

A46 Coventry junctions
(Walsgrave)

**Preliminary Environmental Information
Report Non-Technical Summary**

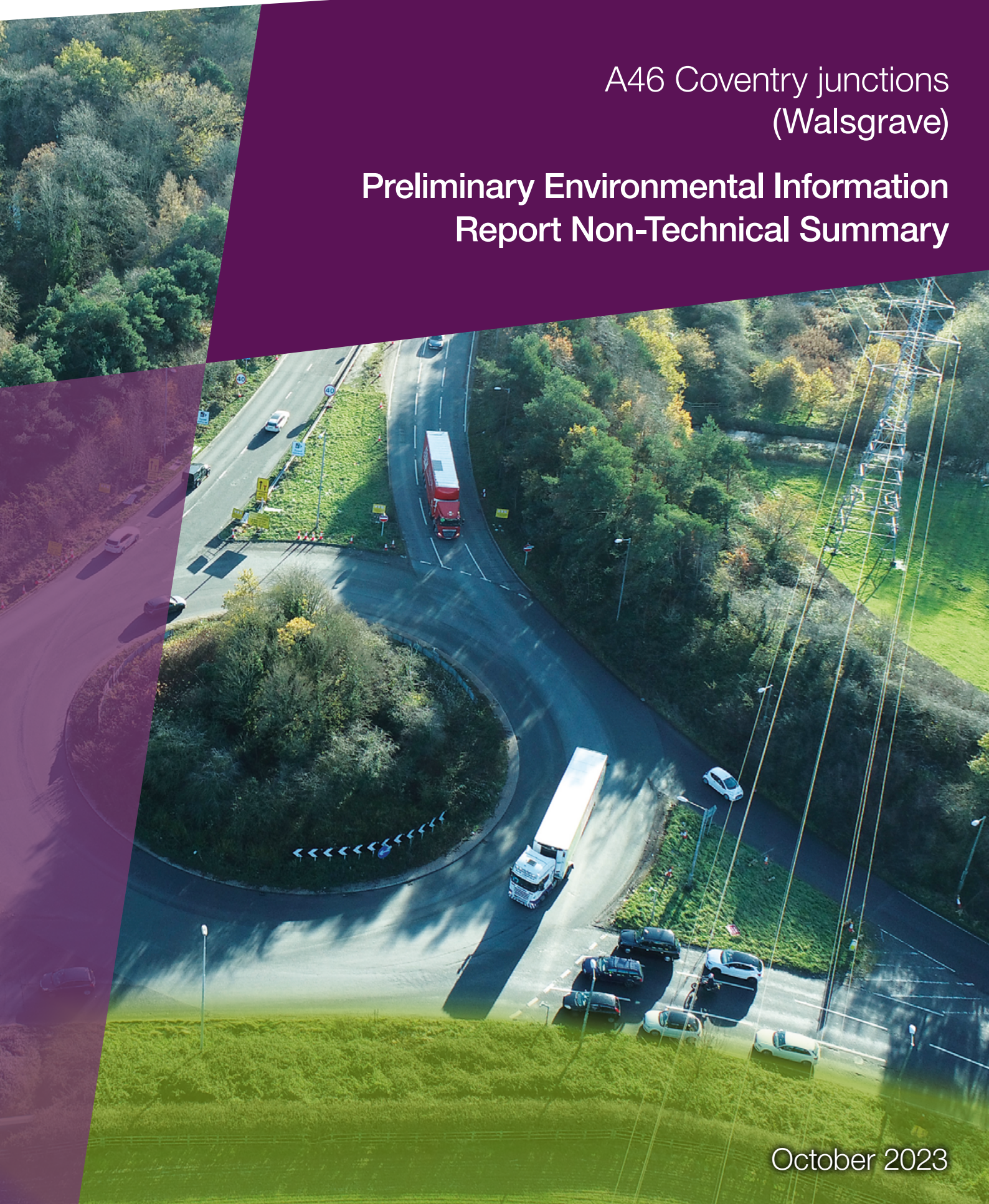


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1. Introduction

1.1. Overview

National Highways proposes to improve the junction of the A46 Coventry Eastern bypass and the B4082 road, at Walsgrave roundabout to ease congestion and reduce queuing along the A46 corridor, east of Coventry. This congestion is likely to increase as a result of future planned housing growth and economic aspirations in the area. The A46 has also historically experienced safety issues in this location.

The proposed scheme is a “Nationally Significant Infrastructure Project” under the Planning Act 2008, which means that an application will need to be made for permission to deliver the proposed scheme. The permission is called a Development Consent Order (DCO). For more information about the process, visit the Planning Inspectorate’s website: <https://infrastructure.planninginspectorate.gov.uk/application-process/the-process/>

Before an application for a DCO is submitted, the local community and other stakeholders must be formally consulted on the proposals and provided information. This includes a description of the proposed scheme, the likely significant environmental effects based on the preliminary environmental information available at the time, measures to avoid or reduce such effects and the alternatives considered. This is to help consultees develop an informed view of the likely significant environmental effects of the proposed scheme.

As well as undertaking this consultation, environmental information continues to be gathered to identify the potential effects of the scheme and develop measures to avoid or reduce adverse effects. This process is known as environmental impact assessment (EIA).

1.2. Scope and content of the Preliminary Environmental Information

We’ve prepared a Preliminary Environmental Information Report (PEIR) (Volume 1) to describe the environmental setting and currently anticipated impacts of the proposed scheme on the environment. The PEIR has been developed for the purposes of the statutory consultation and presents currently available information from the ongoing EIA process. The PEIR is accompanied by a number of Supporting Figures (Volume 2) available online at: <https://infrastructure.planninginspectorate.gov.uk/projects/west-midlands/a46-coventry-junctions-walsgrave/>

This document provides a summary of the PEIR in non-technical language and forms Volume 3. The information and assessments contained within the PEIR is preliminary, we’ll continue to develop the findings further in the Environmental Statement (ES) to reflect the evolution of the design of the proposed scheme. We’ll also use the feedback received from the consultation to inform our design and assessment. We’ll submit the ES, presenting the full results of the EIA, with the application for the DCO.

2. The scheme

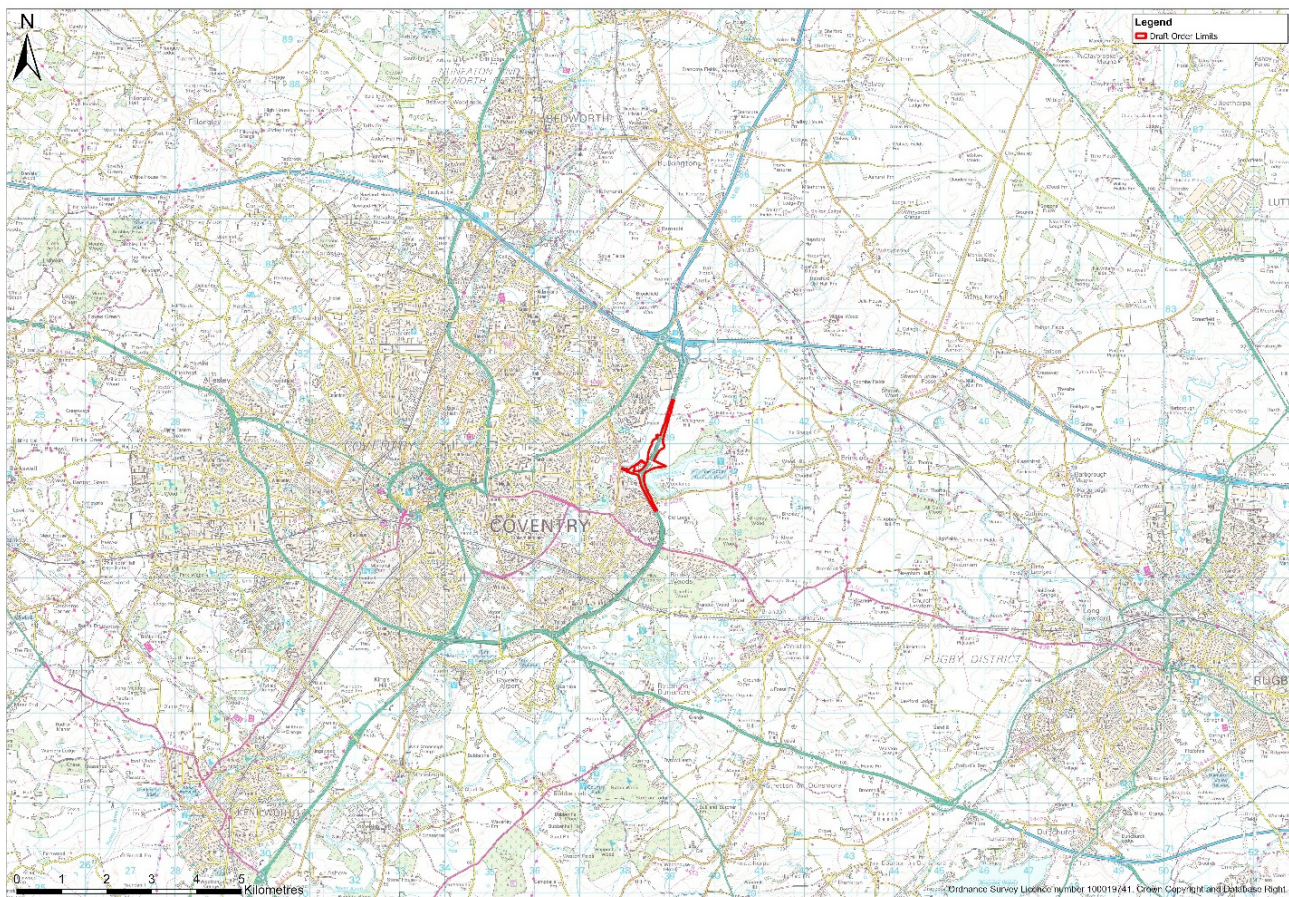
2.1. Scheme location

The scheme is located within the boundary of Coventry City Council and Rugby Borough Council, which also lies within Warwickshire County Council. The A46 (Coventry Eastern Bypass) runs north-south to the east of Coventry.

The A46 overpass over Brinklow Road is at the southern extent of the scheme and the beginning of the M69 is at the northern extent. Clifford Bridge Road roundabout with the B4082 is at the western extent of the scheme. The scheme crosses Smite Brook twice and the bridleway from Farber Road to Walsgrave Hill Farm.

Figure 1 below shows the location of the scheme.

Figure 1. Scheme location



2.2. Need for the scheme

The A46 corridor forms part of the national strategic road network, connecting major motorways, and providing links to the rest of the country. Previous studies have indicated that sections of the A46 to the south and east of Coventry suffer from congestion and poor journey time reliability issues. This is likely to be made worse as a result of future planned housing growth and economic goals in the area. Many communities are located adjacent to the A46 and stakeholders have raised concerns regarding the pedestrian crossing points on and near the A46.

The A46 has historically experienced safety issues. The A46 south of Coventry was in the top 45% for total casualties and in the top 250 collision locations in England¹. Improvements have been made at the A45/A46 Tollbar End junction, to the south of Coventry, and a section of the M6 between junctions 2 and 4.

There are concerns that without further investment to reduce congestion on the A46, the existing investment and benefits from the improvement works at Tollbar End junction would be undermined.

2.3. Scheme objectives

The current National Highways' scheme objectives are:

Growth

- Support and facilitate economic growth, generating employment and residential development opportunities.
- Balance the need of individuals and businesses that use and rely upon the A46.

Reduce congestion

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

Safety and maintenance

- Maintain the A46 to a safe and serviceable condition.

Environment

- Minimise negative impacts on users, local communities and the environment.

¹ Staged Overview of Assessment Report, National Highways 2022

2.4. The proposed scheme

The proposed scheme design is shown in Figure 2 below and consists of the following key features:

- Realignment of the existing A46 dual carriageway through the existing Walsgrave roundabout (which will be removed), for approximately 880m to improve the road layout and allow for a 50mph speed limit.
- Realignment of the B4082 to form a single carriageway link road, for approximately 910m, to connect the local road network to the new junction with a proposed 40mph speed limit.
- A new grade-separated junction over the A46 mainline, approximately 800m north of the existing Walsgrave junction to connect the new link road (B4082) with the A46. This will have roundabouts either side of the A46 (a dumbbell layout) and connecting slips roads on to and off the A46 for both north and south bound movements.
- A new bridge structure over the existing A46, to connect the two roundabouts forming the dumbbell junction.
- Maintenance accesses to the proposed road assets such as the three drainage ponds and relocated variable message sign.
- Proposed road assets and street furniture such as traffic signs and lines, relocated variable message sign, street lighting columns (on the link road, dumbbell roundabout and slip roads), vehicle restraint systems (VRS), fences, noise barriers, anti-glare screens, retaining walls and kerbs.
- Improvements to facilities for walkers, cyclists and horse-riders (WCH) through provision of a signalised pedestrian crossing on the link road at the Clifford Bridge Road roundabout and future-proofing the scheme to facilitate a route for WCH along the link road to the Hungerley Hall Farm accommodation bridge.
- Retain the existing accommodation bridge for Hungerley Hall Farm. We're carrying out a structural survey in autumn 2023 and will keep the bridge if it is in a suitable condition. This may require a slight amendment to the design of the B4082 near Hungerley Hall Farm. If the structural survey shows the existing accommodation bridge for Hungerley Hall Farm is not suitable alternative solutions will be explored for potential ecological and walkers, cyclists and horse-riding impacts.
- Replacement vegetation planting to compensate for the vegetation that needs to be removed to facilitate the scheme.

Figure 2. Scheme design



2.5. Scheme development and alternatives considered

When selecting the preferred option, National Highways considered several criteria, including the scheme objectives, safety, benefits, costs, environmental effects, construction and feedback from the public consultation.

Proposals to improve the A46 Walsgrave junction have been the subject of extensive study and consultation since 2014. The process of options identification leading to the scheme is summarised in Chapter 3 of the PEIR (Volume 1). The process involved:

- options identification associated with both the Binley and Walsgrave junctions on the A46 (2014)
- development of options for Walsgrave junction with 30 options initially identified which were reduced to four options (2018)
- production of an environmental assessment report on the four options
- options consultation (January – February 2022)
- announcement of the preferred option (June 2022)
- preliminary design stage for the preferred option starts (February 2023)

3. The environmental impact assessment

3.1. The environmental impact assessment process

Under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, the proposed scheme automatically requires a statutory Environmental Impact Assessment (EIA) due to the scale of the development. Accordingly, an EIA is being undertaken to meet the requirements of the relevant planning policy and legislation, so the effects of the scheme on the environment can be identified.

The EIA considers impacts during the construction and operation of the scheme. The construction phase assessment addresses both the temporary activities involved in building the scheme and the subsequent permanent presence of the scheme once constructed; where relevant, these temporary and permanent effects are described separately below.

The operational assessment considers the situation when the scheme is being used by traffic. The scheme would unlikely be decommissioned as it would form an integral part of the strategic road network. Therefore, decommissioning requires no further assessment.

Where adverse impacts are identified, measures will be put in place to avoid, minimise or mitigate the impact. Appropriate mitigation measures will be identified in accordance with Best Practicable Means (BPM) which we'll incorporate into Environmental Management Plans.

Further work as part of the EIA process continues to be undertaken to confirm the preliminary findings presented below. We'll present the final assessment of environmental impacts in the Environmental Statement (ES) that will be submitted with the DCO application.

3.2. Environmental mitigation

The development of the scheme design is an iterative process and adheres to the principles of the design and mitigation hierarchy. The first principle being to avoid potential effects, if at all possible, before seeking to minimise or mitigate for any unavoidable impacts through a well-developed mitigation strategy.

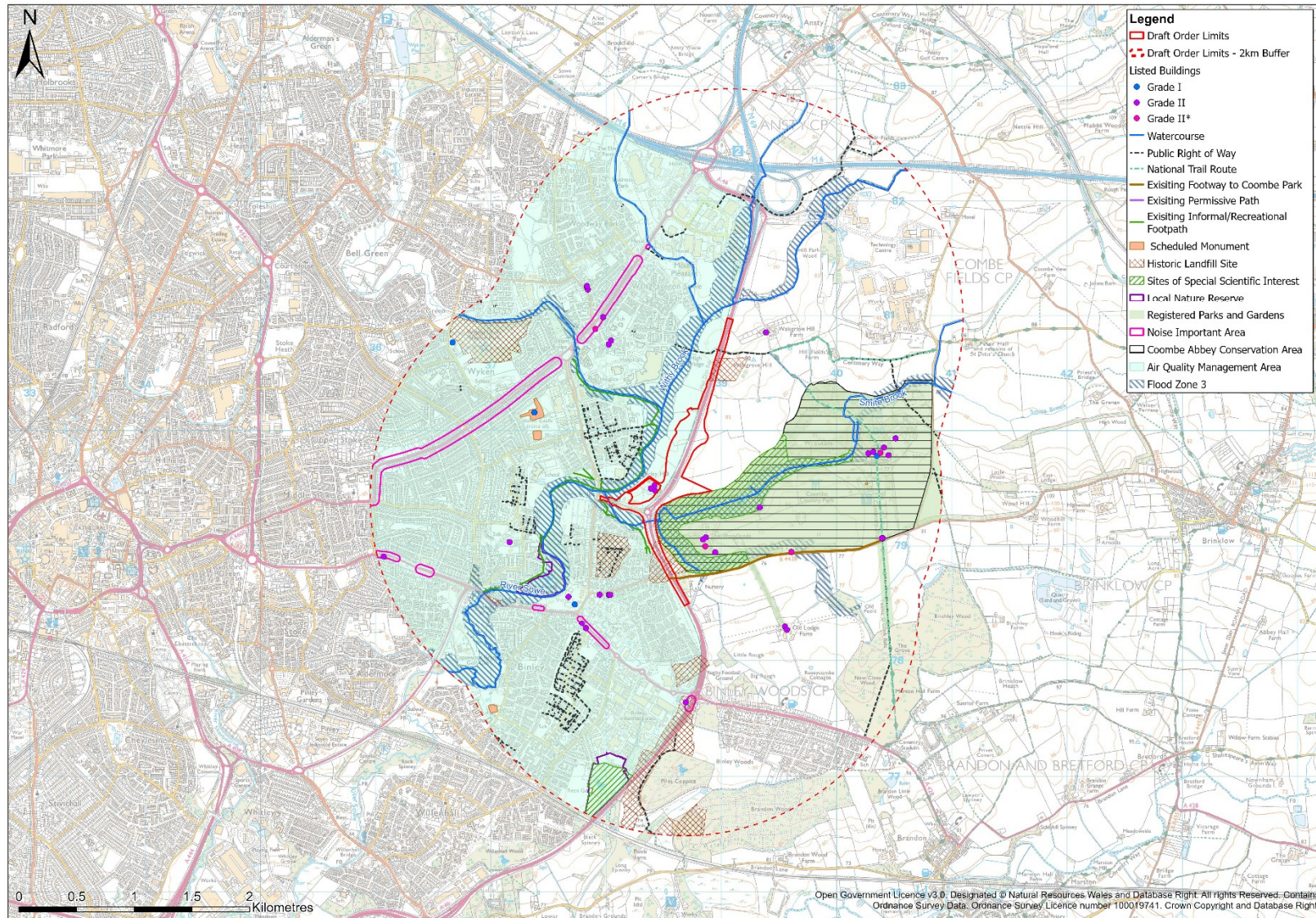
Preliminary environmental mitigation has been established through this iterative process and incorporated into the scheme design. An indicative Environmental Masterplan has been developed and can be seen in Figure 7.3 to Figure 7.7 of the PEIR (Volume 2). As the design develops, ways to avoid, minimise and mitigate any adverse environmental impacts will continue to be identified. Full details of all mitigation measures will be included within the ES and the Environmental Management Plan.

3.3. Environmental constraints

Environmentally designated sites located within two kilometres of the scheme extent are shown in Figure 3 below. The sites include those that are designated for natural or heritage reasons for example. Notable statutory and non-statutory environmental designations and additional environmental constraints are as follows:

- Coombe Pool Site of Special Scientific Interest (SSSI)
- Herald Way Marsh SSSI
- Stoke Floods Local Nature Reserve (LNR)
- Coventry Air Quality Management Area (AQMA)
- Coombe Abbey, Grade II* listed registered park and garden
- three Grade II listed buildings at the site of Hungerley Hall Farm
- two Scheduled Monuments at Caludon Castle
- the floodplain of Smite Brook and the River Sowe

Figure 3. Environmental constraints



4. Potential environmental effects

4.1. Air quality

Baseline

Elements of the scheme fall within the Coventry Air Quality Management Area (AQMA) as shown in Figure 3 Environmental Constraints. AQMAs are locations which the local authority has identified as exceeding health-based air quality thresholds and require air quality action plans. The Coventry AQMA was declared due to historic exceedances of the nitrogen dioxide threshold in the city centre. Data from nearby monitoring sites to the scheme identified that baseline concentrations for relevant pollutants over the last five years have been well below the air quality thresholds. Background concentrations of relevant air pollutants are predicted to remain below thresholds in future years and are expected to decline annually. The AQMA is unlikely to be impacted by the scheme.

Construction

Without mitigation, construction may temporarily impact air quality where people are present and at ecologically important locations as shown in Figure 3. This includes dust generated by construction activities and direct emissions of pollutants from equipment like excavators and on-site generators. Best Practicable Means (BPM) will be used to reduce emissions, for example avoiding moving materials more than once, minimising stockpile heights and wetting down of surfaces to reduce dust emissions. BPM measures will be implemented through the Environmental Management Plan, therefore no significant effects on air quality are expected during the construction phase.

Operation

During operation, the redistribution of traffic and realignment of roads has the potential to impact local air quality due to changes in distances between the A46 (the source of air pollution) and nearby sensitive properties (human health) and ecologically important locations as a result of the scheme. The nature and extent of the impact will depend on the change in traffic flows and speed. Once traffic data is available, an air quality assessment will be undertaken to assess the impact of the scheme on air pollution at nearby sensitive properties where people may be present and at ecologically important locations. We are undertaking updated traffic modelling to ensure we have the latest information available to assess the impacts the scheme will have on air quality. The assessment will be presented in the Environmental Statement.

4.2. Cultural heritage

Baseline

Cultural heritage includes archaeology, historic buildings/structures and historic landscapes, including parks and gardens. Designated assets are archaeological or built

heritage features with statutory protection due to their heritage value. Non-designated assets are those heritage features and artefacts which are recorded but are not considered to meet the criteria for statutory protection.

There are 30 designated cultural heritage assets within the 1km study area. Three grade II listed buildings at Hungerley Hall Farmhouse and the grade II* registered park and garden at Coombe Abbey are located very close to the scheme. There are 31 known non-designated heritage assets within 300m of the scheme boundary, four of which sit within the scheme extent.

Construction

The scheme has the potential to cause temporary and permanent adverse effects during construction. The scheme has the potential to affect the following heritage assets:

- Physical effects on the group of three grade II listed buildings of Hungerley Hall Farm. The proposed B4082 link road and associated landscaping may involve alteration or demolition of the yard wall and potentially the garden wall to the farmhouse and barn.
- Physical effects on the designated historic landscape of Coombe Abbey registered park and garden as there is the potential for part of the boundary to be altered or demolished.
- Impacts on the setting of some designated historic buildings including the grade II listed buildings at Hungerley Hall Farm.

The alteration or demolition of these heritage assets has the potential to result in significant adverse effects. However, with appropriate mitigation the effect is likely to be reduced. Mitigation will be identified and agreed with local stakeholders as the scheme design progresses and full details presented in the Environmental Statement (ES).

The scheme may also have direct physical impact on archaeological remains through permanent demolition or removal of assets due to excavation, ground disturbance and compaction. Changes to the setting of heritage assets as a result of the scheme will also occur. However, these can be offset using mitigation which will be determined by a programme of investigation, including data collection and surveys, following discussion with stakeholders.

At this point, we cannot yet establish the extent to which there will or will not be a significant effect upon cultural heritage from the construction of the scheme, but this will be assessed and presented within the ES.

Operation

The scheme has potential to cause long term adverse effects on heritage assets and their historic setting and character including on the setting of the surrounding grade II listed buildings at Hungerley Hall Farm and the historic landscape of Coombe Abbey. This

would be as a result of changes to noise, vibration, views, vegetation and access. To reduce these effects, mitigation will be incorporated into the scheme design and is likely to include vegetation planting to provide screening of the road.

As the scheme is largely within the existing road corridor, significant additional impacts to the settings of archaeological remains is unlikely. None of the impacts described above are likely to be of a level and character that cannot be reduced, avoided or mitigated using standard mitigation measures.

4.3. Landscape and visual Baseline

The scheme would be situated in a landscape characterised by both natural and manmade features, including farmland, existing vegetation including trees and hedgerows, road infrastructure, an overhead power line and residential settlements. To the north east, apart from Walsgrave Hill, the land is generally flat and there are long views over the arable fields. Views to the north west towards Walsgrave and Hungerley Hall Farm are blocked or partially screened due to an area of woodland along the River Sowe. The University Hospital Coventry and Warwickshire is four/five storeys tall. There are potential views available from the upper storeys of the hospital towards the A46. Due to the woodland areas on both sides of the road and the shape of the land, views south of Walsgrave junction are limited in the direction of the nearby residential areas of Binley or Coombe Country Park.

There are no protective national or local landscape designations within 1km of the scheme. Coombe Abbey Grade II* registered park and garden is located within Coombe Country Park, which borders the scheme, along its western boundary. There are very limited potential views with Coombe Abbey due to screening by a thick woodland area along the Coombe Country Park boundary. There is a limited network of public paths within and beyond 1km of the scheme and none within the scheme extent.

Construction

Scheme construction is unlikely to result in adverse significant effects with the appropriate mitigation in place. Potential impacts to landscape character and visual effects during construction include:

- loss of some landscape character elements including removal of the hedgerows, trees/woodland areas and alteration of the existing field pattern along the A46
- temporary landscape character effects, including loss of landscape features, and through the introduction of construction machinery (crane, hoardings, and plant), formation of earthworks (landform) and presence of compounds

- potential temporary alterations in views for sensitive receptor groups including residents and recreational users associated with the realignment of the A46 and introduction of new junction arrangements

Measures to mitigate the visual impacts of construction activities would include keeping a well-maintained site, restoration of land used temporarily to construct the scheme, as soon as practicable and limiting works to daylight hours where possible, with any night works to be kept to a minimum.

Operation

Potential impacts to landscape character and visual effects during operation include additional road infrastructure, notably new structures such as bridges, and the permanent loss of vegetation.

Views may change, especially for residents along the edge of Coventry, Walsgrave near Farber Road/Barrow Close and Dorchester Way and for people using the path near Walsgrave Hill, a section of Centenary Way close to Coombe Abbey, Sowe Valley, and Dorchester Way Open Space.

There's the potential for significant adverse effects on landscape character which would most likely result in significant effects within the immediate landscape surrounding the scheme rather than more broadly at a national scale. Any significant adverse effects on landscape character during the initial years of scheme operation would reduce over time as mitigation planting establishes, ensuring that the scheme is integrated into the landscape once planting is mature. It may not be possible to fully mitigate all significant visual effects during operation, particularly for visual receptors with direct views to the scheme, or where at height structures such as the new junction are notable within a view. However, in these circumstances views of the scheme are still likely to be softened by proposed planting over time.

Mitigation measures would include keeping and enhancing existing hedgerows areas of vegetation along the highway boundary, with opportunities for habitat creation to be incorporated into the environmental design, with an aim to increase biodiversity. With mitigation the effects are not anticipated to be significant.

4.4. Biodiversity

Baseline

Ecological features that could potentially be impacted by the scheme include:

- two statutory designated sites: Coombe Pool SSSI and Stoke Floods LNR

- six non-statutory designated sites: Hungerley Hall Farm Ecosite, Gainford Rise LWS, Coombe Abbey Pool Ecosite, Tributary of the River Sowe - Smite Brook, headwaters and tributaries Ecosite, Stoke Floods LWS and Sowe Valley Dorchester Way LWS
- four priority habitats: deciduous woodland, coastal and floodplain grazing marsh, traditional orchards and hedgerows
- nine important aquatic and terrestrial species: badgers, bats, birds (including breeding, wintering and barn owls), brown hare, hedgehog, otter, polecat, reptile, water vole

Construction

Scheme construction has the potential to cause significant adverse effects on a number of sensitive ecological receptors including:

- Coombe Pool SSSI
- Tributary of the River Sowe - Smite Brook, headwaters and tributaries Ecosite
- Hungerley Hall Farm Ecosite
- protected species associated with the above ecological sites including breeding birds, barn owl, wintering birds, bats and badger

The potential impacts on these receptors during construction are as follows.

- The scheme overlaps the boundary of Coombe Pool SSSI. Consultation with Natural England will be undertaken and permission maybe required for works undertaken within the SSSI. The residual noise and vibration remaining after mitigation measures are in place have the potential to impact the birds at this site.
- The scheme overlaps the boundaries of the tributary of the River Sowe - Smite Brook, headwaters and tributaries Ecosite and the Hungerley Hall Farm Ecosite. The scheme will result in permanent land-take of part of these sites.
- The scheme will result in the permanent loss of suitable nesting habitat for farmland birds, the temporary loss of potential foraging habitat for barn owls and the permanent loss of arable foraging habitat for wintering birds.
- The scheme will result in the loss of potential foraging and commuting habitats for bats and the loss of a badger sett and suitable foraging habitat for badgers.

We are proposing to create new habitats which will help to mitigate the loss of the habitat supporting protected species, but this will take time to become established.

Measures to mitigate impacts on biodiversity include:

- reducing the significance of effects caused by changes to air quality
- reducing the significance of effects caused by changes to water quality
- preparing an Ecological Mitigation Strategy
- preparing an Environmental Management Plan
- granting protected species licenses from Natural England

- managing lighting during night works

Operation

The scheme has the potential to cause a significant adverse effect on bats and badgers from an increase in mortality due to collisions with traffic on the new road areas.

Potential significant adverse effects may occur on barn owl from an increase in disturbance to potential nest sites as well as an increased risk of mortality due to collision with traffic on the new road areas.

Mitigation measures will be implemented to reduce effects where practicable. These measures may include directional and hooded lighting to minimise light spill and additional screening vegetation around areas of road to minimise the chance of collisions between protected species and traffic.

4.5. Geology and soils

Baseline

There are no statutory or non-statutory designated sites for geological or geomorphological interest within 2km of the scheme.

The geology within the scheme extent comprises topsoil, made ground, alluvium, River Terrace Deposits, Bosworth Clay Member, Baginton Sand and Gravel, Thrussington Member and Mercia Mudstone.

The soils in the vicinity of the scheme are predominantly arable and horticultural, with a section of urban cover in the centre of the scheme. Broadleaved woodland is present to the south and east, and improved grassland to the west.

There are two historical landfills that fall within the scheme extent, one to the north and one to the south as shown on Figure 3.

Construction

Excavation works associated within the scheme have the potential to directly affect underlying geological features. However, since the scheme is not located within a geologically protected site, and there are no important geological deposits identified on site, it is not predicted that there would be significant effects on geology.

There's potential for permanent compaction of agricultural soils or topsoil/sub soil material. Soil deterioration and compaction may occur due to vehicle movements and loading, leading to adverse impacts.

Mitigation measures would include best practice environmental management measures and appropriate waste management to manage and minimise risks associated with contamination, including:

- preparation of an Environmental Management Plan
- ensuring adequate space for storage of topsoil and subsoil which must be segregated during excavation
- protection of watercourses from entry of polluting matter
- protection of aquifers from migration of potential contaminants
- stripping, storing and reinstating of soils using best practice measures to minimise the risk of degradation to soils
- suppression of odour and dust using best practice measures

Operation

The operation of the scheme is unlikely to give rise to significant effects on geology or soils. Scheme operation will involve occasional maintenance which would be of minimal impact.

While additional land will be taken, the operational land use would remain largely the same compared to baseline conditions. The scheme is unlikely to significantly affect the function or quality of soil as a resource.

The scheme encroaches on land being used for agriculture. The scheme is anticipated to potentially affect the quality of agricultural soils with Agricultural Land Classification Grades 2, 3a and 3b land present within the scheme extent. A survey and assessment to identify the impacts upon the agricultural land will be undertaken in the Environmental Statement (ES).

No additional significant sources of historical contamination have been identified within the scheme extent, however, it is possible that unidentified contamination may be present. This will be assessed in the ES.

4.6. Noise and vibration

Baseline

The predominant noise sources in the area include the A46 and the local road network, with anticipated contributions from the M6. Noise levels in the communities of Wyken and Walsgrave and around Coombe Abbey may be affected by the scheme. Within these areas include potentially sensitive noise receptors including the people at Peal Hyde Community Primary School, University Hospital Coventry and Warwickshire, wildlife at Coombe Pool SSSI, and the Grade II listed buildings at Coombe Abbey and Hungerley Hall Farm.

There are no Noise Important Areas (NIAs) located within the immediate vicinity of the scheme extents. NIAs highlight “hotspot” locations where the highest 1% of noise levels at residential locations can be found. There are several NIAs located on surrounding roads, however all of these are over 1km away from the scheme. These are shown on Figure 3.

There are no Environmental Noise Directive (END) quiet areas or potential END quiet areas. Any areas valued for their tranquillity will be identified through consultation responses and discussions with Coventry City Council and Rugby Borough Council. These areas will be considered in terms of baseline monitoring and modelling.

Background noise surveys will be undertaken in 2023 or early 2024 to quantify the current noise levels in selected areas which may be affected by the scheme.

Construction

Temporary noise and vibration effects will occur as a result of on-site activities such as demolition of existing structures and carriageway, excavation, compaction and foundation works, construction of bridges, drainage and the new carriageway and construction traffic on the local roads.

In the absence of our background noise survey results effects have not yet been established. With appropriate design and implementation of well-established noise and vibration mitigation measures following a ‘Best Practicable Means’ approach, significant adverse noise and vibration effects are not anticipated during construction.

Mitigation measures include an Environmental Management Plan detailing controls to minimise noise and vibration such as controlled timing of works and careful site layout. The effects of potential noise and vibration on affected communities will also be mitigated by effective communication between the promoter, contractor and the public. Noise and vibration emissions will be calculated, assessed and modelled at nearby sensitive receivers and will be presented in the Environmental Statement (ES).

Operation

Without mitigation, changes in traffic flows, the road alignment and new roads can potentially result in noise changes at noise sensitive receptors, particularly from increased road traffic. In the absence of updated traffic data these impacts have not yet been established for the scheme but can result in beneficial or adverse effects.

With appropriate design interventions, it is expected that any adverse effects can be mitigated. Measures to mitigate the impacts of operational noise and vibration include the use of noise barriers (such as fences) and earth bunds. Scheme operation has the potential for permanent beneficial noise effects at some receptors, diverting existing traffic flows away from minor roads such as the B4082. Operational road traffic noise as a result

of the scheme will be assessed and modelled during the EIA process and reported within the ES along with any mitigation required.

4.7. Population and human health

Baseline

The key communities near to the scheme are Wyken and Walsgrave, with numerous community facilities including medical facilities, schools and leisure facilities. The majority of the residential properties are set back from the scheme boundary. The closest property to the scheme is Hungerley Hall Farm, less than 100m west of the existing A46. Community land (Coombe Country Park) and two play parks are near to the scheme, as well as businesses and land allocated for 900 houses proposed to the west of the scheme. There is Grade 2, Grade 3a and Grade 3b agricultural land located adjacent to the east of the existing A46.

There are numerous walking, cycling and horse-riding (WCH) routes providing access for local people and visitors to community assets and leisure facilities. These are shown on Figure 3 and comprise Public Rights of Way, cycle tracks, permissive routes, informal and leisure footpaths, the Centenary Way Long Distance walking trail and footways provided as part of the local highways network.

Construction

There is the potential for significant effects on land use, accessibility and human health during construction. These potential effects are summarised below:

- Access for residents, users of local businesses and community assets to their properties and community resources may be disrupted.
- Night time and weekend closures of the A46 would require diversion routes which could increase journey times.
- Some permanent and temporary loss of land is expected, including from Hungerley Hall Farm and agricultural land holdings.
- There may be temporary changes within the local environment (arising from a combination of noise, air quality visual and traffic effects) that may result in adverse and beneficial amenity, health and wellbeing outcomes for the local community.

Land-use, accessibility and human health effects will be fully assessed within the Environmental Statement (ES). Further assessment will inform the design, mitigation and enhancement, and will be reported in the ES.

Operation

During scheme operation there is the potential for adverse and beneficial land use, accessibility and human health effects. These are as follows:

- Potential adverse and beneficial human health outcomes due to changes to amenity (arising from a combination of noise, air quality, visual, and traffic effects).
- Potential safety improvements that would help reduce the number of accidents and collisions at the junction.
- Potential for smoother flow of traffic on the A46, which may help support the economic growth aspirations of the region.
- Provision of new and improved pedestrian and cyclist facilities would improve connectivity by expanding existing WCH networks for cyclists, walkers and other vulnerable road users travelling between urbans of Coventry and Coombe Country Park.

4.8. Road drainage and the water environment.

Baseline

There are two main rivers within 1km of the scheme; the River Sowe to the west and Withey Brook which crosses under the existing A46 north of the scheme boundary. The surface water environment also includes two smaller watercourses located within the scheme boundary and cross under the A46; Smite Brook to the south of the existing roundabout and an unnamed watercourse to north. There are also three ponds within 1km of the scheme and Coombe Pool (a man-made reservoir) that is connected to watercourses.

Most of the scheme is at very low risk of river flooding as it is within Flood Zone 1. There are isolated areas of low to high flood risk including: a small area to the south of the existing roundabout and on the B4082, and a small area that encroaches at Brinklow Road and at the northern most point.

The scheme sits within the Water Framework Directive (WFD) surface water body catchments of: Withy Brook, Sowe and Smite Brook. The study area is located within the WFD waterbodies of Coombe Pool, Sowe and Avon.

The groundwater environment includes several aquifers (bodies of rock or sediment that hold water) that support local water supplies. Currently, there is one licensed groundwater abstraction (the process of taking water from a groundwater source) to the north-west of the scheme boundary used for industrial and commercial processes. There are no known licensed groundwater abstractions for drinking water supply. Most of the scheme lies on aquifers classified as having a medium-high to high vulnerability to contamination.

The scheme sits directly above one WFD groundwater body catchment: the Warwickshire Avon – Secondary Mudrocks groundwater body. North-west of the scheme boundary lies

the Warwickshire Avon - PT Sandstone Warwick/Avon Confined groundwater body which has a potential connection to the scheme through the movement of water underground.

Local groundwater may be connected to local watercourses and spring discharges (where water from below ground rises to the surface). There are also two Groundwater Dependent Terrestrial Ecosystems (areas whose vegetation is dependent on groundwater) to the south of the scheme boundary: Herald Way Marsh (SSSI) and Brandon Marsh (SSSI).

Construction

There is the potential for slight adverse effects on surface water and groundwater during construction, following mitigation. These will be assessed fully during the environmental assessment. The potential effects are as follows:

- Works in the immediate proximity of Smite Brook, its floodplain and ordinary watercourses may lead to a deterioration in water quality.
- Increase in flood risk to the scheme or others due to an increase in hardstanding (ground surfaced with hard material for parking construction vehicles and equipment), above ground structures and the immediate proximity of works to Smite Brook, its floodplain, and ordinary watercourses.
- Any works within or on the bank of rivers, streams and ditches has the potential to damage the bed or banks of these watercourses.
- Any works underground such as piling for bridge foundations have the potential to affect the flow of water underground and the quality of that water. Earthworks and de-watering activities can also affect underground flows.

Measures to mitigate the risk of flooding and surface and groundwater pollution include implementing an Environmental Management Plan, following best practice measures in accordance with industry guidelines and monitoring the watercourses at risk of pollution. With appropriate mitigation measures in place, no major adverse significant effects are anticipated during scheme construction.

Operation

There is the potential for slight adverse effects on surface water and groundwater during operation. These will be assessed fully during the environmental assessment. The potential effects are due to:

- an increase in paved areas and traffic flow which may lead to a decrease in water quality to any watercourses that receive water from these areas
- an increase in flood risk due to an increase in paved areas, structures above ground and the alteration of ground levels

- culverting (i.e., the use of a structure to transport water underneath the road), new drainage connections and paved areas may lead to a decrease in quality of the watercourse habitat, water quality and flow

Mitigation will be incorporated within the design of the scheme to reduce the impact of the above on the water environment within the study area, including new drainage systems designed in accordance with industry standards, and water quality monitoring. Modelling will be undertaken to identify if there is any impact upon flood risk and this will be presented in the Environmental Statement.

4.9. Climate

Baseline

The scheme falls within the Coventry Local Authority area where the emissions total for 2020 was 1,280 ktCO₂e, of which 8% (106 ktCO₂e) is accountable to transport on A-class roads.

Mean annual temperatures over the region can range from 0°C to 22°C. Rainfall is generally well-distributed through the year across the region. The Midlands area is one of the more sheltered parts of the UK compared to the windiest parts of Britain.

Construction

The main impact on climate during construction will be the release of greenhouse gases (GHGs) which contribute towards altering the UK's climate beyond what would be expected from natural variation. GHG release will be by plant and machinery, construction process stage, materials production, land use change and changes to traffic flows.

Measures to mitigate the impacts of construction on climate include requirements for subcontractors and suppliers to prioritise low/zero carbon solutions, reporting and collaboration requirements, and completing a carbon management plan. Effects are not yet established and will be detailed in the Environmental Statement (ES).

The projected future climate is likely to follow the UK-wide trend of drier summers, wetter winters and an increase in average mean temperature. It's also likely that changes to the climate will lead to an increase in the frequency and severity of weather events such as storms, heavy rainfall, droughts and heatwaves. The scheme will experience the effects of these changes in construction. Measures to manage and reduce the impact of these changes include adopting construction processes which are adapted to ensure they are resilient to changes in climate during the construction period.

Operation

The main impact on climate during operation will be the release of GHG which contribute towards altering the UK's climate beyond what would be expected from natural variation.

GHG release will be caused by changes in land use, vehicle distributions and speed limits, maintenance activities, repair activities, and replacement and refurbishment of assets.

Measures to mitigate the operational impacts of the proposed scheme on climate include ensuring the lifetime operation is as efficient as possible and identifying opportunities during the design and construction of the scheme to reduce operational GHG emissions.

The projected future climate is likely to follow the UK wide trend of drier summers, wetter winters and an increase in average mean temperature. It is also likely that changes to the climate will lead to temporal and severity increase of weather events such as storms, heavy rainfall, droughts and heatwaves. The scheme will experience the effects of these changes in operation.

Measures to mitigate the operational impacts of the proposed scheme on climate include developing the scheme design to accommodate the predicted changes in regional climate. Effects upon climate are not yet established and will be detailed in the ES.

4.10. Combined and cumulative effects

The combined and cumulative effects assessment considers effects from:

- a single project (the scheme), which considers numerous different effects in combination impacting aspects of the environment – combined effects
- different projects, in combination with the scheme resulting in cumulative effects

We'll present the final assessment of cumulative effects in the Environmental Statement (ES) that will be submitted with the DCO application.

Single project combined effects

During construction and operation, there is the potential for combined effects on the environmental aspects discussed above. This would result from multiple different types of effect arising from the scheme working together to create a combined effect on one or more aspect of the environment.

Construction

During construction, combined effects have not yet been established but would generally be temporary. Best practice mitigation measures included in the Environmental Management Plan (EMP) would ensure that any potential effects would be reduced as far as possible. The detailed assessment will be presented in the ES.

Operation

During operation, combined effects have not yet been established but may be permanent. These effects would be reduced through best practice mitigation, and the development of the scheme design seeks to avoid potential effects as a first principle. Similarly, the scheme design will aim to include measures which will enhance the environment. The detailed assessment will be presented in the ES.

Different project cumulative effects

During construction and operation, there is the potential for cumulative effects on the environmental aspects discussed above. This would be a result of a number of different projects working together to create a cumulative effect on aspects the environment.

Relevant other developments will be identified and assessed within the ES.

Construction

During construction, there is the potential for cumulative effects as a result of the scheme and other developments, where construction stages overlap.

During construction, cumulative effects would generally be temporary, and best practice mitigation measures included in the EMP would ensure that any potential effects would be reduced as far as possible. Effects have not yet been established but the detailed assessment will be presented in the ES.

Operation

During operation, cumulative effects have not yet been established but may be permanent. These effects would be reduced through mitigation, and the development of the scheme design seeks to avoid potential cumulative effects as a first principle. Similarly, the scheme design will aim to include measures which will enhance the environment. The detailed assessment will be presented in the ES.

5. Consultation and next steps

Consultation

This Non-Technical Summary has been prepared to help those potentially affected or interested in the proposed scheme to understand the environmental setting and currently anticipated effects of the proposed scheme on the environment. These considerations can then be taken into account in your responses to the consultation.

Your feedback from the consultation will inform our continuing development of the scheme. Once we have considered your feedback, we plan to submit our application for a Development Consent Order (DCO) in autumn 2024. We'll also prepare a report on the consultation, recording the feedback and our response, which will be published with our application.

5.1. Where you can get more information

The scheme webpage

The scheme webpage provides current scheme information as well as historic information and can be accessed using the following web address:

[https://infrastructure.planninginspectorate.gov.uk/projects/west-midlands/a46-coventry-
junctions-walsgrave/](https://infrastructure.planninginspectorate.gov.uk/projects/west-midlands/a46-coventry-junctions-walsgrave/)

You can also use the scheme webpage to sign up to receive latest news and updates via email. Here, you can find information on the background of the scheme plus information on the current consultation including:

- details on when and where our public events are being held
- details of information and deposit point locations at local libraries
- our Statement of Community Consultation
- the consultation brochure and feedback form
- the scheme, including the red line boundary that will form part of the DCO application
- the PEIR as well as this accompanying Non-Technical Summary

Email us: A46CoventryJcns@nationalhighways.co.uk

Phone us: 0300 123 5000

Copies of consultation materials

Printed copies of our consultation brochure and consultation response form will be available free of charge at deposit locations and consultation events, throughout the consultation period. Copies of other consultation documents and plans will be available online and for inspection only at our consultation events. Copies of additional or

accessible versions of our consultation materials are available upon request from our project team.

Consultation events

We're using community venues to give you the opportunity to speak to members of the project team about the proposed scheme.

Details of the public consultation events are as follows:

Location	Day	Time
Wyken Community Centre, Ennerdale Lane, Coventry, CV2 5PY	Saturday 4 November 2023	10am – 2pm
Warwickshire Shopping Park Community Centre, 1c Kynner Way, Binley, Coventry, CV3 2SB	Friday 17 November 2023	2pm – 8pm
Brinklow Community Hall, 43 Broad Street, Brinklow, Rugby, CV23 0LS	Thursday 30 November 2023	2pm – 8pm

In addition to the public consultation events, we'll also be present at the following locations, where you can speak to members of the project team to find out more about the scheme and pick up a consultation brochure and response form.

Details of the pop-up events are as follows:

Location	Day	Time
Tesco Coventry Walsgrave, Clifford Bridge Road, Coventry, CV2 2TS	<i>Date and time to be confirmed</i>	
Coventry City Centre, Broadgate W Orch Way, Coventry CV1 1NF	Thursday 9 November 2023	9am – 5pm
University Hospital Coventry & Warwickshire, Clifford Bridge Road, Coventry, CV2 2DX	<i>Date and time to be confirmed</i>	
Coombe Country Park (Visitor Centre), Brinklow Road, Coventry, CV3 2AB	Saturday 25 November 2023	10am – 2pm

Any changes to these events will be communicated on the scheme webpage and on social media. You can also call us to confirm that an event is going ahead.

Deposit locations

The following deposit locations will hold printed copies of consultation materials available for inspection from 25 October to 6 December 2023.

Location	Opening Hours	
	Day	Time
Caludon Castle School and Community Library, Axholme Road, Wyken, Coventry, CV2 5BD	Monday	2pm – 6pm
	Tuesday	2pm – 6pm
	Wednesday	Closed
	Thursday	2pm – 6pm
	Friday	2pm – 6pm
	Saturday	10am – 4pm
	Sunday	Closed
Coventry Council House, Earl Street, Coventry, CV1 5RR	Monday to Friday	9am – 5pm
	Saturday	Closed
	Sunday	Closed
Rugby Borough Council, Town Hall, Evreux Way, Rugby, CV21 2RR	Monday to Friday	9am – 5pm
	Saturday	Closed
	Sunday	Closed
Warwickshire County Council, Shire Hall, Warwick, CV34 4RL	Monday to Friday	8am – 6.30pm
	Saturday	9am – 1pm
	Sunday	Closed
Willenhall Library, Hagar Community Space, Remembrance Road, Coventry, CV3 3DG	Monday	10am – 7pm
	Tuesday	10am – 7pm
	Wednesday	Closed
	Thursday	10am – 7pm
	Friday	10am – 7pm
	Saturday	9am – 4pm
	Sunday	Closed
Wolston Library and Information Centre, Warwick Road, Wolston, Coventry, CV8 3GX	Monday	2.30pm to 5pm
	Tuesday	2.30pm to 5pm
	Wednesday	2.30pm to 5pm
	Thursday	10.30am to 1pm
	Friday	10.30am to 1pm
	Saturday	10.30am to 1pm
	Sunday	Closed

The opening times of these deposit locations may be subject to change due to circumstances out of our control. If in doubt, please contact a location before visiting.

5.2. How to respond to our consultation

The consultation period will run from 25 October to 6 December 2023. We'd like to hear what you think, so please share any ideas, local knowledge, or concerns that you may have about our proposals by responding to our consultation. All your feedback will be considered as we continue to develop our proposals and the scheme design. You can respond to our consultation using one of the following methods:

Online

Complete our response form online at: <https://nationalhighways.co.uk/A46Coventry>

Post

Complete a copy of our printed response form and post it back to our team using the scheme freepost address:

Freepost A46 WALSGRAVE SCHEME

There's no need for a stamp when using this freepost address. The response form can be placed in an envelope with the freepost address written on the front.

In person

Complete a copy of our printed response form and give it to a member of staff at one of our consultation events.

All responses should be submitted by 11.59pm on 6 December 2023.

Your comments will be analysed by National Highways and any of its appointed agents. Copies may be made available in due course to the Secretary of State, the Planning Inspectorate and other relevant statutory authorities so that your comments can be considered as part of the DCO application process. We'll request that your personal details are not placed on public record and will be held securely by National Highways in accordance with the Data Protection Act 1998. Your data will be used solely in connection with the consultation process and subsequent DCO application and, except as noted above, will not be passed to third parties.

5.3. Contact us

Visit our scheme webpage for information about the scheme and how to have your say or call or email us to find out more.

- A46CoventryJcns@nationalhighways.co.uk
- 0300 123 5000
- <https://nationalhighways.co.uk/A46Coventry>

Next steps

If our application for a DCO is accepted by the Planning Inspectorate, there will be an examination of the application in which the public can participate. This examination will take a maximum of six months. The Planning Inspectorate then has three months to make a recommendation to the Secretary of State, who then has a further three months to make a final decision. If our application is approved, work on the scheme is planned to start in 2026.

If you would like any further information on the DCO application process, please visit the Planning Inspectorate's website: <http://infrastructure.planningportal.gov.uk>

The Planning Inspectorate's website will also provide updates on the scheme's application process, including providing access to the submitted application documents.

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



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If you have any enquiries about this publication email info@nationalhighways.co.uk or call **0300 123 5000**.*

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