during the site investigation and no special remedial activities are*

Ref no.	Question to	ExA's Questions	Applicant's Response
		been tested for potential historic pollution, and if so, explain the assessment?	*recommended for the Scheme. Minor impact from ground contamination was identified in the GI work and hence there is limited potential for construction activities to mobilise contaminants within the underlying soils or introduce contaminants which may potentially harm human health or environmental receptors such as Smite Brook and Coombe Pool…*" It is predicted that the Scheme is unlikely to give rise to any significant effects upon geology or soils during the operational phase. To ensure identified risks associated with contamination are appropriately managed mitigation presented in Commitment GS1 of the REAC (**APP-110**) will be undertaken.
GS.1.3	The Applicant	**Design approach** Table 10-1 of the Scheme Design Report [APP-135] states 'The key principle considered to minimise effects on soils is to ensure that the footprint of the Scheme is reduced as much as practicable, without adversely affecting the design'. Could you outline the specific measures you have taken to minimise the footprint of the Proposed Development as far as is practicable?	In order to minimise the footprint of the Scheme the following have been accommodated within the design: • The proposed vertical alignment of the A46 mainline has been adjusted to reduce the extents of works. This results in pavement reconstruction being reduced to the areas of the A46 that are affected by the works only (ES Chapter 3 (Assessment of Alternatives) (**APP-025**) Table 3-8) • The overbridge cross section has been reduced in width by removing the median proposed at Options Selection Stage (Scheme design report (**APP-135**) Table 4-1, item 6), which subsequently reduces the size of the dumbbell roundabouts. • Verge widths and set backs have been kept to a minimum where possible, but the design also ensures that design safety is not compromised • Embankments gradients are generally 1:3 which allows safe maintenance access for landscaping. • The northern attenuation pond has changed in size, position and use. The pond was originally designed to attenuate runoff from the Scheme before discharging to the existing drainage network. Further design development has determined that the two ponds can be consolidated into one large pond (south of the dumbbell) thus negating the need for the pond to the north for attenuation purposes (ES Chapter 3 (Assessment of Alternatives) (**APP-25**) Table 3-9). • A separate access track off the dumbbell roundabout to the northern pond has been removed. Maintenance access will be via a maintenance strip along the bottom of the western embankment of the B4082 and dumbbell roundabout (ES Chapter 3 (Assessment of Alternatives) (**APP-25**) Table 3-9). • A change in construction methodology resulted in a haul road behind Hungerley Hall Farm no longer being required. Construction traffic will now enter the satellite compound directly off the A46 mainline and the B4082 (new link road alignment) will be used as a haul road (ES Chapter 3 (Assessment of Alternatives) (**APP-25**) Table 3-10 Item 3). • The extent of tree and hedgerow removal has been determined in close liaison with the Contractor. The impact on trees and hedgerows, and especially to Tree

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			Preservation Order 82 (within Coombe Pool SSSI), have been kept to a minimum by fully understanding the construction methodology, working widths and access requirements during construction. All the above items have helped to minimise the footprint of the Scheme, as far as is practicable.
GS.1.4	The Applicant	Monitoring and Reporting In their Written Representation [REP1-034] Natural England use a red / amber / green status to highlight areas with significant issues. In Part II of their Written Representation, Natural England raise the following 'amber' status concern: NE13 / Temporary loss and reinstatement of Best and Most Versatile land <20ha / there is no information provided on monitoring and reporting, where soils are to be re-instated and returned to agriculture. This information should be provided. Can you address this concern?	The Applicant has responded to the Written Representation provided by Natural England, and the Applicant's Responses to Written Representations (**TR010066/EXAM/8.18**) submitted at Deadline 2. Natural England has determined that the status of point NE13 of their Written Representation (**REP1-034**) is now green, and the Applicant has confirmed to Natural England that the detail on monitoring and reporting, where soils are to be re-instated and returned to agriculture will be included with the Soil Handling and Management Plan. The Soil Handling Management Plan is produced as part of the Second Iteration EMP and is secured through Requirement 4 of the draft DCO (**REP1-002**).
GS.1.5	Natural England Environment Agency Coventry City Council Rugby Borough Council Warwickshire County Council	**Management Measures** What are your views on the management measures GS1 through to GS5 set out in Table 1 of the First Iteration Environmental Management Plan Appendix A, Register of Environmental Actions and Commitments [APP-110]? Would the dDCO [REP1-002], and Table 1 of the Register of Environmental Actions and Commitments [APP-110] adequately secure all measures required to reduce the environmental impacts of material assets and waste?	

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Historic Environment			
HE.1.1	The Applicant	ES Ch.6 [APP-048] Cultural Heritage - Paragraphs 6.16 and 6.17 What is the difference between the National Heritage List for England (NHLE) and the Historic Environment Record (HER) and who creates and maintains these lists? Relating to this application, does the HER include all relevant NHLE designations?	The NHLE is maintained by Historic England. It contains the primary, definitive record of all designated heritage assets. The HERs are maintained by Coventry City Council and Warwickshire County Council. HERs are a research tool rather than a definitive list of assets. They include both designated and non-designated assets, as well as records of archaeological research (event data – from desk-based research to intrusive investigations). Although HERs do include designated assets, the information may be different to the NHLE to better serve public research. Inclusion in the HER does not define a non-designated heritage asset as the data is inherently incomplete and constantly updated with new information. Relating to this application, the HER does include all the designated assets listed in the NHLE. As both the NHLE and HER have been considered in the assessment, the inclusion of assets in one or both does not change the outcome of the assessment.
HE.1.2	The Applicant, Coventry City Council and Rugby Borough Council	**ES Ch.6 [APP-048] Cultural Heritage - Paragraph 6.4.7** The third bullet point of this paragraph records the concern expressed by Coventry City Council as owner of the Coombe Abbey Park but there is no mention of any such concerns from Rugby Borough Council as local planning authority. Does it share these concerns, and if so where are its views set out in Chapter 6?	Rugby Borough Council has pointed out the designations of the park and made requests for information of other disciplines (LVIA, noise, arboriculture) but have not raised any specific concerns for cultural heritage. This is included with the Statement of Common Ground for Rugby Borough Council (**REP1-025**). Coventry City Council have in paragraph 6.4 of the Coventry City Council Local Impact Report (**REP1-036**) that the Scheme will reduce impacts on the park itself and its setting.
HE.1.3	The Applicant	**ES Ch.6 [APP-048] Cultural Heritage – Table 6.2 (Paragraph 5.213)** Does the explanation of how this paragraph is addressed in the application accord with the requirement stated in NNNPS that applicants "should be required to deposit copies of the reports with the relevant Historic Environment	The accordance with the NPS NN is provided in the final sentence of ES Chapter 6 (Cultural Heritage) (**APP-048**) – Table 6.2 (paragraph 5.213): *"The written scheme of investigation would stipulate the accession of the Scheme reports to the public domain as well as the archiving arrangements."* The HER is in the public domain. There are several ways to provide copies to the HER, some of which are indirect, such as via the online OASIS system. The precise form of deposition will be agreed with Coventry City Council and Warwickshire County Council to accommodate the archive requirements. This will be undertaken while the written scheme of investigation is developed as part of the Second Iteration EMP during detailed design.

Ref no.	Question to	ExA's Questions	Applicant's Response
		Record."?	
HE.1.4	The Applicant	**ES Ch.6 [APP-048] Cultural Heritage – Table 6.2 (Paragraph 5.215)** This states that "Protocols for the discovery of unexpected archaeological remains have been included in the REAC [APP-110] as part of the First Iteration EMP" [APP-109]. What if human remains are discovered, there is no article in the dDCO (common in other DCOs) to deal with such an occurrence, should there be?	The protocol for unexpected archaeological remains, including treasure and human remains that could be found during construction follows the procedure detailed in the First Iteration EMP Appendix B.6 Unexpected Archaeological Finds Protocol (**REP1-010**). The Unexpected Archaeological Finds Protocol will be further developed into full management plans as part of the Second Iteration EMP, which is secured through Requirement 4 of the draft DCO (**REP1-002**). Measures contained therein are sufficient to react to the discovery of human remains and enable an appropriate response, archaeological or otherwise. Generally, a specific human remains article is only included if there is evidence of the presence of human remains. Generally, the Applicant does not include a specific article on human remains if there is no evidence of any in the vicinity of the scheme (and indeed on previous applications the ExA has asked for articles to be removed in this situation), but the above process would be followed if unexpected remains were found.
Landscape and Visual			
LV.1.1	Coventry City Council Rugby Borough Council	**Assessment and mitigation** Do you agree with the applicant's conclusions regarding the likely significant effects on landscape and visual receptors arising from the Proposed Development? If you do, provide an explanation; if you do not, indicate the areas of disagreement with the findings and how this may influence the overall conclusions. (Refer to ES Section 7.11 Assessment of likely significant effects (both during construction and operation) [APP-029]).	
LV.1.2	Coventry City Council Rugby Borough Council	**Extent of land allocated as Green Belt** Reference to the extent of the green belt is given in [REP1-036] (paragraph 5.5) and [APP-029] (Table 7.2 under reference to paragraph 5.181) and is also shown in ES Figure 7.1 (Landscape Policy	

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		Context) [APP-049]. State the full extent of land within your administrative boundary allocated as Green Belt	
LV.1.3	The Applicant	**Design approach** Demonstrate how the design of the Proposed Development is sensitive to the landscape, heritage and local community noting that the Proposed Development is (i) partly within a Green Belt and (ii) borders the western border of the Coombe Country Park. Coombe Abbey Grade II Registered Park and Garden is located within the country park [APP-029]. (Refer to (i) Table 3-1 of the Scheme Design Report [APP-135]; and (ii) Page 13 of The Road to Good Design (Highways England, 2018) at section 4. 'fits in context').	The Scheme and the surrounding study area, located within the jurisdiction of Rugby Borough Council, form part of the Green Belt. The contribution to the perceived openness of the Green Belt—considered in terms of land use, landscape character, and visual perspectives—is discussed in ES Chapter 7 (Landscape and Visual Effects) (**APP-29**), particularly in paragraph 7.8.24: "*PLCA 1 and 2 contribute to the visual openness of the Green Belt through their partially open landscape character and through access to a number of footpaths set within open agricultural land. These offer long distance views with limited woodland cover, except for where enclosed by Coombe Country Park and the woodland belt along the edge of A46. Despite potential long-distance views with the wider landscape (Green Belt) localised topography limits the overall openness of the Green Belt within these PLCAs. Perceived openness (in land use terms) is also reduced by the presence of the existing highway*". The effects on the openness of the Green Belt is discussed further in paragraphs 7.11.9 and 7.11.10: "*During the construction period loss of vegetation (trees and woodland cover) along the A46 verges would alter the visual openness of the Rugby's Green Belt and introduce noticeably incongruous elements and activities. These alter the land use and the perceived rural open character, through the introduction of the new earthworks and related infrastructure associated with the grade separated junction and overbridge. Construction effects upon the Green Belt within the study area are not considered likely to be significant due to their temporary nature and the footprint of the Scheme being located along the edge and the existing influence exerted upon its setting by the A46 highway corridor. As such, there would be a Minor adverse magnitude of landscape character change and a Slight adverse* (*not significant) effect on the openness of the Green Belt"*. Physical features in the immediate vicinity of the existing A46 corridor that contribute to the landscape character of the wider area include thick woodland belts and fields enclosed by hedgerows with mature trees. The woodland present in the area is classified according to the NVC Woodland Classification of W10, with species selected (as outlined in the Environmental Masterplan (ES Figure 2.4) (**APP-043**)) reflecting those already present within the study area. As explained in the Scheme Design Report (**APP-135**), the landscape design has been developed to integrate the Scheme into the existing landscape setting, incorporating hedgerows, woodland (roadside belts), individual trees, and grassland areas. Furthermore, it connects to existing landscape assets, such as Coombe Country Park, with specific mitigation measures involving isolated trees and small groups along the road verge also contribute to the wider character of the former parkland estate of Coombe Abbey RPG.

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			The environmental mitigation strategy aims to reinstate landscape features lost due to the Scheme and therefore reduce its visual impact, including the replanting of hedgerows within the DCO boundary and the establishment of new plantation woodland. Additionally, efforts will be made to enhance the landscape context wherever possible. This includes the creation of drainage features that remain permanently wet, which will be planted with native aquatic vegetation to provide additional habitat for common amphibians, aquatic invertebrates, and fish. A broad range of plant species has been selected to promote increased biodiversity and resilience to the effects of climate change. In the Scheme Design Report (**APP-135**), Section 4, "Principles of Good Road Design," Table 4-1 outlines how these design principles have been applied to the Scheme. This is further illustrated in the ES Figures, specifically Figure 2.4 (Environmental Masterplan), sheets 2 to 4 (**APP-043**). These design elements align with the objectives to integrate the Scheme into the surrounding landscape character and minimise visual intrusion.
LV.1.4	The Applicant	**Design approach** Demonstrate how the design of the Proposed Development makes a positive contribution to local landscapes within and beyond the dDCO boundary. (Refer to (i) Table 3-1 of the Scheme Design Report [APP-135]; and (ii) National Infrastructure Commission Design Group, Design Principles for National Infrastructure, Page 4 - Places).	Overall, while some changes to the landscape will occur, the Scheme aims to maintain the area's character and biodiversity, making a positive contribution to the local landscape and beyond. Though the positive impacts may be limited to essential mitigation measures, as outlined in ES Chapter 7 (Landscape and Visual Effects) (**APP-29**), paragraph 7.10.11, and illustrated in ES Figure 2.4 (Environmental Masterplan) (**APP-043**), the design incorporates several advantageous aspects, particularly the biological enhancements offered through Biodiversity Net Gain (BNG), which contribute positively to the local environment. As discussed in Table 3-1 of the Scheme Design Report (**APP-135**) and the National Infrastructure Commission Design Group's Design Principles for National Infrastructure, Page 4, good design enhances local culture and character while supporting local ecology, delivering net biodiversity gain and protecting wildlife corridors, as well as irreplaceable natural assets and habitats. Appropriate mitigation measures are in place to address any negative impacts, ensuring that the key elements defining the area's distinct character remain intact while the design strategically reinstates lost landscape features, such as hedgerows and woodlands, thereby enhancing the surrounding context. Scheme design rationale adopts a holistic approach to landscape restoration and enhancement. It seeks to integrate and reinstate lost features while maintaining the area's baseline characteristics, utilising gentle gradients and smooth profiles to blend earthworks seamlessly into the environment. Visual screening is achieved through barriers such as woodland planting and scattered trees, minimising visual impact and improving the Scheme's overall integration. Design mitigation strategies are employed to offset biodiversity loss by restoring habitats, particularly through the creation of hedgerows with trees that benefit species such as barn owls. The tree species selected for the hedgerows are of a larger specification to aid in mitigation measures for bird strike in relation to barn owls. The focus on species protection

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			prioritises habitat creation for local wildlife, especially for vulnerable species like barn owls and bats. This strategic framework ensures that the scheme effectively addresses environmental concerns while enriching the local ecosystem. Landscape integration and habitat creation surrounding the proposed detention basins (3No.), a drainage requirement of the Scheme, include hedgerow planting with individual trees, scrub planting, scattered trees, woodland blocks, ground cover, and various grassland habitats. The design of these features aims to enhance local biodiversity by creating rich and attractive ecological habitat areas. Hedgerow and tree planting will reinstate the field pattern lost along the embankment base, with woodland belts and shrubs interspersed with scattered trees along the B4082 link road. This aims to screen the scheme from nearby residential areas, including Hungerly Hall Farm, while integrating the scheme into the existing landscape through planting proposals that reflect the historical character of the former parkland estate near Coombe Abbey Park.
LV.1.5	The Applicant	**Design approach** Can you indicate the extent to which you took independent professional advice on the design aspects of the Proposed Development? (Refer to (i) Table 3-1 of the Scheme Design Report [APP-135], (ii) paragraph 4.32 of the National Networks National Policy Statement; and (iii) Design review at National Highways: A guide, 2022.	The Applicant undertook an independent design review in May 2024, with a panel appointed by the Design Council. The issues raised and the Applicant's responses are provided in the Scheme Design Report (**APP-135**).
LV.1.6	The Applicant	**Design approach** Have you prepared a Design Approach Document setting out the approach to delivering the detailed design specifications for the Proposed Development which could be secured by a DCO requirement?	Whilst a Design Approach Document (DAD) was not submitted with the application the Applicant considers that the Scheme Design Report (**APP-135**) aligns with the principals of a DAD as set out in Nationally Significant Infrastructure Projects (NSIP): Advice on Good Design (Planning Inspectorate, 2024). As stated in NSIP: Advice on Good Design "DADs are produced to assist ExAs and Interested Parties to understand the preparation and evolution of the design case from project inception to that presented in the application". The Scheme Design Report (**APP-135**) provides a summary of the development of the scheme from Scheme design to the current proposals (Section 7), with reference to ES Chapter 3: Assessment of Alternatives (**APP-025**), where further detail is provided and assessed.

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			NSIP: Advice on Good Design also states that DADs should address the following: • the brief • the design process • the design principles • beneficial outcomes Furthermore, the NSIP: Advice on Good Design states that if a DAD is not provided, clarification should be provided on where the design process and design principles are set out. As stated in paragraph 1.1.2 of the Scheme Design Report (**APP-135**), the purpose of the document is to: • Provide a guide to the design decisions that have informed the development of the design for the Scheme • Assist those reviewing the application documentation by providing a reference document that details the design of the Scheme • Ensure that the Scheme continues to adhere to the good design policies, both locally and nationally, and that the Design Principles are central to the Scheme's delivery. The Scheme Design Report (**APP-135**) also sets out the following: • the Applicant's approach to the design of the Scheme with respect to the ten principles set out in the Road to Good Design (Highways England, 2018) and NPS NN (Section 3) • details of design mitigation (Section 10) cross referencing with the ES • details of the construction programme, phasing and methodology (Section 11) • benefits of the Scheme, which are detailed throughout the text of the report. The Applicant considers that the Scheme Design Report (**APP-135**) meets the requirements of a DAD as discussed in NSIP: Advice on Good Design.
LV.1.7	The Applicant	**Design approach** #Table 5-1 in section 5 (Scheme design process) of the Scheme Design Report [APP-135] summarises the advice of a design review panel. Recommendations 5. and 6. set out by the Design Panel state: "5. On behalf of a Landscape and	<u>Design Panel - Recommendation 5.</u> As detailed in the response column of Table 5-1 of the Scheme Design Report (**APP-135**), the landscape design, as shown on Environmental Masterplan (ES Figure 2.4) (**APP-043**)), draws upon the existing woodland belt landscape character present along the A46. The design reflects the existing A46 landscape character at this point and allows for space for potential future access links for the local community. Reinstatement of this strong character language has been the key driver in developing the design in line with DMRB LA 117. The two sides of the A46 have been sensitively designed to reflect the current character and future proofing the landscape design:

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		Visual Impact Assessment, we urge the team to identify landscape receptors that use the character of the existing place to help develop the design response further. We believe that the existing linear landscape can help tell the story of this Scheme by creating distinct characters for the two sides of the highway, highlighting the residential context to the west against the industrial land to the east". " 6. Views: Enhance the road user experience by celebrating views from elevated roundabouts. Additionally, consider how these views change throughout the year, particularly in the winter when trees are more exposed, and views are more expansive". 1. Provide a summary and explanation of how the scheme's design has successfully met these design aims set out in recommendations 5. and 6. above? 2. Considering the Design Panel's feedback, what additional beneficial design opportunities have been realised?	• *"Along the Scheme's western boundary, there would be hedgerows with tree planting to reinstate the field pattern lost along the Scheme embankments' base. Woodland belts and scrub planting with scattered trees along the B4082 link road aim to integrate and screen the Scheme.* • *[…]* • *Along the Scheme's eastern boundary, hedge planting to reinstate field pattern lost along the embankments base, along with isolated trees along the road verge which tie into the wider former parkland estate character near to Coombe Abbey Park would be introduced"* Additionally, the design has been developed in close collaboration with the Scheme ecologists in terms of BNG, protection of wildlife (species/ areas/ corridors) and the conservation and creation of new habitats for local ecosystems/ ecology. Design Panel - Recommendation 6. As per response column of Table 5-1 of the Scheme Design Report (**APP-135**) following, *"detailed site work and demonstrated on the viewpoint images, there are no long-distance views from the Scheme as the existing topography is relatively flat. One of the key drivers of the Scheme is to screen the Scheme from nearby residential areas. Mitigation planting in relation to the grade separated junction would screen the associated roundabouts and traffic movements."* **Considering the Design Panel's feedback, what additional beneficial design opportunities have been realised?** The design team acknowledged and considered the comments from the Design Panel regarding the design of the eastern and western sides of the Scheme. It was concluded that the proposed landscape design effectively reflects the subtle differences in landscape character on either side of the highway. Drawing from the loss of woodland belts and hedgerow planting along the A46 verges, the design aims to reinstate these key features, thereby enhancing the overall visual coherence and ecological integrity of the area. It is important to note that open views of the design are constrained by the Biodiversity Net Gain (BNG) requirements and the visual implications of the Scheme, which may lead to an increased visual impact of the road, traffic, and associated infrastructure from sensitive receptors. One of the key drivers of the scheme is to screen it from nearby residential areas. To achieve this, mitigation planting will be implemented, particularly around the grade-separated junction, to effectively screen the associated roundabouts and traffic movements, thereby minimising their visibility and impact on the local community. During the detailed design stage further chances to consider and implement further

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			beneficial design opportunities will be undertaken, and this will be reflected in the production of the Landscape Design at Stage 5. The response column of Table 5-1 of the Scheme Design Report (**APP-135**) outlines the Applicant's responses to the design panel observations. ES Chapter 7 (Landscape and Visual Effects) (**APP-029**) details the landscape enhancement that the Scheme will provide (as outlined in paragraph 7.10.17. The mitigation measures outlined within the ES Chapter 7 (Landscape and Visual Effects) (**APP-029**) are shown on the Environmental Masterplan (ES Figure 2.4) (**APP-043**)). During the detailed design stage further chances to consider and implement further beneficial design opportunities will be undertaken, and this will be reflected in the production of the Landscape Design.
LV.1.8	The Applicant	**Landscape and Visual Effects** Table 7.16 of ES Chapter 7 confirms that construction activities in the area comprising Walsgrave Hill and Valley including Hungerley Hall Farm would result in a large adverse effect on landscape character. Table 1-13 (Viewpoint 13) of Appendix 7.3: Representative Viewpoints [APP-072] notes that extensive changes in the existing view, geographical extent, and temporary construction period, would result in a major adverse magnitude of change and a large adverse significance of visual effect at this viewpoint (Hungerley Hall Farm). Table 7.18 of ES Chapter 7 confirms that the operation of the Proposed Development will result in significant effects on the landscape in Year 1 of opening including moderate adverse effects on the landscape character of Walsgrave Hill and Valley including Hungerley Hall Farm. Considering	Embedded and essential mitigation measures, as outlined in ES Chapter 7 (Landscape and Visual Effects) (**APP-29**), specifically in section 7.10, emphasise the iterative nature of the Scheme's design process. This section highlights the close collaboration between the environmental and infrastructure design teams aimed at minimising environmental impacts. Integrated environmental mitigation measures are designed to address the landscape and visual effects identified in the LVIA, adhering to Highways England (2020) DMRB LD 117 Landscape Design guidance. These measures will maintain high environmental standards by being implemented to mitigate impacts during both the construction and operational phases of the Scheme. In relation to PLCA 1 - Walsgrave Hill and Valley, including Hungerley Hall Farm (refer to ES Figure 7.2 (Landscape Character Context) (**APP-049**)) and Viewpoint 13: Hungerley Hall Farm, as detailed in Table 1-13 (Viewpoint 13) of ES Appendix 7.3 (Representative Viewpoints) (**APP-072)**. Specific measures along the western boundary include hedgerows with tree planting aimed at restoring the field pattern lost at the base of the embankments, promoting ecological sustainability. Woodland belts and shrub blocks along the B4082 link road are designed to integrate and screen the Scheme effectively. At Hungerley Hall Farm, specific visual mitigation measures incorporate hedgerows with trees and a dense woodland belt separating the property and its associated buildings from the A46 and B4082 link road, with a commitment to environmental integration. The reinstated woodland belt along the embankments will substantially conceal traffic movements on the B4082 link road and A46 near the former Walsgrave roundabout. However, there may remain residual visibility of large or high-sided vehicles and infrastructure elements, particularly during winter months when gaps within the woodland may allow for greater visibility of these features. Additionally, the detention basin area at Hungerley Hall Farm enhances landscape integration, featuring hedgerow planting with individual trees, woodlands, scrub plantings, and various grassland

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		these findings, clarify how the ExA and ultimately the SoS can be assured that the Proposed Development will maintain high environmental standards and outline any suggested initiatives to enhance the landscape character in Walsgrave Hill and Valley including Hungerley Hall Farm.	habitats, supporting habitat enhancement.
LV.1.9	The Applicant	**Landscape and Visual Effects** Section 7.10 of ES Chapter 7 : Landscape and Visual Effects [APP-029] sets out details of the general and scheme specific landscape and visual mitigation for the construction and operation phases. Clarify how the various elements of both the general and scheme-specific mitigation measures will be secured and made enforceable through the DCO?	The mitigation detailed in ES Chapter 7 (Landscape and Visual Effects) (**APP-029**) is included within the landscape and visual effects commitments (LV1-LV3) in the REAC (**APP-110**) which forms Appendix A First Iteration EMP (**REP1-010**), includes landscape commitments. This is secured through requirement 4 of draft DCO (REP1-002) and the landscape design secured through requirement 6 of the Draft DCO (REP1-002). Commitment LV1 (To ensure the establishment of the landscape planting, visual mitigation measures, and creation/enhancement of biodiversity habitats and related to the LEMP) is detailed within ES Chapter 7 (Landscape and Visual Effects) (**APP-029**) are also included within the First Iteration EMP Appendix A REAC) (**APP-110**). Requirement 4 of the draft DCO (**REP1-002**) stipulates that the authorised development is to be carried out in accordance with the Second Iteration EMP, which is to be substantially in accordance with the First Iteration EMP (**REP1-010**), reflect the mitigation measures required by the REAC and set out in the ES, and approved by the Secretary of State. The Applicant considers that this is an appropriate mechanism by which mitigation measures are secured through the draft DCO (**REP1-002**).
LV.1.10	The Applicant	**Landscape and Visual Effects** ES Appendix 7.5: Lighting Assessment [APP-075] reports the forecast effects resulting from artificial lighting associated with the Proposed Development and notes that mitigation measures deployed through the lighting layout would ensure that artificial lighting is not obtrusive. In their Relevant Representation to the Examination the Environment Agency [RR-012] noted that light pollution/spill onto watercourses has the potential to	The Applicant has responded to the Environment Agency's representation in the Applicants Response to the Relevant Representations (**REP1-021**), which states the following: *"Paragraph 8.8.105 within ES Chapter 8 (Biodiversity) (APP030) discusses the baseline with regards to fish and only mentions an example of indirect impacts in explanation for scoping fish in. However, paragraph 8.8.105 ES chapter 8 (Biodiversity) (APP-030) will be amended to add in impacts from light pollution as an example of indirect impacts, and will be resubmitted at Deadline 3. Further amendments will be made to the ES Chapter 8 (Biodiversity) (APP-030) to include the light pollution impacts on fish. Measures which would mitigate light disturbance impacts on fish already detailed within the Chapter, as mitigation for other ecological features, include those within paragraph 8.10.7 of ES Chapter 8 (Biodiversity) (APP-030) and are included in the First Iteration EMP (APP-109) and the EMP Appendix A REAC (APP-110). As such residual effects on fish due to the Scheme are assessed as neutral (not significant) in both the construction and operational phase."*

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		exhibit changes in fish behaviour as a result of unnatural lighting, which can negatively impact migratory fish. Can you detail how this potential will be mitigated and managed?	
LV.1.11	The Applicant	**Landscape and Visual Effects** The ES Appendix 7.2: Landscape Character [APP-071] Table 1-1 (Walsgrave Hill and Valley including Hungerley Hall Farm) acknowledges a lesser reduction in magnitude of change between year 1 and year 15 due to the proximity of the A46, especially the grade separated junction, related highway infrastructure (lighting, gantries, or signage), B4082 link road and the wider effect associated with residual traffic movements. Can you indicate whether any other general or scheme-specific mitigation has been considered and could be utilised in this location to improve the beneficial changes to landscape and visual amenity by year 15 of operation?	Embedded and essential mitigation measures, as outlined in ES Chapter 7 (Landscape and Visual Effects) (**APP-29**), specifically section 7.10, emphasise the iterative nature of the Scheme's design process. This section highlights the close collaboration between the environmental and infrastructure design teams, aimed at minimising environmental impacts. Integrated environmental mitigation measures are crafted to address the landscape and visual effects identified in the Landscape and Visual Impact Assessment (LVIA), adhering to Highways England (2020) DMRB LD 117 Landscape Design guidance. These measures will be implemented to mitigate impacts during both the construction and operational phases of the Scheme. ES Figure 2.4 (Environmental Masterplan) (**APP-043**) represents the best landscape design within the parameters set for ecological and biodiversity enhancement. Specific visual mitigation measures relating to PLCA1, particularly at Hungerley Hall Farm, the incorporation of hedgerow with trees at the rear, of a dense woodland belt, serves to separate the property and its associated buildings from the A46 and B4082 link road. This design replicates the existing landscape, thereby preserving the character of the area. Notably, the tree species selected for the hedgerows are of a larger specification to aid in mitigation measures for bird strike, particularly concerning barn owls. By maintaining these natural boundaries, the Scheme enhances ecological sustainability but also promotes a coherent relationship with the surrounding environment. Landscape integration and habitat creation surrounding the proposed detention basins (3No.), a drainage requirement of the Scheme, include hedgerow planting with individual trees, scrub planting, scattered trees, woodland blocks, ground cover, and various grassland habitats. The design of these features aims to enhance local biodiversity by creating rich and attractive ecological habitat areas. It is important to note that the planting mixes outlined in the Environmental Masterplan will be developed during the detail design stage, ensuring ongoing enhancement of landscape and ecological elements. During this stage, further opportunities to consider and implement beneficial design enhancements will be undertaken, which will be reflected in the production of the Landscape Design. The design will also be developed in conjunction with National Highways' (A46) and Coventry City Council's (B4082) maintenance considerations. With reference to the design and mitigation measures set out above, there is found to be no significant adverse effect by year 15 of operation and the Applicant considers that no further

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			mitigation requirements are necessary.
LV.1.12	Coventry City Council Rugby Borough Council	**Management Measures** What are your views on the Outline Landscape and Ecology Management Plan (Appendix B.4, [APP-109]) regarding: (i) landscape requirements (ii) landscape strategy and principles; and (iii) establishment, management and maintenance? What are your views on the management measures LV1 through to LV3 set out in Table 1 of the First Iteration Environmental Management Plan Appendix A, Register of Environmental Actions and Commitments (REAC) [APP-110]? Would the dDCO [REP1-002], Table 1 of the Register of Environmental Actions and Commitments [APP-110], and Appendix B.4 [APP-109] adequately secure all measures required to protect landscape and visual amenity?	
Material Assets and Waste			
MW.1.1	Environment Agency Coventry City Council Rugby Borough Council Warwickshire County Council	**Assessment and mitigation** Do you agree with the applicant's conclusions regarding the likely significant effects on material assets and waste arising from the Proposed Development? If you do, provide an explanation; if you do not, indicate the areas of disagreement with the findings and how this may influence the overall conclusions. (Refer to Section 10.11 of ES Chapter 10 [APP-032]). Do you consider the Applicants approach to reducing waste safely and maximising	

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		resource usage to comply with the relevant parts of the National Networks National Policy Statement?	
MW.1.2	The Applicant	**Mineral safeguarding area** Paragraph 10.1.3 of the ES [APP-032] states that that mineral safeguarding areas has been scoped out and explains why. Can you confirm that Coventry City Council and Warwickshire County Council were consulted on the decision to scope out mineral safeguarding areas and made any comments.	The Planning Inspectorate's Scoping Opinion (**APP-114**) agreed that Mineral Safeguarding Areas (MSA) could be scoped out: *"Based on the information provided in the Scoping Report in relation to the absence of any specific allocations for extraction within the area, and the geographic context of the Proposed Development, the Inspectorate is in agreement that an assessment of impacts to the MSA can be scoped out of further assessment".* Warwickshire County Council (WCC) WCC were contacted and a meeting held on the 15 April 2024. WCC required further clarifications with regards to mineral safeguarding. Clarification was provided to WCC on 7 June 2024 in a Technical Memorandum. In WCCs Relevant Representations (**RR-006**), WCC *stated "based on the information/evidence on pages 6-10 of the Memorandum the County Council is now satisfied that Mineral Safeguarding Areas can be scoped out of the ES. This matter is 'Agreed'".* This position is reflected in the Statement of Common Ground with Warwickshire County Council (**REP1-024**) submitted at Deadline 1. Coventry City Council (CCC) The Applicant can confirm that Coventry City Council were consulted on scoping out MSA via the following: • Scoping Report (**APP-113**) – issued to Coventry City Council by the Planning Inspectorate in June 2023. No response to the scoping report was received by the Planning Inspectorate. • Preliminary Environmental Information Report – issued to Coventry City Council as part of the Statutory consultation process by the Applicant held between the 25 October 2023 and 20 December 2023. A response was received from Coventry City Council on the 4 December 2023 which is presented in The Consultation Report Annex M: Tables evidencing regard had to statutory consultation responses (in accordance with Section 49 of the 2008 Act) (**APP-128**) and the Consultation Report Annex N: Tables evidencing regard had to supplementary consultation responses (in accordance with Section 49 of the 2008 Act) (**APP-129**). This did not comment on MSAs. Coventry City Council confirmed in their letter dated 17 October 2024 in Consultation Report Annex P: Adequacy of Consultation Milestone Statement (**APP-**

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			131) of the Consultation Report Annexes. • Regular meetings were held with Coventry City Council throughout the pre-application and pre-examination stage as documented in the SoCG with Coventry City Council (**REP1-023**). At these meetings MSAs were not raised as a concern by Coventry City Council. • Requests were made to Coventry City Council to specifically discuss minerals and waste concerns as documented in Table 10.4.10 of ES Chapter 10 (Material Assets and Waste (**APP-03**2). No response was received. • Environmental Statement submitted as part of the application documents – specifically paragraph 4.3.11 of ES Chapter 4 (Environmental Assessment Methodology) (**APP-026**). Through the consultation, the Applicant can confirm that Coventry City Council have not made any comments with respect to MSAs.
MW.1.3	The Applicant	**Mitigation** Chapter 10 of the ES [APP-032] references the Principal Contractor being committed to importing at least 28% (by weight) of aggregates comprising alternative (re-used, recycled or secondary) aggregates. Give details of the anticipated applications where it will be technically and economically feasible to substitute primary aggregates with alternative aggregates. How will the figure of 28% will be monitored, improved upon and secured in the DCO?	This is part of Commitment MA5 within the First Iteration EMP Appendix A REAC (**APP-110**). Requirement 4 of the draft DCO stipulates that the authorised development is to be carried out in accordance with the Second Iteration EMP, which is to be substantially in accordance with the First Iteration EMP (**REP1-010**), reflect the mitigation measures required by the REAC and set out in the ES, and approved by the Secretary of State. The Applicant considers that this is an appropriate mechanism by which mitigation measures are secured through the draft DCO (**REP1-002**).
MW.1.4	The Applicant	**Mitigation** Chapter 10 of the ES [APP-032] references the Principal Contractor being committed to recovering at least 70% (by weight) of non-hazardous construction and demolition waste (excluding naturally occurring soils and stones). Give details on the anticipated remaining	This is part of Commitment MA5 of the REAC (**APP-110**), which forms Appendix A of First Iteration EMP (**REP1-010**). The commitment will be implemented through the production of the SWMP that will be included as part of the Second Iteration Environmental Management Plan and secured through Requirement 4 of the draft DCO (**REP1-002**). The Principal Contractor will use a waste broker to secure a waste contractor for the site but there will be non-recyclables which are generally some plastics, packaging when there is an insufficient quantity to warrant a special visit by the waste contractor or a dedicated skip, kitchen and office waste that is not recyclable locally or in sufficient quantitates so will go in

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		residual waste elements and how the figure of 70% will be monitored, improved upon and secured in the Development Consent Order.	a mixed skip e.g. plastic ducting offcuts, recovered geotextiles, cross contaminated waste. This commitment will be monitored by monthly reports from the broker and reported in a company reporting portal, SmartWaste and in the NH carbon tool, a monthly report to NH reporting on scope 1, 2 and 3 carbon. .
MW.1.5	The Applicant	**Waste** According to Chapter 10 of the ES [APP-032], it is anticipated that waste will be disposed of to the appropriately local licensed waste facility (landfill or incinerator). However, there is no information provided regarding potential disposal sites. Provide details of disposal locations and the associated travel distances. Additionally, please inform the ExA about any ongoing discussions and design modifications aimed at minimizing this surplus.	It is anticipated that waste will be disposed of to the appropriately local licensed waste facility (landfill or incinerator) The reference to landfill or incinerator (ES Chapter 10 (Material Assets and Waste) (**APP-032**) paragraph 10.10.22) specifically relates to the management of localised historical landfill wastes (if encountered and excavated) following consultation with the Environment Agency. Paragraph 10.10.9 states that *"the Scheme aims to prioritise waste prevention, followed by preparing for re-use, recycling and recovery and lastly disposal to landfill (Commitment MA1 of the REAC, Appendix A of the First Iteration EMP (TR010066/APP/6.5))".* ES Chapter 10 (Material Assets and Waste) (**APP-032**) does not provide specific details on potential disposal sites (these will be established at Stage 6 – Construction). In accordance with LA 110, the chapter assesses whether or not the project would generate large quantities of waste relative to landfill capacity in the West Midlands region or the ability of waste infrastructure within the region to continue to accommodate waste from other sources as opposed to identifying individual disposal sites. ES Chapter 10 (Material Assets and Waste) (**APP-032**) paragraph 10.10.15 and the REAC (**APP-110**) commitment MA5, state that "*where waste must be taken to a recycling or disposal site, the Principal Contractor would ensure that the site has the appropriate permits. In addition, the suitable facility would be located as close to the works as possible (ideally within 10km) to minimise the impacts of transportation, in particular the release of carbon emissions. The Principal Contractor would identify the closest and relevant treatment and disposal sites*." During the detailed design stage opportunities to minimise surplus will be considered and implemented were feasible. At the current stage details are still to be finalised, the supply chain who will deliver the works is yet to be appointed and the landfill sites selected will be dependent on factors such as location, the availability to accept the material and the subcontractor's own supply chain. Emphasis will be placed on minimising the length of haul route in line with commitment MA5 of the Register of Environmental Commitments (**APP-110**).
MW.1.6	The Applicant	**Waste**	Table 10.7 of ES Chapter 10 (Material Assets and Waste) (**APP-032**) considers the estimated main categories and quantities of key CDW generated during construction in

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		Table 10.7 in ES Chapter 10 [APP-032] outlines the main types and quantities of construction and demolition waste expected during the construction phase. Can you confirm the projected amount of hazardous waste expected, such as coal tar present in asphalt?	relation to potential waste recovery rates. As material disposal (impact on landfill capacities) was scoped out of requiring assessment in the ES, quantities of hazardous waste are not considered in ES Chapter 10 (Material Assets and Waste) (**APP-032**) The ES Scoping report (**APP-113**) includes projected quantities of hazardous waste in Table 11-2 based on the design at the time of writing. The scoping assessment assumed 10% of topsoil, soils and asphaltic waste to be hazardous waste. As the design has progressed the earthwork volumetrics have been refined with a resultant decrease in quantities of asphalt/ soil and stone waste with an associated reduction in the amount of hazardous waste to what was calculated based on a worst-case assumption in the Scoping Report (APP). This is an overall reduction in potential hazardous construction waste requiring removal from 41,125m^3 (as reported in the ES Scoping Report (APP)) to 27,592m^3 which is based on projected waste quantities in Table 10.7 and paragraph 10.11.8 of ES Chapter 10 (Material Assets and Waste) (**APP-032**) and applying the 10% hazardous waste assumption, this equates to: - 7,230m^3 (16,630 tonnes) of **asphalt** waste projected of which 723m^3 (1,663 tonnes) hazardous waste. - 18,511 m^3 (31,469 tonnes) of **soil and stone** waste (no topsoil wastes) projected of which 1,851 m^3 (3,147 tonnes) hazardous waste.
MW.1.7	The Applicant	**Waste** The 'site waste management plan' outlined in MA6, as referenced in ES Chapter 10 [APP-032], identifies that waste minimisation targets would be set to reduce waste at source by increasing re-use of materials on-site and reducing the need for new construction materials. Can you explain how these targets would be quantified and what is proposed in terms of identifying and implementing any remedial action?	ES Chapter 10 (Material Assets and Waste) (**APP-032**) states that the Site Waste Management Plan will include any appropriate waste minimisation and associated Key Performance Indicators (KPI) targets. The KPI targets are detailed in Section 1.4 of the EMP Appendix B.3 - Outline Site Waste Management (**APP-109**) and secured through Requirement 4 of the draft DCO (**REP1-002**).
MW.1.8	The Applicant	**Fill Material** ES paragraph 2.6.45. [APP-024]	Currently the assumption is that 50,249m3 will be site won material as outlined in 10.11.5 of ES Chapter 10 (Material Assets and Waste) (**APP-032**) the source of the remaining soil to be imported is still to be finalised, the supply chain who will deliver the works is yet to be

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		states that approximately 248,000m3 of fill material would be required for various purposes including filling, capping, and for use within the environmental mitigation area. Provide details of the sources for the fill material, including the amount to be delivered from each source.	appointed and the material sources selected will be dependent on factors such as location, the availability of in specification material and the subcontractors own supply chain. REAC (**APP-110**) commitment MA4 details the commitment with regards to local and responsible sourcing of material assets.
MW.1.9	The Applicant	**Locally sourced materials** Details of local and responsible sourcing of material assets are presented in MA4, as referenced in ES Chapter 10 [APP-032]. Detail what surveys or other investigations have been conducted to assess the feasibility of using locally sourced materials and suppliers. Additionally, specify the expected percentage of total materials that will be sourced locally.	Until the detailed design stage is completed, certain specifics remain to be finalised. The supply chain responsible for delivering the works has not yet been appointed, and the selection of material sources will depend on various factors including location, availability of materials that meet specifications, and the subcontractors' own supply chains. REAC (**APP-110**) commitment MA4 states locally sourced materials and suppliers, ideally within 10 kilometres, would be identified and used, where possible. Compliance with the REAC is secured through requirement 4 of the draft DCO (**REP1-002**).
MW.1.10	The Applicant	**Longer lasting materials** Table 10.2 in ES Chapter 10 [APP-032] states the National Networks National Policy Statement requirements for Material Assets and Waste. Paragraph reference 5.71 of the NNNPS, quoted in ES Table 10.2, refers to the efficient use of longer lasting materials. Explain how the requirement to use longer lasting materials efficiently has been addressed in the Applicant's assessment.	The assessment of materials assets and waste in ES Chapter 10 (Material Assets and Waste) (**APP-032**) is in accordance with DMRB LA 110 which notes that the assessment shall report on the construction phase and first year of operational activities (opening year). The design features of the Scheme will be specified to meet the design life requirements as set out in the relevant DMRB guidance. For structures the design life will be 120 years in accordance with CD 350 The design of highway structures. Pavements will have a design life of 40 years in accordance with CD 226 Design for new pavement construction. Drainage will have a minimum design life of 60 years, in accordance with CG 501 Design of highways drainage systems. The Applicants response to how the circular economy has been applied it detailed in the response below for MW.1.1.11 sets out how the Proposed Development gives regards to the circular economy.

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MW.1.11	The Applicant	**Circular approach** ES Chapter 10 [APP-032] notes that circular economy principles have been considered. Provide a detailed explanation and summary of your approach regarding these principles particularly in relation to how the Proposed Development aims to enhance material reuse and reduce waste. Detail what surveys or other investigations have been conducted to assess the feasibility of a 'circular' approach for the Proposed Development	Table 10-2 of ES Chapter 10 (Material Assets and Waste) (**APP-032**) provides a detailed explanation of how the Scheme aims to enhance material reuse and reduce waste, with particular reference to a circular economy. The requirements of the NPS NN have been accounted for within the mitigation measures included as REAC commitments MA1-MA7 (**APP-110**). The Outline Site Waste Management Plan, included as Appendix B.3 of the First Iteration EMP (**APP-109**) is to facilitate the implementation of the circular economy and waste hierarchy principles and to minimise the production of waste during the construction stage of the Scheme. Opportunities for reuse and recycling of waste are identified in Table 5 of the Outline Site Waste Management Plan. These will be reviewed and implemented (where practicable) during detailed design through liaison and discussion between the designer and contractors. The reduction of waste will also be informed by surveys, the following of which have already been undertaken: • pavement surveys to assess the feasibility of the reuse of materials within the new pavement construction or earthworks • ground investigations to assess the depth and suitability of existing material to use within earthworks, to minimise the amount of imported material • structural survey of Hungerley Hall Farm accommodation bridge in order to confirm its retention as part of the scheme • drainage surveys to assess the condition of existing drainage networks in order to retain and reuse where practicable. The Outline Site Waste Management Plan will be developed into the Site Waste Management Plan as part of the detailed design stage and incorporated within the Second Iteration EMP. Compliance with it is secured through Requirement 4 of the draft DCO (**REP1-002**).
MW.1.12	Environment Agency Coventry City Council Rugby Borough Council Warwickshire County Council	**Management Measures** What are your views on the Outline Site Waste Management Plan (Appendix B.3 [APP-109]) regarding: (i) resource efficiency and waste minimisation (ii) waste management (iii) monitoring; and (iv) audit and review? What are your views on the management measures MA1 through to MA7 set out in Table 1 of	

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		the First Iteration Environmental Management Plan Appendix A, Register of Environmental Actions and Commitments [APP-110]? Would the dDCO [REP1-002], Table 1 of the Register of Environmental Actions and Commitments [APP-110], and Appendix B.3 [APP-109] adequately secure all measures required to reduce the environmental impacts of material assets and waste?	
Noise and Vibration			
NV.1.1	The Applicant	**Consultation** Paragraph 11.4.3 of Chapter 11 of the ES [APP-033] refers to further engagement with Rugby Borough Council and Coventry City Council. Provide an update to the ExA on the status of the consultations with both local authorities.	The Applicant has consulted with Coventry City Council and Rugby Borough Council and all noise related issues discussed have been agreed. This is detailed in the Statement of Common Ground for Rugby Borough Council (**REP1-025**) and Coventry City Council (**REP1-023**).
NV.1.2	Coventry City Council Rugby Borough Council	**Assessment and mitigation** Do you agree with the applicant's conclusions regarding the likely significant effects of noise and vibration arising from the Proposed Development? If you do, provide an explanation; if you do not, indicate the areas of disagreement with the findings and how this may influence the overall conclusions. (Refer to ES Section 11.11 Assessment of likely significant effects (both during construction and operation) [APP-033]). Do you consider the Applicants approach to managing the impacts of noise and vibration (on human and ecological receptors) to comply with the relevant parts of	

Ref no.	Question to	ExA's Questions	Applicant's Response
		the National Networks National Policy Statement?	
NV.1.3	The Applicant	**Livestock** Should the impact of noise and vibration and the potential effects on livestock grazing close to the Proposed Development be assessed in the ES? If not, explain why.	An assessment of noise and vibration impacts on grazing livestock is not included within ES Chapter 11 (Noise and Vibration) (**APP-033**). The ES noise and vibration assessment considers the potential impact of the scheme on human receptors, in accordance with DMRB LA 111 Noise and Vibration. However, the assessment did identify that the operational noise impact at Hungerley Hall Farmhouse was not deemed significant. The impacts of noise and vibration upon protected and notable species have been assessed within ES Chapter 8 (Biodiversity) (**APP-030**). In accordance with CIEEM's Guidelines for Ecological Impact Assessment (2024) this includes, where relevant, species listed on national biodiversity lists including species of principal importance for the conservation of biodiversity, biodiversity action plan lists, red listed, rare and legally protected species. DMRB LA 108 Biodiversity, Table 3.9 also lists the species classifications that require baseline studies to determine their relative importance. Livestock are not included within these classifications and have therefore not been assessed as part of Chapter 8 (Biodiversity) (**APP-030**). As presented in ES Chapter 12 (Population and Human Health) (**APP-034**) (paragraph 12.8.23) the Hungerley Hall Farm buildings are often used for housing livestock during the winter, with fields used for grazing during the summer and will therefore be habituated to existing noise levels from the surrounding roads. The grazing fields are generally located away from the existing A46. The information gained from the farm questionnaires suggests that alternatives may need to be sought due to the practicalities of accessing the barns during construction and operation, with alternatives potentially needing to be sought, however this is not deemed to be due to noise impacts. To mitigate the potential impact of construction activities on livestock, Commitment PH1 is included within the First Iteration EMP Appendix A REAC (**APP-110**), and includes the following: *"The construction programme will be developed in consultation with farm owners where practicable to minimise disruption to critical farming activities, such as planting and harvesting periods, and to identify any activities that may disturb livestock. This is considered to be essential mitigation."* To mitigate noise impacts during operation, the Scheme will be using low-noise surfacing on the B4082 and sections of new carriageway on the A46, as secured by Commitment NV4 in

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			the First Iteration EMP Appendix A REAC (**APP-110**). This, in conjunction with lower design speeds, result in nominal changes to the baseline noise levels in the fields surrounding the Scheme for the operational phase (ES Figures 11.7 and 11.8 (**APP-055**).
NV.1.4	The Applicant	**Low Noise Surfacing** ES Table 11-11 (Operational noise model assumptions, limitations and data sources) [APP033], under the topic heading 'Road surfaces' states: "*For the 'Do-Something' scenarios, a low noise surface (-2.5dB Road Surface Influence) has been included along high-speed sections of the Scheme*" Give details of the extent of low noise surfacing to be applied to the new highway network within the boundary of the Proposed Development. In addition, give details of any low noise surfacing to be applied to the existing highway network out with the application boundary. Can you briefly confirm the maintenance policies and practices established to ensure that future resurfacing will consistently include low-noise surfacing as a standard requirement? How will this be secured in the DCO?	The Applicant advises that low noise surfacing will be applied to the areas of new resurfacing proposed for the A46 and the new B4082 link road, as detailed within ES Chapter 11 (Noise and Vibration) (**APP- 033**) Table 11-24. The low noise surfacing will reduce road traffic noise by 2.5dB when compared with traditional hot rolled asphalt surfacing, as stated in ES Chapter 11 (Noise and Vibration) (**APP- 033**), section 11.10. No resurfacing is proposed to be undertaken of the existing highway network outside the Order Limits. Maintenance/renewals would be undertaken in accordance with the National Highways DMRB standards GM 701 Asset delivery asset maintenance requirements and CD 227 Design for pavement maintenance, CD 236 Surface course materials for construction, coupled with the consideration of other DMRB standards for pavement treatments and investigation, and asset management plans.
NV.1.5	The Applicant	**Long term noise mitigation** ES paragraph 11.10.17. [APP-033] points out that a "*long-term noise barrier in the form of solid and imperforate site fencing / hoarding is proposed in proximity to Hungerly Hall Farm to mitigate noise effects during construction which is also essential mitigation*". Define what is meant by 'long-term'?	The presence of the works area adjacent to Hungerly Hall Farm generates increased noise levels throughout its operation. The temporary acoustic barriers will be "long-term" in the fact that they will be in place for the full duration of the construction work rather than taken up and down according to the type or location of the works. The noise mitigation measures are detailed in ES Chapter 11 (Noise and Vibration) (**APP-033**) section 11.10. These measures are also included in the REAC NV1-NV4 (**APP-110**) that includes the commitment to producing a Noise and Vibration Management Plan. An outline Noise and Vibration Management Plan has been produced and is included in the First Iteration

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		Outline the proposed measures aimed at minimising adverse impacts to the shortest possible duration or indicate where this information is detailed within the application documents.	Environmental Management Plan Annex B.2 (**APP-109**), which will be further developed as part of the Second Iteration Environmental Management plan secure through requirement 4 of the Draft Development Consent order (APP). The REAC NV1-NV4 (**APP-110**) and outline Noise and Vibration Management Plan include best practice noise mitigation techniques specifically aimed at reducing the duration of noisy activities: • Set time restrictions on certain noisy and vibratory activities such as earthworks and surfacing. • Review of construction methodology to consider quieter methods, location of equipment on site, control of working hours • Manage deliveries to prevent queuing of site traffic. • Do not leave plant running unnecessarily.
NV.1.6	The Applicant	**Vibration impacts - operational phase** Section 2.7 (Noise and Vibration) of ES Appendix 4.1 (Scoping Opinion Response), [APP-061], at row ID 3.7.2, notes that vibration impacts during the operational phase are scoped out of the assessment on account of specific guidance given in the Design Manual for Roads and Bridges LA 111 Noise and vibration. This guidance document sets out the requirement that operational vibration is scoped out of the assessment methodology as the road surface will be suitably maintained and therefore free of irregularities. Thus, operational vibration will not have the potential to lead to significant adverse effects. Can you confirm that the maintenance regime is established to ensure that operational vibration would not become a problem over the lifetime of the Proposed Development?	The Applicant confirms that ground-borne vibration from road traffic has been scoped out of the assessment. Future maintenance will be undertaken by National Highways pursuant to its duties and powers under the Highways Act 1980 including section 41 (duty to maintain highways maintainable at public expense), and its duties under its licence granted by the Department for Transport (Highways England: Licence, Secretary of State for Transport statutory directions and guidance to the strategic highways company (April 2015)). The standard of maintenance will be consistent with the usual maintenance regime applied to the rest of the strategic road network and will be undertaken having regard to the activities required by and permitted by that statutory regime.
NV.1.7	The Applicant	**Enhancements** ES paragraph 11.10.34. [APP-033]	During preliminary design, opportunities for noise enhancement were discussed and considered especially around Hungerley Hall Farm. However, the outcome of these

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		makes clear that no enhancement measures have been identified for noise and vibration. Can you explain why enhancement opportunities are not addressed as part of the noise and vibration assessment?	discussions indicated that standard methods of noise mitigation (bunds and acoustic barriers), had the potential to cause adverse effects for certain other environmental aspects in the assessments such as visual. As the likely significance of those effects was potentially greater than what would be improved acoustically at Hungerley Hall Farm the measures were not taken forward.
NV.1.8	Coventry City Council Rugby Borough Council	**Management Measures** What are your views on the Outline Construction Noise and Vibration Management Plan (ES Appendix B.2, [APP-109]) regarding: (i) noise and vibration control measures (ii) specific measures (iii) protection of buildings; and (iv) monitoring and reporting? What are your views on the management measures NV1 through to NV4 set out in Table 1 of the First Iteration Environmental Management Plan Appendix A, Register of Environmental Actions and Commitments [APP-110]? Would the dDCO [REP1-002], Table 1 of the Register of Environmental Actions and Commitments [APP-110], and ES Appendix B.2 [APP-109] adequately secure all measures required to reduce the environmental impacts of noise and vibration?	
Population and Human Health			
PH.1.1	The Applicant	**Consultation** Section 12.4 of Chapter 12 of the ES [APP-034] refers to consultation meetings with Coventry City Council, Warwickshire County Council, Coombe Country Park, the British	No further consultation has been undertaken with the Coombe Country Park, the British Horse Society, the Solihull Local Access Forum and Rugby Ramblers, since completion of the ES Chapter 12 (Population and Human Health) (**APP-034**) given that no public rights of way are affected. Consultation has been ongoing with Coventry City Council and Warwickshire County

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		Horse Society, the Solihull Local Access Forum and Rugby Ramblers. Provide an update to the ExA on the status of the consultations with both local authorities and the local user groups.	Council throughout the process, including confirmation of details raised in the respective Statements of Common Ground (**REP1-023, REP1-024**), Local Impact Reports (**REP1-036, REP1-040**)and the review of Coventry City Council's Indicative cycle route plan (**REP1-038**) showing the proposed route connecting the Binley Cycle Way to the Coombe Abbey Park via the Hungerley Hall Farm Accommodation Bridge.
PH.1.2	Coventry City Council Warwickshire County Council	**Assessment and mitigation** Do you agree with the applicant's conclusions regarding the likely significant effects on population and human health arising from the Proposed Development? If you do, provide an explanation; if you do not, indicate the areas of disagreement with the findings and how this may influence the overall conclusions. (Refer to ES Section 12.11 Assessment of likely significant effects (both during construction and operation) [APP-034]). Do you consider the Applicants approach to managing the impacts of the Proposed Development on safety, health and accessibility to comply with the relevant parts of the National Networks National Policy Statement?	
PH.1.3	The Applicant	**Baseline** Provide information regarding the use of community land within the boundaries of the application, as well as the frequency of its use.	There is one small area of community land located within the order limits – the 'Coombe Abbey Park'. The section of the park within the order limits is inaccessible by established paths, therefore is not typically used by members of the public and we anticipate there to be low/ no usage.
PH.1.4	The Applicant	**Forecast negative health outcome during construction** Table 12-15 of ES Chapter 12 [APP-	Ongoing consideration of noise and vibration mitigation measures to limit health effects at receptors which may experience significant effects/ negative health outcomes will be carried out in detailed design. An Outline Noise and Vibration Management Plan forms part of the First Iteration EMP (**REP1-010**). The Principal Contractor shall develop and implement a

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		034] presents the evaluated residual construction impacts on human health. Table 12-15 indicates that a negative health outcome is anticipated concerning both existing and predicted noise disturbances, following the application of standard mitigation strategies for noise and vibration. Have you considered the adoption of enhanced mitigation measures for noise and vibration to ensure that there are no discernible health effects during construction? If you have not, could you please clarify the reasons?	Noise and Vibration Management Plan (NVMP) to be included in the Second Iteration EMP (Commitment NV1 in the REAC (**APP-110**), which forms Appendix A of the First Iteration EMP (**REP1-010**)). ES Chapter 11 (Noise and Vibration) (**APP-033**) sets out that a number of measures are likely to be required, however will continue to be explored in more detail once more specific information regarding construction is available for the proposed scheme. The calculations within ES Chapter 11 (Noise and Vibration) (**APP-033**) considered a worst case which enabled the assessment to conclude that although there could be effects of construction noise they would be managed through mitigation measures. Mitigation measures will include both physical measures such as temporary noise barriers (however specific extents for these are currently being determined through further analysis at detailed design) as set out in commitment NV2 of the REAC (**APP-110**) and soft measures, such as ongoing communication with potentially affected communities during construction, as set out in commitment G5 of the REAC. Soft measures are not able to be quantified, however it is considered that alongside the temporary noise barriers, the implementation of a communication strategy and site management plan (regarding noise and vibration control) will be sufficient to manage any locations that could experience impactful noise during construction.
PH.1.5	Coventry City Council Warwickshire County Council	**Management Measures** What are your views on the management measure PH1 set out in Table 1 of the First Iteration Environmental Management Plan Appendix A, Register of Environmental Actions and Commitments [APP-110]? Would the dDCO [REP1-002], and Table 1 of the Register of Environmental Actions and Commitments [APP-110], adequately secure all measures required to reduce the environmental impacts on population and human health?	
Road Drainage and Water Environment			
RW.1.1	The Applicant	**Consultation**	The Applicant has engaged with both Lead Local Flood Authorities and the Environment

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		Paragraphs 13.4.3 and 13.4.4 of Chapter 13 of the ES [APP-035] states that engagement with the Lead Local Flood Authorities - Warwickshire County Council and Coventry City Council, and the Environment Agency is ongoing. Provide an update to the ExA on the status of the consultations with both Lead Local Flood Authorities and the Environment Agency.	Agency, with the most recent position detailed in the Statement of Common Ground with each party submitted at Deadline 1. The position is set out in more detail below All aspects have been agreed with the Environment Agency subject to the Environment Agency formal review of the Deadline 1 responses (8.10 Statement of Common Ground with Environment Agency (**REP1-027**)) submitted at Deadline 1). All aspects have been agreed with Warwickshire County Council. Any changes to the drainage design, the Applicant would first consult with Warwickshire County Council and Coventry City Council as the Lead Local Flood Authorities for the land where the Scheme is situated (8.10 Statement of Common Ground with Warwickshire County Council (**REP1-024**) submitted at Deadline 1)). All aspects have been agreed with Coventry City Council, except for the residual risk of reservoir flooding, which is still under discussion (8.10 Statement of Common Ground with Coventry City Council (**REP1-023**) submitted at Deadline 1).
RW.1.2	The Environment Agency Warwickshire County Council Coventry City Council	**Flood Risk Assessment** Can you briefly confirm your views on the applicant's approach and method in the Flood Risk Assessment [AS-012] (refer to Section 13.5 of ES Chapter 13 [APP-035]). Do you consider the Flood Risk Assessment to comply with National Networks National Policy Statement, the National Planning Policy Framework and Planning Practice Guidance? Does the Flood Risk Assessment represent an accurate assessment of the flood risks on site and is the assessment proportionate to the risk and appropriate to the scale and nature of the Proposed Development?	No response required
RW.1.3	Warwickshire County	**Flood Risk Assessment** Does the Flood Risk Assessment	No response required

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	Council Coventry City Council	(FRA) [AS-012] adequately and appropriately cover the specific issues of concern to the Lead Local Flood Authority?	
RW.1.4	Coventry City Council	**Flood Risk Assessment** At Issue Specific Hearing 1 [EV4-004 and EV4-005] you stated the City Council was awaiting more information on the proposed road drainage system. Can you update the ExA on progress with receipt of this information and provide your views on whether the Applicant's road drainage proposals are suitable and sufficient?	No response required
RW.1.5	Environment Agency Warwickshire County Council Coventry City Council	**Sequential and Exception Tests** Can you provide a brief confirmation of your views on the sufficiency and application of the sequential and exception tests outlined in the Flood Risk Assessment [AS-012]?	No response required
RW.1.6	Coventry City Council	**Reservoir flood risk assessment** At Issue Specific Hearing 1 [EV4-004 and EV4-005] you referred to ongoing assessment work to better understand the residual risk to Coombe Pool reservoir and the nearby A46 highway and ongoing discussion with the Applicant regarding a proposed change in height of the earthwork embankment between the reservoir and the A46. Provide an update on the progress of these discussions and the suitability and sufficiency of the reservoir flood risk assessment and any physical and administrative	No response required

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		mitigation measures proposed by the Applicant.	
RW.1.7	The Applicant	Flood Risk Activity Permit Can you clarify whether it is your intention that the requirement for a Flood Risk Activity Permit is disapplied? (Refer to section 4.1 of the Relevant Representation submitted by the Environment Agency [RR-012]).	Following a meeting with the Environment Agency on 5 June 2025 regarding a Flood Risk Activity Permit (FRAP), it was determined that obtaining a FRAP following the DCO consent is the most appropriate approach. Therefore, the Applicant has notified the Environment Agency that they do not have an intention of disapplying the requirement for a FRAP. The Consents and Agreements Position Statement (**REP1-004**) and the SoCG reflect the Applicant's position (see 8.10 Statement of Common Ground with Environment Agency (**REP1-027**) submitted at Deadline 1) and no disapplication is proposed in the draft DCO (**REP1-002**).
RW.1.8	Environment Agency Warwickshire County Council Coventry City Council	Water quality and resources Do you consider the Applicants approach to managing the demand for water and potential impacts on health and on species and habitats to comply with the National Networks National Policy Statement?	No response required
RW.1.9	The Applicant	**Surface Water Attenuation** What is the degree of certainty that good practice measure RD10 would prevent peak flow surface water rates and volumes entering Smite Brook and tributaries of the River Sowe? (Reference RD10 in Table 1 of the REAC [APP-110] refers).	The drainage modelling has been undertaken using the Flood Estimation Handbook (FEH) rainfall data. For the rainfall modelling, FEH and Revitalised Flood Hydrograph (ReFH) are the recommended methods for estimating flood frequency and design rainfall in England by the Environment Agency via LIT 11832 Flood Estimation Guidelines. This has the most recent data which allows rainfall simulations to be run and produce more accurate results when compared to the Flood Studies Report (FSR) rainfall data which uses older information. The FEH rainfall data takes into account recent climate change effects on rainfall intensity and is better for modelling critical storm events and attenuation features. This all leads to more certainty in the effectiveness of the drainage system. Fundamentally, the drainage model can identify the critical storm event where the drainage system is exceeded and overland flow into the Smite Brook or River Sowe occurs. The drainage design has assessed the new networks and attenuation features to ensure that no exceedance into the watercourses occurs up to the 100 year storm +20% climate change. The allowances for climate change are in accordance with DMRB CG 501 Design of highway drainage systems, Clause 4. Compliance with commitment RD10 of the REAC (**APP-110**) is secured via Requirement 4 of the draft DCO (**REP1-002**) and is included as commitment RD10 within the First Iteration EMP - Appendix A REAC (**APP-110**).
RW.1.10	The Applicant	**Contaminated runoff** Can you confirm the appropriate	Road run-off treatment requirements have been assessed using the Highways England

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		systems that would be put in place to pre-treat contaminated highway runoff before runoff volumes enter the proposed vegetative ponds / basins?.	Water Risk Assessment Tool (HEWRAT) in accordance with DMRB LA 113, and reported in ES Appendix 13.6 (Drainage Strategy Report) (**APP-106**), Section 3.11. When water quality mitigation was required, DMRB CG 501 Design of highway drainage systems was used to identify treatment measures. No pre-treatment is required as the two ponds are the treatment for their respective drainage catchments. This ensures that the water entering the downstream watercourse achieves environmental quality standards. This design requirement is included as commitment RD10 within the First Iteration EMP - Appendix A REAC (**APP-110**), compliance with which is secured through Requirement 4 of the draft DCO **(REP1-002**) The level of treatment applied to the contaminated road run-off varies depending on where the drainage networks are located. Where the new A46 carriageway is in cutting, combined filter carrier drains are used to drain the surface and sub-surface run-off. The contaminated road run-off passes through the filter media, which provides the first level of treatment, before entering the conveyance pipe (ES Appendix 13.6 (Drainage Strategy Report) (**APP-106**), Appendix D. Proposed Drainage Drawings). Where the new road is on embankment or at grade, a sealed drainage system is provided in accordance with CG 501 Clause 3. This means contaminated road run-off enters the drainage system without any formal SUDS treatment. The sealed system will use catchpits which has a minimum 300mm deep sump for the collection of sediments and debris, however, the SUDS basin will be the main form of treatment in these situations. Other edge of carriageway collection devices such as trapped gullies and combined drainage kerbs will both include sumps for the collection of sediments and other debris to prevent these being washed downstream and into the basins.
RW.1.11	The Applicant	**Pollution Prevention** In their Relevant Representation [RR-012] the Environment Agency use an issue / impact / solution framework to expand on two concerns related to proposed controls to pollution prevention set out in Appendix A Register of Environmental Actions and Commitments. These are summarised as: G6 / As some of the watercourses are being partially infilled,	**Relevant Representation reference number G6** In their Relevant Representation (**RR-012**) the Environment Agency put forward the solution to G6 as being "*Provide detailed plans of how mitigation measures will enhance the watercourses. Provide BNG where possible"*. The Applicant has met with the Environment Agency to discuss their RR on this matter and both parties agreed with the Applicant's relevant representation response, which is set out below noting that the ditches that will be lost as part of the Scheme will be replaced with new ephemeral ditches, which will aim to improve the current situation. There are two key reasons why it is not practical to enhance the current watercourses • This would create new additional impacts in areas of the watercourse (s) that are not currently impacted by the Scheme. • Given the length of the watercourses flowing through the order limits are constrained

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		redirected and temporarily culverted, is there scope to improve the post-construction landscape of the water courses compared to what it is now; RD1 / Discharge of wastewater is unknown – e.g. will vehicle washings be in designated areas and bunded, will this wastewater be disposed of off-site or attenuated and discharged?; Can you respond to these concerns by addressing each of the impacts identified by the agency and detail the practicality of the solution(s) where put forward by the agency.	by the nature of the direction of flow, enhancements are not possible. In the Applicant's Response to Relevant Representations (**REP1-021**) the Applicant has stated for G6: "*As detailed within ES Appendix 8.1 (Biodiversity Net Gain Report) (**APP-076**) as a Nationally Significant Infrastructure Project (NSIP) submitting a DCO application in late 2024 the Scheme is not subject to mandatory BNG under the Environment Act 2021, which is due to come into force for NSIPs in November 2025* [Now May 2026]. *The Scheme is a transition scheme sitting within the Road Investment Strategy 2 (RIS2) period (2020 – 2025) and as such the Applicant has set a +10% BNG targets for both area-based habitats and linear-hedgerow habitats. There is no target set by the Applicant regarding linear watercourse habitats.* *The Scheme will have no direct impacts on any features qualifying as watercourses under the Statutory Metric guidance (i.e. excluding ephemeral ditches). Impacts to watercourses (as considered under the Statutory Metric) and their riparian zones are limited to some temporary habitat loss and post- construction change in habitat in a small area of the Smite Brook riparian zone. The baseline and projected postconstruction biodiversity units for linear watercourses have been calculated and presented herein, including accounting for the change in Smite Brook riparian zone, to provide a complete and transparent picture of the change in biodiversity due to the Scheme. The calculations evidence 'no net loss' to watercourses and as such are in support of no impacts.* *ES Chapter 13 (Road Drainage and the Water Environment) (**APP-035**) presents the assessment of impacts to watercourses. With mitigation proposed, there are no significant residual effects. It is not possible to provide enhancements without causing direct environmental impacts to watercourses, which as a result of the Scheme, are currently not directly impacted."* This remains the Applicant's position. **Relevant Representation reference number RD1** In their Relevant Representation [RR-012] the Environment Agency put forward the solution to RD1 as being *"Solution - We would like to see what measures will be incorporated to protect the Combe Pool SSSI water quality from accidental spillages put in place".* Coombe SSSI is upstream of the works area and therefore any discharges and road runoff to watercourses would be downstream of the SSSI. In the Applicant's Response to Relevant Representations (**REP1-021**) the Applicant has stated for RD1 "*The First Iteration EMP (**APP-109**), includes a commitment to utilise working from hardstanding, track matting or to utilise road sweepers to ameliorate the quantity of mud reaching highway surfaces (paragraph 1.3.11). This is a commitment so will be*

Ref no.	Question to	ExA's Questions	Applicant's Response
			measured, monitored and reported upon. *The First Iteration EMP (**APP-109**) also states that a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site) will be implemented for vehicles leaving the construction site, so reducing water use to clean any further mud from wheels or underbody of plant.* *No washing out of delivery vehicles will take place on site without suitable provision for the washing out water to be captured in a suitable location that is a tank or depression, suitably sized, lined with a geotextile to prevent infiltration to ground or that is a proprietary system.* *Section 5.4 of the Outline Traffic Management Plan (**APP-136**) details the provisions for maintenance of road cleanliness on the scheme including wheel washing. Wheel wash water contains silt and will not be allowed to flow into any drain or water course. If wash water cannot be settled and the cleaned water reused on site within appropriate consented activities, it will be settled and disposed of to a sewer with the appropriate consents for discharge.* *The works closest to Coombe Pool will not require wheel wash facilities, as the works are taking place off track-matting or hard surfacing, so preventing mud accumulating in tyres or tracks and road sweepers will be utilised.* *The first line of management of pollution will be prevention, however a Pollution Incident Control Plan will be produced for the Second Iteration EMP, in line with the detailed design and this has been added to Requirement 4 in the draft DCO (**PD1- 003**) submitted at Deadline 1. This will be consulted on with the relevant statutory consultees as per the Requirement."* The Register of Environmental Actions (REAC) (**APP-110**) has been amended to include reference to the Pollution Incident Control Plan within commitment RD1, which has been submitted at Deadline 3. This remains the Applicant's position.
RW.1.12	Coventry City Council	**Coombe Pool Flood Mitigation Scheme** In your Relevant Representation [RR-013], under the heading 'Drainage and Flooding Impacts', you refer to the City Council developing proposals for a Coombe	No response required

Ref no.	Question to	ExA's Questions	Applicant's Response
		Pool Flood Mitigation Scheme due to the risk to the A46 and immediate city area. Outline the risk to the A46. Provide an explanation of the Coombe Flood Mitigation Scheme proposals and an update on the status of these proposals.	
RW.1.13	The Applicant	**Maintenance** Outline the maintenance plan (with timescales and work involved) for the proposed road drainage system and the proposed attenuation ponds and identify the highway maintenance authorities responsible for its upkeep? Can you clarify how this will ensure the continued relevance of flood and water quality assessments, or direct the ExA to the appropriate sources for this information? Can you explain how this is secured in the draft Development Consent Order?	The maintenance requirements of each drainage feature differ in terms of the frequency and type of maintenance required. The documents noted below have been used as the main sources of the frequency and type of maintenance required. DMRB CG 501 Design of Highway Drainage Systems, Table 3.4 DMRB CD 521 Hydraulic design of road edge surface water channels and outlets, Appendix K: Maintenance of surface water channels. CD 524 Edge of pavement details, Section 2.1.1, Section 9.1.6, The SuDS Manual, CIRIA C753, Chapter 32 Operation and Maintenance The main issues which impact the performance of the drainage system are the buildup up of silts, sediments and other debris which block the inlets, gratings or openings into the drainage system. Frequent inspection of these elements is crucial so preventative action can be taken. A Maintenance and Repair Statement (a mandatory National Highways product) will be produced at detailed design and developed through construction and will accompany the Health and Safety File post construction of the scheme. This document will provide specific requirements for the maintenance and operation of the drainage system. The proposed drainage systems will be managed by National Highways for the A46, slip roads and junction, and by the relevant local authority (Coventry City Council) for the B4082. Both of whom have extensive experience in maintaining drainage assets. Since the scheme utilises traditional drainage solutions, the new assets are anticipated to be maintained within the established procedures of the adopting authorities. Coventry County Council also act as Lead Local Flood Authority and after severe or extreme weather conditions inspections are often undertaken of their assets in order to ensure that risk to residents and infrastructure are managed.
RW.1.14	Environment Agency	**Management Measures** What are your views on the	No response required

Ref no.	Question to	ExA's Questions	Applicant's Response
	Warwickshire County Council Coventry City Council	management measures RD1 through to RD13 set out in Table 1 of the First Iteration Environmental Management Plan Appendix A, Register of Environmental Actions and Commitments [APP-110]? Would the draft Development Consent Order [REP1-002] and Table 1 of the Register of Environmental Actions and Commitments [APP-110] adequately secure all measures required for pollution prevention and water management for the construction and operation phases?	
RW.1.15	The Applicant	**Lifespan of drainage assets** The Drainage Strategy Report [APP-106] states at paragraph 3.3.1 that drainage modelling will utilise a design life of 60 years for new drainage assets. This is not consistent with the design life of the Proposed Development set out within FRA [AS-012, paragraph 7.1.3] and ES of 100 years, with no specific plans to decommission as it would form part of the Strategic Road Network. Can the Applicant explain the anticipated management of drainage assets beyond 60 years, including but not limited to any potential to extend the lifespan, and any likely required permissions to enable this?	The design guidance has been prepared to ensure that the assessment and design of the individual aspects and implications of the Scheme are appropriately considered. Paragraph 7.1.3 of the FRA (ES Appendix 13.1) (**AS-012**) sets out the design life of the Scheme, which is in accordance with Flood Risk and Coastal Change PPG (ID: 7-001 to 7-080). The drainage design for the scheme is required to adhere to the requirements of the Design Manual for Roads and Bridges (DMRB). CG 501 Design of highway drainage systems, Version 2.1.0 Clause 4.2 requires *"Drainage designs shall be developed on the basis that all new road drainage has a minimum design lifetime of 60 years, unless otherwise instructed by the Overseeing Organisation",* therefore, 60 years has been stated as the design life. This also takes into account that many products used in highway drainage adhere to the 60-year minimum design lifespan as required by the DMRB. It should be noted that many aspects of the drainage system such as concrete elements, geotextiles and metal elements will have a design life well in excess of 60 years. It is also considered that due to evolving climate change, rainfall intensities may change in the future and reassessment be required. With proper maintenance, the 60-year life span is considered the minimum and the normal maintenance regime would continue beyond this timeframe. This would include cleaning out chambers and gullies to remove silt and debris, jetting, or rodding pipes to remove obstructions which may have entered the drainage system, cleaning gratings and the like where water passes through to remove obstructions. The design proposals also allow for repair or replacement of elements to be undertaken to further increase the lifespan of the drainage asset.

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			Any modification of the drainage system on the A46 or new grade separated junction would need permission from National Highways (NH) to undertake any alterations. Coventry City Council will own and operate the B4082 drainage system and, therefore, be responsible for authorising any modification of that network.
RW.1.16	The Applicant	**Design level of the proposed development** Within the FRA [AS-012], the northbound embankment and other parts of the Proposed Development including the realigned and extended B4082 are not specifically referred to in relation to design height, although levels are given on a cross section in Annexes D and F, and paragraph 8.7.23 indicates they are above the height of any Coombe Pool breach flood event. The figures showing modelled outputs in Section 8 of the FRA also show that these parts of the Proposed Development are outside of any known fluvial / pluvial flood risk. Can the Applicant provide details on how the design height of the proposed development has considered the anticipated flood levels from all sources?	ES Appendix 13.1 (Flood Risk Assessment) (FRA) (**AS-012**) has considered flooding from all sources across the Scheme. • Hydraulic modelling was undertaken to fully assess the risk from fluvial flooding across the scheme. Following this, the northbound embankment (75.815mAOD) has been set above the design risk level for the 1 in 100-year event plus climate change fluvial flood level (73.19mAOD) adjacent to the Smite Brook culvert (see table 8-2 in the FRA **AS-012**). This is shown in the cross sections submitted in Appendix A of the Applicant's comments on the Local Impact Reports (**REP2-005**). • Pluvial flood is not dominant here and therefore there was no requirement for assessment. Surface water runoff from the highway has been assessed within the Drainage Strategy Report (ES Appendix 13.6 (**APP-106**)). • Groundwater has been assessed in this area and the level will not exceed the embankment. This is shown in section 8.5.3 of the FRA (**AS-012**) which notes groundwater flooding is associated with the River Sowe and Smite Brook, which will be managed through the road drainage system. • Reservoir flooding has been considered to be a residual risk (section 8.7 of the FRA (**AS-012**) and is therefore not required for the design. The FRA sets out that there will be no increase in residual risk as a result of the Scheme. • No other artificial sources have been identified within the FRA (**AS-012**).
RW.1.17	All interested parties	**Provision of additional flood risk information** The ExA wishes to draw IPs attention to the applicant's submission [PD1-016], in response to the ExA's rule 9 requests for further information [PD-005] on the matter of updating the assessment of flood risk following the release of new flood risk data by the	No response required

Ref no.	Question to	ExA's Questions	Applicant's Response
		Environment Agency. All IPs are invited to provide comments on the Applicants response on this matter.	
RW.1.18	The Applicant The Environment Agency	**Water Framework Directive (WFD) Assessments** In relation to WFD assessments, the ExA notes that the Applicant has chosen to separate out the surface water assessment (provided as [APP-102] and titled WFD compliance assessment), and groundwater assessment (provided in ES chapter 13 [APP-135] and ES Appendix 13.4 titled groundwater assessment [APP-104], with no reference to WFD in the document titles). Can the applicant explain the rationale behind the separation of the WFD assessments? Can the Environment Agency confirm its position on the WFD assessments provided and whether there are any implications from the assessment being undertaken in multiple documents?	The information for groundwater and surface water has been presented in separate documents, as opposed to separate chapters within one report, to ensure the relevant sections are presented individually for ease of review by the statutory technical consultees. Frequently this would be undertaken by separate surface and groundwater specialists. Background technical information for the groundwater WFD is provided within the groundwater assessment (ES Appendix 13.4 (Groundwater Assesssment) (**APP-104**)). ES Appendix 13.2 (Water Framework Directive Compliance Assessment) (**APP-102**) provides a single coherent summary of the assessment. This approach has been taken to avoid overly long documents where text is duplicated. The degree of risk to groundwater WFD bodies for any scheme of this nature is considered insignificant, and therefore ES Appendix 13.2 (Water Framework Directive Compliance Assessment) (**APP-102**) has been prepared to focus on the mechanism (i.e. surface water) that may lead to a change in WFD status. The WFD assessments indicated that with the Scheme design and mitigation there were no impacts for either the designed surface or groundwater bodies.
Transportation and Traffic			
TT.1.1	The Applicant	**Transport Assessment, TA [APP-134]** Table 7.6 shows that on the Strategic Road Network the scheme increases slight, serious and fatal accidents. Explain how this increase could be considered to accord with paragraphs 3.41 and 4.57 to 4.61 of the NNNPS.	It is acknowledged that the inclusion of the Scheme leads to a predicted increase in Killed or Seriously Injured (KSI) casualties on the Strategic Road Network (SRN), as set out in the Transport Assessment (**APP-134**). This is due to increased traffic using the SRN as trips are reassigned away from the local road network. The SRN links have a higher predicted accident rate for KSI due to the higher volumes of traffic moving at faster speeds than on the local road network. However, this increase in accidents on the SRN is offset by a decrease in accidents on the local roads leading to an overall decrease in total number of accidents albeit with a slightly higher predicted number of KSI when looking at the Walsgrave scheme in isolation. When looking at the combined Coventry Junctions (Binley and Walsgrave) assessment,

<table>
<tr><th>Ref no.</th><th>Question to</th><th>ExA's Questions</th><th>Applicant's Response</th></tr>
<tr><td></td><td></td><td></td><td>both a reduction in number of accidents and KSI are seen on both the SRN and local roads given a reduction overall in both total number of accidents and KSI.

This is set out in the table below which compares the number of casualties with vs without the Scheme. A negative number indicates a reduction in the predicted number of casualties with the Scheme in place. This table has been produced from the information provided in Tables 7.6 and 7.7 of the Transport Assessment (APP-134).

<table>
<tr><th>Change in Casualties</th><th>Total Casualties</th><th>Of which: Total KSI</th><th>SRN Total Casualties</th><th>Of which: SRN KSI</th><th>Non-SRN Total Casualties</th><th>Of which: Non-SRN KSI</th></tr>
<tr><td>A46 Walsgrave (only)</td><td>-67</td><td>1</td><td>52</td><td>13</td><td>-119</td><td>-12</td></tr>
<tr><td>A46 Coventry Junctions</td><td>-416</td><td>-18</td><td>-257</td><td>-1</td><td>-159</td><td>-18</td></tr>
</table>
</td></tr>
<tr><td>TT.1.2</td><td>The Applicant
Warwickshire Police</td><td>Traffic Management

Table 2.6 of the Consultation Report [APP-115] details the issues highlighted by Warwickshire Police regarding the enforceability of the proposed 50mph speed limit and its impact on road safety.

Could the applicant specify the road safety design strategies that would ensure the 50mph speed limit would be self-enforcing, eliminating the need for policing enforcement?

Can Warwickshire Police clarify if there are any concerns regarding speed management on the current A46, which runs north-south to the east of Coventry, and whether it is subject to speed enforcement?</td><td>The Applicant acknowledges the concerns raised by Warwickshire Police regarding enforcing the proposed 50mph speed limit and the implications for road safety. Following the consultation comments, a meeting was held with Warwickshire Police to further understand their concerns regarding speed enforcement. Warwickshire Police confirmed that there is currently no speed enforcement undertaken on this section of the A46 or further south, due to the lack of facilities to support such activities. However, they expressed concern that the improvements at the Binley junction, along with the new Walsgrave junction, could result in free-flowing conditions that may discourage drivers from reducing speed when approaching the Walsgrave junction.

In response to these concerns, the design includes several measures intended to ensure that the proposed 50mph speed limit is self-enforcing, thereby minimising the need for active policing. These measures include:

• Installation of 50mph terminal signs at the start and end of the speed-restricted section.
• Repeater signs positioned at 350–450 metre intervals along the route.
• The option of additional 50mph terminal signage in the central reserve or 50mph road marking roundels (currently under consideration as part of detailed design development).
• Horizontal alignment geometry designed in accordance with relevant standards, which, due to environmental constraints, incorporates curvature that should naturally encourage reduced vehicle speeds.

The Scheme will be subject to independent Road Safety Audits at each design stage to ensure that all proposed measures are effective and appropriate in maintaining safe vehicle</td></tr>
</table>

Ref no.	Question to	ExA's Questions	Applicant's Response
			speeds. Warwickshire Police also advised that, should speeding become an issue, a mobile speed enforcement van could be deployed. The preferred enforcement location would be on the new overbridge across the A46. However, it was acknowledged that a recent suicide incident on another bridge in the area raised concerns regarding the provision of parking on or near bridge structures. Parking places on or near the overbridge have been excluded from the design following a risk assessment undertaken as part of the scheme's suicide prevention report. As part of the detailed design stage, a plan for monitoring operations will be developed. This plan will propose that traffic speeds are monitored post-scheme opening. If this monitoring identifies the need for further measures or enforcement, these will be developed and discussed with relevant parties accordingly.
TT.1.3	The Applicant	**Stage 1 Road Safety Audit** Table 5-32 of the Consultation Report [APP-115] notes issues raised at statutory consultation and targeted consultation that did not result in changes to the design of the Proposed Development. Row 11 (Road Safety) and Row 12 (Slip Roads) of Table 5-32 refer to a Stage 1 Road Safety Audit. The Applicant is requested to provide a copy of this audit and the response report to the audit to the Examination.	The Applicant confirms that a Stage 1 Road Safety Audit was undertaken during the Scheme's preliminary design process. Statements demonstrating compliance with the National Policy Statement for National Networks (NPS NN) can be found in the National Policy Statement for National Networks Accordance Tables (**APP-133**) and specifically NPS NN paragraphs 4.57 to 4.61. As the highway authority for the strategic road network, the subject of the Scheme, the Applicant confirms that robust procedures have been integrated throughout the Scheme lifecycle to ensure that the Scheme will operate safely once constructed. The Design Manual for Roads and Bridges and other relevant Regulations and Standards set out a number of considerations, processes and activities (including Road Safety Audits) that support and assure the overall safety case for the Scheme as set out in the Case for the Scheme (**REP1-012**) and the Transport Assessment (**APP-134**). The Applicant does not consider it appropriate to submit the Road Safety Audit as this report alone cannot assist in the assessment of the road safety aspects of the Scheme and could be misleading given that the audit was completed earlier in the design process.
TT.1.4	Coventry City Council	**Designer's response to the Road Safety Audit** Table 3-1 of the Consultation Report [APP-115] presents a summary of engagement with disagreed with the designers' responses in the road safety audit concerning verge widening for a possible future route for walking, cycling, and horse-riding alongside the B4082. Could the City	

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		Council offer additional clarification regarding their concerns?	

Appendix A - Air Quality Data relating to ExA Question AQ1.1

Table AQ1.1-A (as per Table 5-13 of APP-027): Annual mean NO_2 concentrations recorded at relevant diffusion tube sites within Coventry City Council (2017-2023)

Site ID	Site name	Site classification	National grid reference		Annual mean NO_2 concentration ($\mu g/m^3$)[1]						
			X	Y	2017	2018	2019	2020[2]	2021[2]	2022	2023[3]
GL1	Green Lane -Outside Primary School	Roadside	432818	275321	n/a	n/a	n/a	n/a	12.0	11.3	11.0
LON8	On no. 703 London Road	Façade	436551	275703	30.0	25.3	25.3	18.0	19.6	18.8	18.2
SHP1	257 Sir Henry Parks Road	Roadside	430447	277080	N/A	28.0	27.5	17.1	21.1	20.4	18.1
SHP2	262 Sir Henry Parks Road	Roadside	430364	277059	28.6	29.5	27.8	17.5	21.2	20.5	19.0
SHP3	Outside 190 Sir Henry Parks Road	Roadside	430566	277231	34.0	33.5	31.3	19.3	23.2	21.9	20.8
STL1	End of Stonehouse Lane	Roadside	436203	275841	35.2	31.3	33.6	21.7	23.5	22.4	21.8
STM1	Outside No. 2 Moseley Avenue	Roadside	433019	275729	n/a	n/a	n/a	n/a	17.0	16.3	15.4
STM2	Corner Green Lane & St Martins Lane	Roadside	433158	274766	n/a	n/a	n/a	n/a	15.8	15.4	14.5

n/a denotes not applicable as monitoring was not undertaken in that year.
[1] Data for 2024 was requested from Coventry City Council but Coventry City Council were unable to provide this in June 2025.
[2] Concentrations monitored in 2020 and 2021 were notably lower than previous years due to travel restrictions associated with the COVID-19 pandemic. Data for 2022 and 2023 is similarly low, suggesting traffic flows / transport behaviours had not returned to pre-pandemic levels.
[3] Data published in Coventry City Council's *Air Quality Annual Status Report 2024* obtained via email from the Council on 12 June 2025.

Table AQ1.1-B (as per Table 5-14 of APP-027): Annual mean NO_2 concentrations recorded at relevant diffusion tube sites within Rugby Borough Council (2017-2023)

Site ID	Site name	Site classification	National grid Reference		Annual mean NO_2 concentration ($\mu g/m^3$)[1]						
			X	Y	2017	2018	2019	2020[2]	2021[2]	2022	2023[3]
S4	St Margaret's School, Wolston	Urban Background	441131	275648	12.3	12.1	10.4	8.2	8.9	8.3	7.6
S5	High St Ryton A45 by Subway	Kerbside	441131	275648	12.3	24.0	23.5	16.4	17.1	17.6	16.9
S14	Binley Woods Village Hall	Urban Background	439450	277523	14.7	15.1	16.8	10.9	10.7	11.1	9.5
S16	A45 Citrus Hotel	Roadside	436867	275275	18.2	19.6	18.8	13.5	14.6	14.1	13.3

[1] Data for 2024 were requested from Rugby Borough Council but Rugby Borough Council were unable to provide these.
[2] Concentrations monitored in 2020 and 2021 were notably lower than previous years due to travel restrictions associated with the COVID-19 pandemic. Data for 2022 is similarly low, suggesting traffic flows / transport behaviours had not returned to pre-pandemic levels.
[3] Rugby Borough Council (2024) *2024 Air Quality Annual Status Report*. Available from: https://www.rugby.gov.uk/w/air-quality-monitoring-reports (Accessed June 2025)

Table AQ1.1-C (as per Table 5-15 of APP-027): Annual mean NO_2 and PM_{10} concentrations from Coventry City Council automatic monitoring site

Site ID	Site name	Site type	X	Y	Distance to Scheme (km)	Pollutant	Annual mean concentration ($\mu g/m^3$)						
							2018	2019	2020[1]	2021[1]	2022	2023	2024[2]
COBR	Coventry Binley Road	Urban Traffic	434785	278978	3.5	NO_2	29.4	30.9	23.0	24.3	23.5	22.2	21.4
						PM_{10}	19.4	19.5	16.7	16.5	16.7	15.4	14.3

[1] Annual concentrations affected by COVID-19 pandemic travel restrictions
[2] Publicly available data from Defra's UK AIR Data Archive for 2018-2024 automatic monitoring data for Coventry Binley Road Monitoring Site. Available from https://uk-air.defra.gov.uk/data/data_selector (Accessed 13 June 2025).