national highways

A5

Dodwells to Longshoot

Non-technical summary of the environmental assessment



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1. Introduction

1.1 Purpose of the Report

1.1.1 National Highways is considering potential improvements to the A5 in the vicinity of Dodwells Roundabout and the Longshoot junction, located between the market towns of Nuneaton and Hinckley (refer to **Figure 1** in **Appendix A**).

1.1.2 The A5 Dodwells to Longshoot scheme (herein referred to as 'the Project') is located on a key section of the A5 that connects with the A47 and provides access to Nuneaton, Hinckley and the wider road network. The route supports local journeys and provides access to businesses, homes, key employment sites and growth areas.

1.1.3 The A5 is a key strategic route between London and Holyhead. The A5 corridor in the vicinity of Dodwells Roundabout and the Longshoot junction experiences issues relating to congestion, safety and network resilience. Potential development in the surrounding area may also place additional pressure on the road network in the future.

1.1.4 The Project was identified through the A5 Low-Level Intervention Options (LLIO) Study as having the potential to address some of the challenges affecting this section of the A5 corridor. In October 2023, the Government identified A5 Dodwells to Longshoot as one of two A5 'Pinch Point' improvement schemes in the Network North report (Department for Transport (DfT), 2023).

1.1.5 The A5 Dodwells to Longshoot scheme comprises a National Highways Major Project and is identified in the Road Investment Strategy 3: 2026–2031 (RIS3), published on 26 March 2026 (DfT, 2026), in the 'Enhancements Pipeline'. This means that National Highways will develop the Project during RIS3. Subject to approval and funding, construction is currently anticipated to begin in 2031.

1.1.6 As a Major Project, the Project is required to progress through the National Highways Project Control Framework (PCF), illustrated in **Plate 1** (Highways England, 2018).

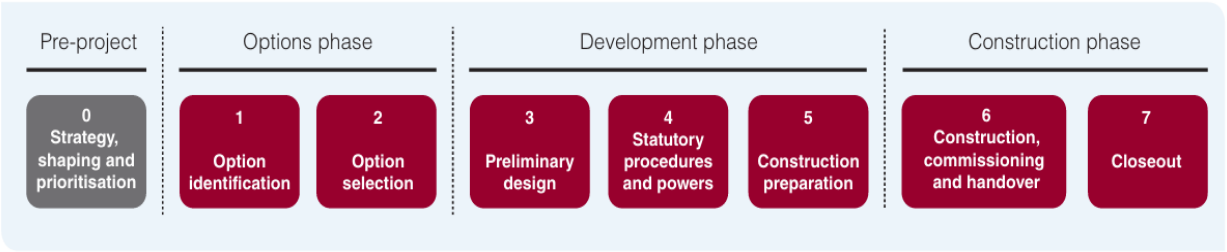


Plate 1: Major Project Life Cycle

1.1.7 The Project is currently at PCF Stage 2, referred to as the 'Option selection' stage. This involves developing and assessing the Project Options and presenting them to the public and stakeholders.

1.1.8 During PCF Stage 1, an environmental assessment was undertaken which investigated the likely environmental impacts associated with the three potential Project Options (refer to Section 4). The Project Options being considered and consulted upon are described in Section 2 (refer to **Figure 2** in **Appendix A**).

1.1.9 The aim of this Non-Technical Summary of the environmental assessment is to provide details of the potential environmental impacts associated with the three Project Options,

which will assist the public and stakeholders in providing informed feedback during the consultation process.

1.1.10 Section 6 details the next steps for the Project following completion of the public consultation, including future environmental assessment stages.

2. The Project

2.1 Project Options

2.1.1 Project Options 1, 4A and 5A are illustrated in **Figure 2** (refer to **Appendix A**) and described in the sections below. The arrangements as described will be subject to further review following completion of public consultation.

Option 1 - New A5 bypass and bridge crossing

2.1.2 This option would offer an alternative route for traffic on the A5. It would include a new purpose built bypass that crosses the existing A5 over a new bridge. The existing section of the A5 between the Longshoot Junction and Dodwells Roundabout would continue to be available for local journeys between Hinckley and Nuneaton, helping to ease traffic congestion in the area.

2.1.3 Two new roundabouts would be built where the bypass joins the A5 at either end. Dodwells Roundabout and Longshoot Junction would remain unchanged.

2.1.4 By separating local travellers from through traffic on the A5, this option would reduce delays, make journey times more reliable, increase road capacity, and improve safety at this location.

2.1.5 This option could support improvements to the existing walking and cycling routes, with better links to local public rights of way to enhance connections for active travel.

2.1.6 Plans for walking, cycling and any horse-riding routes will be developed in more detail after consultation, using feedback from local users and stakeholders.

2.1.7 During PCF Stage 2, a minor amendment was made to the layout of the proposed eastern roundabout for Project Option 1, resulting in an associated change to the permanent works boundary. Further assessment is underway to determine whether this amendment affects the environmental conclusions, although material changes are not currently anticipated. As this NTS summarises the PCF Stage 1 environmental assessment, the assessment findings and figures reflect the Project Option 1 boundary assessed at PCF Stage 1.

Option 4A – A5 south-side widening

2.1.8 The A5 would be widened to the south to provide an extra lane for vehicles traveling west. To improve traffic flow further, improvements would be made at Dodwells Roundabout and its approaches to provide additional capacity.

2.1.9 Three existing culverts (structures that carry water under the road) would be widened, designed to reduce impacts on flood risk and nearby waterways as much as possible, as well as utilities. There would be no changes to Longshoot Junction.

2.1.10 This option would retain access to businesses and homes along the north side of the A5, allowing local people and customers to reach them. However, vehicles will only be able to turn left onto the A5. Road users leaving businesses and homes who want to travel west would need to go to Dodwells Roundabout and turn around before continuing their journey.

2.1.11 This option could support a new walking and cycling route along the south of the A5, and improvements to crossings at Dodwells Roundabout to enhance connectivity for active travel between Hinckley and Nuneaton.

2.1.12 Plans for walking, cycling and any horse-riding routes will be developed in more detail after consultation, using feedback from local users and stakeholders.

Option 5A – New A5 dual carriageway and roundabout

2.1.13 A new roundabout and short section of dual carriageway for A5 through traffic would be built between Dodwells Roundabout and the Longshoot Junction. The new roundabout would maintain access to businesses and homes along this section of the existing A5.

2.1.14 By doubling the number of lanes on this section of the A5, the road would be able to carry more traffic. This would reduce delays and make journey times more reliable. A central barrier would separate traffic travelling in opposite directions, and having a dedicated access road for businesses and homes would help to improve safety.

2.1.15 Two existing culverts (structures that carry water under the road) would be widened, alongside the creation of an additional structure to reduce flood risks and impacts on nearby waterways and utilities.

2.1.16 There would be slight modifications to the Longshoot Junction to ensure a smooth connection into this new roundabout.

2.1.17 This option includes a new route for walking and cycling along the southern side of the dual carriageway, as well as improvements to crossings at Dodwells Roundabout to enhance connectivity for active travel between Hinckley and Nuneaton.

2.1.18 Further detailed plans for walking, cycling and any horse-riding routes will be developed after consultation, using feedback from local users and stakeholders.

2.2 Development Programme

2.2.1 Subject to planning approval of the selected Project Option and confirmation of funding, it is currently assumed that construction of the selected Project Option would likely commence in 2031 and last for approximately 20 months. The selected Project Option is thus anticipated to be open for traffic in 2032. The Project Option development programme is subject to ongoing review and confirmation.

2.3 Project Objectives

2.3.1 The Project objectives are as follows:

- Economic Growth:
    - To support economic and housing growth in the region by reducing congestion at a key A5/A47 pinch point.
    - Contribute to tackling economic inequalities for the region by improving accessibility to employment opportunities and making the area more attractive to investors and skilled workers.
- Network Resilience: To enhance network resilience (for the M6) for strategic traffic using the A5 by improving journey time reliability.

3. Alternatives

3.1.1 The Project Option development process built on work undertaken during the previous A5 Hinckley to Tamworth project and the A5 Dodwells to Longshoot LLIO Study. This work was refined and developed during PCF Stages 1 and 2 of the A5 Dodwells to Longshoot Project.

3.1.2 At the start of PCF Stage 1, the project team reviewed the key transport issues affecting the A5 corridor between Dodwells Roundabout and the Longshoot junction, together with the Project objectives and the strategic need for improvement.

3.1.3 Earlier studies considered a range of potential solutions, including measures to encourage travel by sustainable modes and highway-based improvements. These studies concluded that improvements to walking, cycling, bus and rail provision alone would not provide sufficient congestion relief. However, opportunities were identified to incorporate sustainable travel measures alongside a highway-based solution.

3.1.4 The LLIO Study also examined strategic highway alternatives, including options to provide offline bypass routes for traffic using the A5 and A47. The findings of these earlier studies informed the development of options for the Project.

3.1.5 Using this information, a series of potential design components was developed. These components were assessed using National Highways' option sifting process, which considered factors including environmental effects, safety, customer impacts and the ability of each component to address the identified problems.

3.1.6 The first stage of sifting assessed 17 individual design components to determine whether they could help address the problems affecting the A5 corridor and whether any significant constraints or impacts existed.

3.1.7 Components that performed well were then combined to create a range of potential Project Options. A total of 11 Project Options, including eight distinct design solutions, were assessed against a broader set of criteria, including their ability to meet the Project objectives, environmental effects, safety, buildability, affordability, deliverability and maintainability.

3.1.8 Following workshops and technical assessments, Project Options that were less effective or presented greater constraints were discounted. The remaining Project Options were subject to further engineering and environmental review before three Project Options were shortlisted for further assessment.

3.1.9 The three shortlisted Project Options were fixed at Design Fix B ahead of the PCF Stage 1 environmental assessment. The designs were subsequently refined and fixed at Design Fix C in July 2026 for consultation and environmental assessment during PCF Stage 2.

3.1.10 The shortlisted Project Options form the basis of the PCF Stage 2 environmental assessment. They represent the solutions considered most capable of addressing congestion and improving journey reliability along the A5 corridor, while balancing environmental, engineering, operational and affordability considerations. Feedback from the public consultation, together with further environmental, engineering, traffic and economic assessment, will inform the identification of a Preferred Option at the end of PCF Stage 2.

4. Assessment of Likely Significant Effects

4.1 Baseline Environmental Conditions

4.1.1 The existing A5 route in the vicinity of Dodwells Roundabout and the Longshoot junction is surrounded by a mixture of rural land, including arable fields and woodland, and urban development, including farmsteads, commercial and industrial buildings, and residential areas within Nuneaton and Hinckley. The route is located approximately 3.1 km north-east of Nuneaton Railway Station and 33 km north-east of Birmingham.

4.1.2 The key environmental constraints in the vicinity of the A5 Dodwells to Longshoot Project are detailed in **Table 1** and illustrated on the environmental constraints plan (refer to **Figure 3** in **Appendix A**).

Table 1: Key Environmental Constraints in the Vicinity of the A5 Dodwells to Longshoot Project

Discipline	Key Environmental Constraints
Air Quality	• Sensitive human health receptors include residential properties close to the A5, A47 The Long Shoot and B4666 Coventry Road. • Sensitive ecological receptors include designated wildlife sites within 200m of roads potentially affected by traffic changes, including Harrow and Sketchley Brook potential Local Wildlife Site and Ecosite. • No Air Quality Management Areas are located within the provisional air quality study area.
Cultural Heritage	• The Grade II listed Port House is approximately 820m north of the Project Option 1 boundary. • The Ashby-de-la-Zouch Canal Conservation Area is approximately 670m northeast of the Project Option boundaries. • Recorded non-designated archaeological remains within 300m include evidence of Iron Age and Roman activity, traces of medieval ridge and furrow cultivation, former turnpike roads and post-medieval agricultural and industrial activity. • Previously unrecorded archaeological remains could survive in areas not substantially disturbed by existing development.
Landscape and Visual Effects	• The majority of the Project Option study areas, including all land within the Project Option boundaries, lies within National Character Area 72: Mease/Sence Lowlands. The northeastern part of the study areas lies within National Character Area 94: Leicestershire Vales. • The study areas extend across five Local Landscape Character Areas and include parts of the urban areas of Hinckley and Nuneaton. • The southern part of the study areas, to the south of the A5 and the Birmingham to Peterborough railway line, is designated as Green Belt. • Woodland and individual trees protected by Tree Preservation Orders are present within the study areas. Five protected oak trees at 5 Watling Street could be affected by Project Option 1. • Sensitive visual receptors include nearby residents, businesses, the Longshoot Public House, Longshoot playing fields, Hijaz College and users of Public Rights of Way.
Biodiversity	• Thirty-four non-statutory designated wildlife sites are present within 2km. Harrow and Sketchley Brook potential Local Wildlife Site and Ecosite is within all three Project Option boundaries and forms an important wildlife corridor with water vole records and potential use by otter.

Discipline	Key Environmental Constraints
	• Dodwells A5 Ash Tree potential Local Wildlife Site is approximately 2m south of Project Option 4A and within the Project Option 5A boundary. • The Hinckley A5 Oak near Padge Hall Farm Access candidate Local Wildlife Site is within the Project Option 1 boundary, although the condition and veteran status of the recorded tree require confirmation. • Woodland, hedgerows, mature trees, grassland and watercourses within the Project Option boundaries, together with ponds and other habitats in the surrounding study area, provide potential habitat and movement corridors for protected and notable species, including bats, otter, water vole, birds, reptiles and great crested newt.
Geology, Soils and Contaminated Land	• The Project Option boundaries and study areas are predominantly within Grade 3 agricultural land. The proportions of Subgrades 3a and 3b have not been confirmed. However, the agricultural land is currently assumed to be largely Subgrade 3b. • Potential contamination sources within 250m include made ground associated with the A5, a former railway, historical garages and industrial uses, a historical tank and the existing service station. Made ground is particularly associated with the existing highway and the area around Dodwells Roundabout. • No designated or local geological sites have been identified within the relevant study areas.
Noise and Vibration	• Two Noise Important Areas are partly within the Project Option boundaries, including one covering the A5 and A47 The Long Shoot and another east of Dodwells Roundabout. • Residential properties are located alongside the A5, A47 The Long Shoot and B4666 Coventry Road, with several properties located within or immediately adjoining the Project Option boundaries. • Other sensitive receptors include North Warwickshire and South Leicestershire College, Harrowbrook Campus, approximately 170m northeast of the Options 4A and 5A boundaries, and Hijaz Masjid within the operational noise study area for Option 1.
Population and Human Health	• Residential properties, businesses, agricultural holdings and development land are located within or close to the Project Option boundaries. The North of Nuneaton strategic housing allocation is within the Project Option 1 boundary and approximately 110m from Project Options 4A and 5A near Longshoot Junction. • The Padge Hall Farm commercial development interacts with all three Project Option boundaries. Relevant community assets include the Long Shoot Play Area, approximately 45m from Project Option 5A, 85m from Project Option 4A and 95m from Project Option 1. • Hijaz Manor, Hijaz Masjid and Garden of Blessings are served by an access route that intersects the Project Option 1 boundary. Public Rights of Way and walking and cycling routes also cross or adjoin the Project Option boundaries.
Road Drainage and the Water Environment	• Harrow Brook, an unnamed tributary and several minor watercourses, land drains and drainage ditches pass through the Project Option boundaries. • Flood Zones 2 and 3 are present around Harrow Brook and its tributaries. Areas at risk of surface-water flooding are also present around the existing A5 and Dodwells Roundabout. • Two Water Framework Directive classified surface-water bodies are located within 500m of Project Option 1. • The underlying groundwater body has good quantitative and chemical status, while local aquifers could be sensitive to pollution or changes in groundwater movement.
Materials and Waste	• The Project Option boundaries extend into a Mineral Safeguarding Area for sand and gravel in Warwickshire and are close to safeguarded mineral resources in Leicestershire.
Climate	• Construction and operation would generate carbon emissions from materials, construction activities, waste, land-use change, road traffic and maintenance.

Discipline	Key Environmental Constraints
	• Relevant future climate hazards include higher temperatures, drier summers, wetter winters, heatwaves, heavy rainfall and increased flood risk. These hazards could affect road surfaces, drainage, earthworks, structures, vegetation, workers and road users.
Cumulative Effects	• Residents, businesses, community facilities, open spaces, Public Rights of Way and agricultural landholdings could experience several environmental effects from the Project at the same time. • Nearby planned and consented developments include residential, commercial, employment, mixed-use and infrastructure schemes. • The North of Nuneaton housing development and Padge Hall Farm commercial development are particularly relevant because they interact with parts of the Project Option boundaries.

4.2 Environmental Assessment Methodology

4.2.1 When assessing the potential environmental impacts associated with highway schemes, National Highways requires that the Design Manual for Roads and Bridges (DMRB) standards are followed. DMRB (Highways England, 2020) states that the following topics should be subject to assessment:

- Air quality
- Cultural heritage
- Landscape and visual effects
- Biodiversity
- Geology, soils and land contamination
- Material assets and waste
- Noise and vibration
- Population and human health
- Road drainage and the water environment
- Climate
- Cumulative effects

4.2.2 In accordance with DMRB, the environmental assessment and highway design must incorporate mitigation measures using a hierarchical system as follows:

1. **Avoidance and prevention:** design and mitigation measures to prevent effects (e.g. alternative design options or avoidance of environmentally sensitive sites);
2. **Reduction:** where avoidance is not possible, then mitigation is used to lessen the impact magnitude or the significance of effects;
3. **Remediation:** where it is not possible to avoid or reduce a significant adverse effect, these are measures to offset the effect.

4.2.3 Taking account of defined mitigation measures, the aim of the environmental assessment process is to identify the potential for significant environmental effects during construction and operation. The significance of environmental effects is generally defined by taking account of the value or sensitivity of the environmental receptor and the magnitude of impact anticipated upon that receptor.

4.2.4 Sections 4.3 to 4.13 provide a summary of the environmental assessment undertaken during PCF Stage 1, taking account of information generated so far during PCF Stage 2.

4.3 Air Quality

Construction

4.3.1 Construction of the Project Options has the potential to affect air quality through dust and emissions from construction activities, machinery, Heavy Goods Vehicles and general construction traffic. Sensitive locations within approximately 200 metres of construction activities and roads used by construction vehicles could experience temporary effects.

4.3.2 Detailed information about construction activities and vehicle movements is not yet available. Construction phase air quality effects will therefore be considered further at PCF Stage 3, when the construction arrangements are more developed. Good-practice measures to control dust and emissions would be identified at that stage and incorporated into the relevant construction environmental management arrangements. Based on the information currently available, significant construction air quality effects are not anticipated.

Operation

4.3.3 Operation of the Project Options has the potential to affect air quality by changing traffic flows, vehicle speeds and road alignments. Improvements to traffic flow could reduce emissions associated with congestion. However, additional road capacity could attract or redistribute traffic, while road widening or realignment could move vehicle emissions closer to or further away from sensitive locations.

4.3.4 There are no Air Quality Management Areas within the provisional air quality study area. Recent local-authority monitoring has not identified any exceedances of the annual mean nitrogen dioxide air quality objective. Mapped background concentrations of nitrogen dioxide and particulate matter are also well below the relevant objectives, limit values and targets. National modelling indicates that roadside pollutant concentrations are expected to remain well below the relevant limit values in the traffic-modelled opening year.

4.3.5 Option 1 has the potential to change the distribution of traffic between the existing A5 and the proposed offline bypass. The new alignment would move through traffic away from some existing properties but could introduce vehicle emissions closer to other human and ecological receptors. Based on the low existing and predicted pollutant concentrations, significant effects at human receptors are not currently anticipated.

4.3.6 Option 4A would widen the A5 to provide an additional westbound lane and enlarge Dodwells Roundabout. The option may result in less congestion on Dodwells roundabout and on the A5, although the widened carriageway would move vehicle emissions closer to some receptors to the south of the existing road. It is also expected that the additional capacity would attract more traffic to the area. Significant effects at human receptors are not currently anticipated.

4.3.7 Option 5A would introduce a new dual-carriageway link and roundabout to the south of the existing A5. This has the potential for changes in traffic flow, speeds and road alignment, potentially reducing traffic on parts of the existing road while introducing

emissions closer to receptors beside the new alignment. Based on the current baseline information, significant effects at human receptors are not currently anticipated.

4.3.8 Traffic associated with each option could change nitrogen deposition at sensitive ecological sites close to affected roads. Updated traffic information will be used to confirm the affected road networks and determine whether further assessment of ecological receptors is required. This will help establish whether one option performs better from an air quality perspective and whether mitigation should be developed during later PCF stages.

4.3.9 Overall, significant air quality effects at human receptors are not anticipated for any of the Project Options because existing and predicted pollutant concentrations are well below the relevant objectives and limit values. Further assessment will determine whether changes in nitrogen deposition could result in significant effects at sensitive ecological sites close to affected roads.

4.4 Cultural heritage

Construction

4.4.1 Construction of the Project Options has the potential to disturb or remove buried archaeological remains through activities including topsoil stripping, excavation, earthworks and drainage works. Noise, dust, construction traffic, machinery and temporary construction areas could also affect the surroundings in which archaeological remains are experienced.

4.4.2 There are no Scheduled Monuments, World Heritage Sites, Registered Battlefields, Protected Wreck Sites or Registered Parks and Gardens within the relevant study areas. The Grade II listed Port House and the Ashby-de-la-Zouch Canal Conservation Area are sufficiently distant from the Project Options that effects are not currently anticipated.

4.4.3 Known non-designated archaeological remains include evidence of Iron Age settlement, Roman activity associated with Watling Street, traces of medieval ridge and furrow cultivation, former turnpike roads, and post-medieval agricultural and industrial activity. Previously unrecorded archaeological remains could also survive within areas that have not been substantially disturbed by existing development.

4.4.4 Although all three Project Options would cross the recorded routes of Watling Street Roman Road and the former London to Holyhead turnpike road, these routes broadly follow the existing A5. It is considered likely that any remains within the existing highway footprint have already been disturbed or removed. Options 4A and 5A would also cross the former Leicester to Nuneaton turnpike road, which approximately follows the existing Coventry Road. Significant effects on these known routes are not currently anticipated.

4.4.5 Option 1 would be constructed largely away from the existing highway and would require the greatest amount of new land. It would therefore present the greatest risk of encountering previously unknown archaeological remains. Options 4A and 5A would be constructed partly within or alongside the existing highway and would require less new land, meaning that the archaeological risk is considered lower.

4.4.6 Subject to selection of a preferred option, further archaeological assessment and investigation may be required during later PCF stages. This could include geophysical

survey and/or trial trenching to establish the presence, nature and importance of archaeological remains. The findings would inform the development of appropriate mitigation, which could include design changes, archaeological excavation or monitoring during construction. Based on the assessment undertaken to date, significant effects are not currently anticipated following the implementation of appropriate mitigation.

Operation

4.4.7 Once the Project is operational, no further physical disturbance of archaeological remains is anticipated. New highway infrastructure, traffic, noise and lighting could affect the surroundings in which archaeological remains are experienced. However, significant operational effects on archaeological remains, historic buildings or historic landscapes are not currently anticipated for any of the Project Options.

4.4.8 Further detailed assessment and, where appropriate, field evaluation would confirm the archaeological potential of the selected option and inform the development of appropriate mitigation during later PCF stages.

4.5 Landscape and Visual Effects

Construction

4.5.1 Construction of the Project Options has the potential to affect the surrounding landscape and views through earthworks, vegetation clearance, temporary compounds, storage areas, construction machinery, lighting and traffic management. Effects would generally be concentrated close to the A5 corridor and around the urban edges of Hinckley and Nuneaton.

Landscape Effects

4.5.2 Construction of Option 1 would have the greatest impact on the landscape because it would require the most extensive new land take. The new offline road, two roundabouts, overbridge and associated earthworks would alter field patterns and require the loss of agricultural land, trees and hedgerows. The works would also affect access roads, landscaping and areas intended to provide mitigation for the Padge Hall Farm commercial development.

4.5.3 Construction of the Option 1 overbridge would take place close to five protected oak trees at 5 Watling Street. There would be a risk of loss or damage to these trees or their roots, resulting in a potential significant adverse landscape effect. The opportunity to avoid or reduce effects on these trees would be considered as the option design and construction arrangements develop. Other construction effects on wider landscape character are not currently anticipated to be significant.

4.5.4 Option 4A would involve the least extensive changes and would remain largely within or alongside the existing A5 corridor. Although mature roadside trees and hedgerows would be removed, significant effects on landscape character are not currently anticipated.

4.5.5 Option 5A would have greater construction effects than Option 4A because of the additional road, new roundabout and associated earthworks, although its footprint would be less extensive than Option 1. The works would affect agricultural land, roadside vegetation and landscaping associated with the Padge Hall Farm

development. Significant effects on wider landscape character are not currently anticipated.

Visual Effects

4.5.6 Option 1 would have the greatest visual effects because of its larger footprint, extensive earthworks and elevated overbridge. Significant temporary adverse effects are anticipated for a number of nearby residents and for users of the Longshoot Public House, Longshoot playing fields, Hijaz College and nearby public rights of way.

4.5.7 Option 4A would have the lowest overall visual impact. However, the removal of roadside vegetation and construction activity could result in significant temporary effects at some nearby residential properties and public rights of way.

4.5.8 Option 5A would have greater visual effects than Option 4A because of the construction of the new road and roundabout, although effects would generally be less extensive than for Option 1. Significant temporary effects are anticipated at some nearby residential, commercial and recreational locations. Options 1 and 5A could also affect landscaping and other mitigation features associated with the Padge Hall Farm development.

Operation

Landscape Effects

4.5.9 All three Project Options would increase the prominence of highway infrastructure through new or widened roads, roundabouts, embankments, structures, lighting and moving traffic. However, these changes would be experienced in the context of the existing A5, the urban edges of Hinckley and Nuneaton and the Padge Hall Farm commercial development. Significant operational effects on wider landscape character, Conservation Areas or the Green Belt are not currently anticipated.

4.5.10 Option 1 would have the greatest local landscape effect because the new road, roundabouts, overbridge and embankments would extend highway infrastructure into agricultural land, alter existing field patterns and would result in the greatest loss of existing vegetation including mature tree belts.

4.5.11 Option 4A would have the lowest effect on the landscape because the works would remain closely associated with the existing A5. The main changes would result from the loss of mature vegetation that currently provides natural screening, thereby increasing the visibility of traffic and road infrastructure.

4.5.12 Option 5A would have an intermediate effect because of its new road alignment and roundabout near the Longshoot Junction. Localised changes would occur around the new and widened roundabouts and realigned road corridor. These effects would be greater than those associated with Option 4, but less extensive than those expected for Option 1. Significant operational landscape effects are not anticipated.

Visual Effects

4.5.13 Option 1 would have the greatest operational visual effects. Loss of screening vegetation would increase the visibility of the overbridge, embankments and new road forming prominent features in views from some nearby residential properties and public locations, with significant adverse effects anticipated at several locations close to the A5 and Longshoot Junction.

4.5.14 Option 4A would have the lowest operational visual effects. Although the loss of roadside vegetation would increase views of the widened road and traffic, significant effects are not currently anticipated.

4.5.15 Option 5A would have greater operational visual effects than Option 4A because the new road and roundabout would increase the prominence of highway infrastructure near the Longshoot Junction. Significant adverse effects are anticipated for some nearby residents and visitors to the Longshoot Public House.

4.5.16 Potential measures to reduce landscape and visual effects could include further refinement of the road alignments, junctions, structures and earthworks, retention and protection of existing vegetation, sensitive lighting design and new planting. The need for, nature and extent of mitigation would be confirmed following selection of a preferred option and developed during PCF Stage 3. For Options 1 and 5A, this would include consideration of the landscaping, bunding and drainage features associated with the Padge Hall Farm development.

4.5.17 Overall, Option 1 is expected to have the greatest landscape and visual effects, Option 4A the lowest and Option 5A intermediate effects. The comparison will be reviewed at PCF Stage 2 to account for residents at Meadow Green and workers at the Padge Hall Farm development.

4.6 Biodiversity

Construction

4.6.1 Construction of all three Project Options could affect biodiversity through habitat loss and fragmentation, disturbance, changes to water and air quality, and the injury or mortality of protected and notable species. Habitats that could be affected include woodland, hedgerows, mature trees, grassland, ponds and watercourses. These habitats may support species including bats, otter, water vole, badger, birds, reptiles, great crested newt, fish and invertebrates.

4.6.2 There are no European sites, Sites of Special Scientific Interest or Local Nature Reserves within 2 kilometres of the Project Options. The nearest European site is Ensor's Pool Special Area of Conservation, more than 5 kilometres from the options. No likely significant effects on European sites are currently anticipated, although this conclusion will be reviewed through the PCF Stage 2 Habitats Regulations Assessment once the affected road network has been confirmed.

4.6.3 Harrow and Sketchley Brook potential Local Wildlife Site and Ecosite passes through the boundaries of all three options. It forms an important wildlife corridor and has records of water vole, with potential use by otter. Construction could affect the watercourse, its adjoining habitat and its function as a wildlife corridor. Based on the assessment undertaken to date, there is potential for significant adverse effects for all three options.

4.6.4 Option 1 is expected to have the greatest overall construction effect because its larger, predominantly offline footprint would require the greatest land take and could cause more extensive habitat loss and fragmentation. Surveys undertaken in 2026 confirmed woodland, species-rich and other native hedgerows, scrub, grassland and mature trees within the accessible parts of its boundary.

4.6.5 The boundary of Option 1 also intersects the Hinckley A5 oak near Padge Hall Farm access candidate Local Wildlife Site, which was designated for a veteran tree. Surveys in 2026 confirmed that the tree is now reduced to a dead stump. The tree is still of ecological value but is likely to fail to meet the criteria of a veteran tree. However, the local site selection guidelines do recognise that dead stumps are of significant ecological value and therefore the site is still likely to qualify as a Local Wildlife Site. If the tree cannot be retained during construction, a significant adverse effect could occur.

4.6.6 Option 4A is expected to have the lowest overall construction effect because it would remain more closely associated with the existing A5 and require less land take. It could nevertheless affect Harrow and Sketchley Brook, mature trees, roadside vegetation and habitats used by protected species. Option 5A is expected to have intermediate effects because its new road and roundabout would cause habitat loss and fragmentation south of the existing A5, including Harrow and Sketchley Brook and mature trees. The Dodwells A5 ash tree potential Local Wildlife Site lies within the Option 5A boundary and could be lost or damaged.

Operation

4.6.7 During operation, the effects of habitat loss and fragmentation could continue. New roads, culverts and other structures could affect the movement of wildlife along watercourses and across the wider habitat network. Traffic, noise, lighting and vehicle collisions could also affect protected and notable species, while changes in vehicle emissions could affect sensitive habitats through nitrogen deposition.

4.6.8 Option 1 is expected to have the greatest operational effect because it would introduce the longest section of new highway and cause the greatest fragmentation of existing habitats. Option 4A is expected to have the lowest effect because it would remain largely associated with the existing road. Option 5A would have intermediate effects due to its new road, roundabout and watercourse crossings.

4.6.9 Further assessment will confirm the effects of the options on designated sites, habitats and protected species. It will also consider whether changes in traffic emissions could affect ecologically sensitive sites within 200 metres of the affected road network.

4.6.10 Potential measures to avoid or reduce effects could include refinement of the selected option, retention and protection of higher-value habitats, sensitive drainage and lighting, protection of watercourses, species-specific working methods and habitat creation or restoration. The need for and nature of any mitigation or compensation would be confirmed following preferred-option selection and developed during PCF Stage 3. These measures are not currently committed or incorporated into the option designs.

4.6.11 Overall, Option 1 is expected to have the greatest biodiversity effects, Option 4A the lowest and Option 5A intermediate effects. A preliminary assessment indicates that Option 4A has the lowest number of baseline biodiversity units within its assessment area. This does not necessarily mean that it would result in the lowest biodiversity loss. Further assessment will be undertaken as the Project develops and, following preferred-option selection, will determine how the applicable Biodiversity Net Gain requirements could be met.

4.7 Geology and Soils

Construction

4.7.1 Construction of the Project Options could affect agricultural soils through permanent land take and through soil stripping, handling and storage. These activities could reduce soil quality and function through compaction, erosion or contamination. Construction could also disturb existing contamination, creating pathways through which contaminants could affect nearby people, surface water or groundwater.

4.7.2 There are no designated or locally important geological sites within the study areas, and therefore significant effects on geological sites are not anticipated.

4.7.3 Agricultural land within the Project Option boundaries is predominantly recorded as Grade 3, including areas recorded as Subgrade 3b. For the assessment undertaken to date, undifferentiated Grade 3 land has been assumed to be Subgrade 3b given the surrounding land use is either peri-urban or woodland and are likely to be vegetated or landscaped rather than farmed land.

4.7.4 The Option 1 soils assessment undertaken to date identifies approximately 10 hectares of either confirmed or assumed Subgrade 3b land within its indicative footprint, (excluding the existing highway). Option 1 could therefore result in a significant adverse effect on agricultural soils. A small area of soil supporting deciduous woodland could also be affected, although this effect is not currently anticipated to be significant.

4.7.5 Significant effects on agricultural soils are not currently anticipated for Options 4A or 5A given the limited extent of works proposed outside of the existing highway land.

4.7.6 Potential sources of contamination within the study areas include made ground associated with existing roads and surrounding commercial and industrial land uses considered to be of low to medium risk. No high-risk contamination sources have been identified. Options 4A and 5A have more recorded made ground and potential contamination sources around Dodwells Roundabout than Option 1, although the overall contamination risks are currently considered low to moderate.

4.7.7 All three options cross Harrow Brook and an unnamed watercourse and are underlain in places by aquifers that could be affected if contamination were disturbed. Option 1 also lies close to an unnamed pond. Based on the information currently available, significant effects on nearby people, surface water or groundwater are not anticipated, although the nature and extent of any contamination have not yet been confirmed through ground investigation.

Operation

4.7.8 The permanent loss of agricultural soil would occur during construction and continue throughout operation, rather than representing a separate operational effect. Once operational, there would be limited potential for people to encounter land contamination because the Project would principally comprise surfaced roads and landscaped areas. Significant operational effects for receptors are not currently anticipated for any option.

4.7.9 A Preliminary Sources Study Report will inform the PCF Stage 2 assessment. Following selection of a preferred option, further work at PCF Stage 3 is expected to confirm agricultural land quality and establish the presence and nature of contamination. Potential mitigation measures could include reducing agricultural land take, appropriate handling and reuse of soils, pollution prevention controls and, where required, treatment

or removal of contaminated soils. The need for and nature of these measures would be confirmed during later design stages and they are not currently committed or incorporated into the option designs.

4.7.10 Overall, Option 1 is expected to have the greatest potential for a significant effect because of its larger footprint and greater loss of agricultural land. Significant effects relating to soils are not anticipated for Option 4A and 5A. Options 4A and 5A may be more likely to encounter made ground and potential contamination around Dodwells Roundabout, but significant effects on receptors related to contamination are not currently anticipated.

4.8 Noise and Vibration

Construction

4.8.1 The existing noise environment is dominated by traffic using the A5 Watling Street and surrounding A47 roads. Residential properties are located close to these roads, together with other sensitive locations including North Warwickshire and Hinckley College and Hijaz Masjid Mosque. Two Noise Important Areas, which identify locations exposed to some of the highest road traffic noise levels, are partly within the boundaries of all three Project Options.

4.8.2 Construction could temporarily increase noise and vibration through activities such as vegetation clearance, breaking out existing road surfaces, earthworks, drainage works, road construction and surfacing. Construction traffic and diversion routes could also increase noise at properties alongside affected roads. The locations of construction compounds, haul routes and diversion routes are not yet known and will be considered at a later stage.

4.8.3 All three options have the potential to cause significant temporary construction noise effects at nearby residential properties. Significant vibration effects relating to disturbance could also occur when vibratory equipment is used close to properties. However, vibration levels are not expected to be high enough to damage buildings.

4.8.4 Option 1 would involve extensive construction activity associated with the new offline road, roundabouts, earthworks and elevated structure. Several activities could cause significant noise effects at properties alongside the A5. Options 4A and 5A would involve works particularly close to properties along the B4666 Coventry Road and A5 Watling Street. Option 4A could produce the highest construction noise levels at individual properties because some works would take place approximately 10 metres from nearby homes.

4.8.5 The significance and duration of these effects remain uncertain because detailed working methods, equipment, construction phasing and traffic-management arrangements have not yet been established. These matters will be refined as the assessment and design develop.

Operation

4.8.6 Once operational, changes in traffic flows, speeds and road alignments could increase or reduce road traffic noise at nearby properties. Operational vibration has been excluded from further assessment because maintained road surfaces are not expected to generate significant vibration effects.

4.8.7 Option 1 would transfer some traffic from the existing A5 to the new bypass. This could reduce road traffic noise at properties alongside parts of the existing A5 and within nearby Noise Important Areas. However, the new alignment could increase noise at properties close to the bypass, including homes near the Longshoot Junction and Padge Hall Farm. Some properties could experience reduced noise on the side facing the existing A5 but increased noise from the new road to the rear. There is potential for significant beneficial and adverse effects, although their magnitude and significance cannot yet be confirmed without quantitative noise modelling.

4.8.8 Option 4A would retain traffic within the existing A5 corridor. Noise could change locally where the road and Dodwells Roundabout would be widened or realigned, but significant operational effects are not currently anticipated.

4.8.9 Option 5A would move some traffic away from properties alongside the existing A5, potentially reducing noise at these locations. However, the new road and roundabout could increase noise at properties near the Longshoot Junction and the new alignment. There is potential for significant increases or decreases at some properties, subject to confirmation through noise modelling.

4.8.10 The PCF Stage 2 assessment will use traffic information to calculate operational noise changes for each option. Potential measures to reduce effects could include refinement of the selected road alignment, low-noise road surfacing, controls on construction methods and working hours, temporary screening and, where justified, noise barriers or earth bunds. The need for and nature of any measures would be confirmed following preferred-option selection and developed during PCF Stage 3. They are not currently committed or incorporated into the option designs.

4.8.11 Overall, all three options have the potential to cause significant temporary construction noise and vibration effects. Option 4A could produce the highest construction noise levels at individual properties because of the proximity of some works. During operation, Option 4A is currently expected to result in the smallest changes, while Options 1 and 5A could produce both beneficial and adverse noise effects by redistributing traffic.

4.9 Population and Human Health

Construction

Population

4.9.1 Construction of the Project Options could affect residential properties, businesses, development land, agricultural holdings, community facilities and routes used by walkers and cyclists. Temporary effects could include disruption to property access, temporary land take, diversions of walking and cycling routes, and changes in amenity caused by construction noise and visual intrusion. Some permanent land take and changes to access could also be required.

4.9.2 Option 1 would require the greatest amount of agricultural land and could divide fields or affect access between agricultural parcels. It would also affect land associated with the North of Nuneaton housing development and the Padge Hall Farm development. The access route serving Padge Hall Farm and the Hijaz Manor, Hijaz Masjid and Garden of Blessings could be affected. Based on the assessment undertaken to date, Option 1 is expected to have the greatest effects on agricultural holdings and

community access. A potentially significant adverse effect has also been identified on the North of Nuneaton development land.

4.9.3 Options 4A and 5A would require less agricultural land than Option 1 but would involve works closer to a greater number of residential properties and businesses along the A5, Coventry Road and around Dodwells Roundabout. Construction could require small areas of temporary or permanent land take and could temporarily disrupt access. More businesses are expected to be affected by Options 4A and 5A than by Option 1, although the assessment undertaken to date does not identify significant effects on the continued use of individual businesses. Option 5A would generally require slightly more agricultural land than Option 4A.

4.9.4 All three options could temporarily affect public rights of way and other routes used by walkers and cyclists. Options 4A and 5A could affect a greater number of routes because construction would take place along the existing A5, at Longshoot Junction, and around Dodwells Roundabout and Coventry Road. Option 1 would affect fewer existing routes but would extend construction activity into agricultural land. Based on the assessment undertaken to date, significant effects on walkers and cyclists are not anticipated, although the routes and duration of any diversions have not yet been confirmed.

Human Health

4.9.5 Construction noise and views of construction activities could adversely affect the amenity of a small number of residents living close to the works, resulting in a minor change in their quality of life. Temporary disruption to walking and cycling routes could also affect access to open space and opportunities for physical activity. However, based on the PCF Stage 1 assessment, no significant effects on amenity or access to open space and physical activity are anticipated for any of the Project Options.

Operation

Population

4.9.6 The permanent land take and access changes arising during construction would continue during operation rather than representing additional effects. Option 1 could result in permanent changes to access serving Padge Hall Farm and the Hijaz facilities. No comparable permanent effects on community-facility access are currently anticipated for Options 4A or 5A.

4.9.7 All three options provide opportunities to change or improve routes for walkers and cyclists. Option 1 could incorporate changes to the existing network, while Options 4A and 5A could provide a new corridor alongside the improved A5. Depending on the final design, these changes could improve connectivity and encourage walking and cycling, with potential benefits for physical activity and wellbeing. However, the form of any improvements has not yet been confirmed or committed at PCF Stage 2.

Human Health

4.9.8 The operational health assessment considered access to open space and physical activity and access to employment and businesses. Potential improvements to walking and cycling routes could support physical activity, with Option 1 providing a slightly

greater potential benefit than Options 4A and 5A. Changes to the highway could also support continued access to employment and businesses.

4.9.9 No significant operational health effects are anticipated for any of the Project Options. Option 1 is expected to have a negligible positive effect on access to open space and physical activity, while Options 4A and 5A are expected to have neutral effects. All three options are expected to have a minor positive effect on access to employment and businesses. These effects would not be significant.

4.9.10 Further assessment will consider traffic information, temporary construction areas, land requirements, property and business access, agricultural land holdings, and proposed walking and cycling arrangements. Detailed information on temporary construction areas and individual agricultural holdings may not be available until later PCF stages. Potential measures could include refinement of the selected option to reduce land take, maintaining suitable access, limiting the duration of route closures or diversions, and communicating with affected residents, businesses and community facilities. The need for and nature of these measures would be confirmed following preferred-option selection and developed during PCF Stage 3. They are not currently committed or incorporated into the option designs.

4.9.11 Overall, Option 1 is expected to have the greatest effects on agricultural holdings, development land and access to community facilities. A likely significant adverse effect has been identified on the North of Nuneaton development land. Options 4A and 5A would affect more properties, businesses and existing walking and cycling routes close to the A5, with Option 5A generally having slightly greater effects than Option 4A. The significance of effects on agricultural holdings has not been established for any of the Project Options because the sensitivity of the affected holdings could not be assigned. No significant construction or operational effects on the assessed human health outcomes are anticipated.

4.10 Road Drainage and the Water Environment

Construction

4.10.1 Construction of the Project Options could affect surface water and groundwater quality through the release of sediment, fuels, oils, concrete and other pollutants. Works within or close to watercourses could also alter channel form, flow and sediment movement. Temporary construction areas, earthworks and watercourse crossings could reduce floodplain storage, alter existing flow paths and increase surface-water runoff.

4.10.2 Harrow Brook and an unnamed tributary pass through the boundaries of all three options. All options also cross areas of Flood Zones 2 and 3 around Harrow Brook and areas at risk of surface-water flooding. The baseline indicates that the extent of flood risk is expected to increase with climate change, including around the existing A5 and Dodwells Roundabout. Groundwater flood risk is generally negligible or low, with localised areas of greater susceptibility close to the watercourses.

4.10.3 Option 1 would require the greatest number of new watercourse crossings, including crossings of Harrow Brook and its unnamed tributary. Construction of bridges, culverts and associated earthworks could affect water quality, channel form and flood risk. Option 1 is therefore expected to have the greatest potential construction effects on the water environment.

4.10.4 Option 4A would remain largely within the existing highway corridor and would not require additional crossings of the principal watercourses. However, widening of the existing road could require culvert extensions and the realignment or re-culverting of smaller highway drainage ditches. It is expected to have the lowest overall construction effects.

4.10.5 Option 5A would require a new crossing of the unnamed tributary to Harrow Brook south of the existing A5. Culvert extensions and changes to smaller drainage ditches may also be required. Its effects are expected to be greater than those of Option 4A but less extensive than those of Option 1.

4.10.6 The PCF Stage 1 assessment identified the potential for significant effects on surface-water quality, the physical form and functioning of watercourses, groundwater and flood risk in the absence of appropriate controls. It concluded that significant construction effects would not be anticipated following the application of appropriate measures. However, the nature and extent of these measures have not yet been defined or incorporated into the option designs.

Operation

4.10.7 During operation, additional road surfaces could increase the volume and rate of runoff. Road runoff could contain sediment, metals, oils, de-icing materials and other pollutants, while accidental spillages could affect surface water or groundwater. New or extended culverts, bridges, outfalls and embankments could also affect channel form, flow paths, groundwater movement and floodplain storage.

4.10.8 Option 1 is expected to have the greatest potential operational effects because it would introduce the largest area of new highway, the greatest number of watercourse crossings and the largest embankments. Its crossings of Harrow Brook and the unnamed tributary could alter flow and sediment movement, particularly where crossings are proposed close to bends in the watercourses. Option 1 also includes the greatest area of land within Flood Zone 3.

4.10.9 Option 4A is expected to have the lowest operational effects because it would remain largely within the existing road corridor and would not require additional crossings of the principal watercourses. However, culvert extensions, drainage upgrades and possible changes to smaller drainage ditches would still be required.

4.10.10 Option 5A is expected to have intermediate effects. Its new road and crossing of the unnamed tributary could affect channel processes and floodplain storage. Its additional impermeable area would also increase runoff, although its overall effects are expected to be less extensive than those of Option 1.

4.10.11 No licensed groundwater abstractions or drinking-water safeguard zones have been identified within the study areas. Information about unlicensed private water supplies remains limited and will be considered further if relevant information becomes available. The groundwater body beneath the options currently has good quantitative and chemical status.

4.10.12 Potential measures could include refinement of watercourse crossings and earthworks, pollution prevention controls, treatment and attenuation of road runoff, maintenance of existing flow paths, and provision of floodplain storage where required. The drainage design and the need for project-specific measures would be confirmed following

preferred-option selection and developed during PCF Stage 3. These measures are not currently committed or incorporated into the option designs.

4.10.13 Overall, Option 1 is expected to have the greatest potential effects on the water environment, Option 4A the lowest and Option 5A intermediate effects. During construction, no likely significant effects are anticipated following appropriate mitigation. During operation, no likely significant effects are anticipated on surface-water supply, flood risk or groundwater receptors, although the significance of effects on surface-water quality and watercourse form has not yet been established.

4.11 Materials and Waste

Construction

4.11.1 Construction of the Project Options would require materials including aggregates, soil, concrete, asphalt, steel and plastics. It would also generate construction, demolition and excavation waste, including excavated material, removed road pavement, vegetation, packaging and small quantities of hazardous waste.

4.11.2 Precise quantities of materials required for construction and waste generated are not known at this stage. It is nonetheless expected that aggregates will form the key stream of incoming materials, and Construction, Demolition and Excavation waste will form the main waste type. The PCF Stage 1 assessment noted that there is a sufficient supply of sand, gravel and crushed rock in the region to support construction of the Project. The baseline also indicates that the East and West Midlands contain facilities capable of transferring, treating, recycling and recovering construction waste, with sufficient landfill capacity forecast to remain available where disposal cannot be avoided.

4.11.3 Option 1 would require substantially more materials than the other options because of its predominantly offline alignment, extensive earthworks, new pavement and structures. Option 4A would require the least material because it would remain largely within the existing A5 corridor. Option 5A would require an intermediate quantity because of its new road, pavement and culvert.

4.11.4 Option 5A would require the removal of the greatest area of existing pavement and could therefore generate the most pavement demolition waste. However, Option 1's larger construction footprint and greater overall material requirements mean it could generate more waste from the Project as a whole. Detailed waste quantities have not yet been established.

4.11.5 The options extend into a Mineral Safeguarding Area for sand and gravel in Warwickshire and are close to safeguarded resources in Leicestershire. Option 1 would have the greatest interaction because of its larger offline footprint. However, none of the options is expected to prevent future extraction of an entire safeguarded mineral resource, and significant effects are not anticipated. No peat resources, operational mineral sites or safeguarded mineral infrastructure have been identified within or close to the Project Option boundaries.

4.11.6 Suitable excavated and demolition materials could potentially be reused within the Project or recycled or recovered off site. Even under a worst-case scenario in which all estimated excavated material required disposal, the effect on regional landfill capacity would remain negligible for each option. The PCF Stage 1 assessment therefore identified slight adverse effects on material resources and waste for all three options, which were not considered significant.

4.11.7 Potential mitigation measures could include refining the earthworks design to reduce imported material requirements, reusing suitable excavated materials, specifying recycled content and separating waste to support reuse, recycling or recovery. The need for and nature of project-specific measures would be confirmed following preferred-option selection and developed during PCF Stage 3. These measures are not currently committed or incorporated into the option designs.

4.11.8 Overall, Option 1 is expected to require the most materials and potentially generate the most waste. Option 4A is expected to have the lowest effect, while Option 5A would have an intermediate effect. Despite these differences, effects on materials and regional waste capacity are expected to be slight and not significant for all three options.

Operation

4.11.9 No substantial maintenance or repair activities are expected during the early operation of the Project Options. No significant effects from the use of materials or generation of waste are therefore anticipated during operation.

4.12 Climate

Construction

4.12.1 Construction of the Project Options would generate carbon emissions through the manufacture and transport of materials, construction activities, waste treatment and the disturbance of vegetation and soils that store carbon.

4.12.2 Option 1 is expected to generate the greatest construction emissions because it would require the most extensive new road construction, earthworks and structures. Option 4A would generate the lowest emissions because it would make greater use of the existing A5 corridor, while Option 5A would generate intermediate emissions. The PCF Stage 1 assessment estimated construction emissions of approximately 11,500 tonnes of carbon dioxide equivalent for Option 1, 2,400 tonnes for Option 4A and 5,100 tonnes for Option 5A. Potential measures to reduce carbon emissions during construction are being investigated through National Highways carbon management process.

4.12.3 Construction activities could also be affected by higher temperatures, heavy rainfall and flooding. These conditions could affect workers, construction compounds, machinery, materials, earthworks, drainage and structures under construction. The relatively small projected changes in climate over the construction period mean that significant effects from vulnerability to climate change are not anticipated for any option.

Operation

4.12.4 During operation, carbon emissions would arise principally from changes in road traffic, together with maintenance, replacement of highway assets and land-use change. All three options are expected to increase road-user emissions compared with the situation without the Project. Over the 60-year assessment period, Option 1 is expected to result in the greatest increase in emissions, Option 4A the lowest and Option 5A an intermediate increase.

4.12.5 The estimated additional emissions from each option would represent a very small proportion of the relevant UK carbon budgets. The PCF Stage 1 assessment concluded that none of the options would materially affect the Government's ability to meet its

statutory carbon-reduction targets. Carbon effects are therefore not anticipated to be significant for any option. Nevertheless, all carbon emissions contribute to climate change, and opportunities to reduce emissions will continue to be considered as the Project develops.

4.12.6 Climate projections indicate that the Project could experience higher temperatures, drier summers, wetter winters, more frequent heatwaves and dry periods, and an increased risk of flooding over its operational life. These changes could affect road surfaces, drainage, earthworks, structures, vegetation, maintenance workers and road users.

4.12.7 The types of climate risk would be broadly similar for all three options because they are located close together and would experience the same future climate conditions. Option 1 may have greater exposure because it would include the largest extent of new highway, embankments and structures. However, the PCF Stage 1 assessment did not identify a material difference in climate vulnerability between the options. Significant effects arising from the Project's vulnerability to climate change are not anticipated for any option.

4.12.8 Potential measures to reduce emissions and improve climate resilience during operation would be considered as the design develops. These measures are not currently committed or incorporated into the Project Option designs.

4.12.9 Overall, Option 1 is expected to generate the greatest carbon emissions, Option 4A the lowest and Option 5A intermediate emissions. Carbon effects and effects arising from the Project's vulnerability to climate change are not anticipated to be significant for any of the Project Options.

4.13 Cumulative Effects

4.13.1 Cumulative effects can arise where the same receptor experiences several environmental effects from the Project, or where the effects of the Project interact with those of other developments.

Combined Effects

4.13.2 Combined effects were considered within each environmental topic as part of the PCF Stage 1 assessment. The assessment also identified receptors that could experience effects from more than one environmental topic. All three Project Options have the potential to cause combined effects during construction and operation. Residents could experience a combination of noise and vibration, visual change, changes in air quality, disruption to property access and potential changes in flood risk. Users of community facilities, public open spaces and public rights of way could experience changes in amenity from noise and visual effects, together with temporary or permanent disruption to access.

4.13.3 Agricultural landholdings could experience combined effects from land take, changes to soil quality, disruption or loss of access, landscape change, effects on biodiversity and potential changes in flood risk. Option 1 is expected to have the greatest potential for combined effects on agricultural land because of its larger, predominantly offline footprint. Options 4A and 5A could have greater combined effects on some residents, businesses and users of walking and cycling routes because construction would take place closer to properties and existing routes along the A5, Coventry Road and around Dodwells Roundabout.

4.13.4 The PCF Stage 1 assessment identified the potential for significant combined adverse effects at a range of receptors. These could include residents, users of community facilities, public open spaces and public rights of way, and agricultural landholdings under all three options. The receptors and effects described above are not exhaustive, and further combined effects may be identified as the individual environmental assessments and Project design develop. The nature and significance of combined effects have not yet been established.

Effects with Other Developments

4.13.5 Other planned or consented developments could interact with the Project where construction periods overlap, developments use the same roads or access routes, or developments affect the same environmental receptors. The types of development considered include residential, commercial, employment, mixed-use and infrastructure developments, together with site allocations in the surrounding area.

4.13.6 Particularly relevant developments include the North of Nuneaton housing development and the Padge Hall Farm commercial development, which interact with parts of the Project Option boundaries. Potential cumulative effects could include additional construction traffic, noise, dust, visual change, land take, habitat loss, effects on the water environment and disruption to local access.

4.13.7 The PCF Stage 1 assessment identified slightly more developments and allocations within 2 kilometres of Option 1 than Options 4A and 5A. However, this difference alone is insufficient to conclude that one option would result in significantly greater cumulative effects.

4.13.8 Overall, the number and geographic distribution of nearby developments mean that significant cumulative adverse effects cannot be excluded for any option. There is currently insufficient information about construction programmes and the environmental effects of some developments to determine their significance. The list and status of other developments will be updated as the Project progresses, and cumulative effects will be assessed further where spatial or temporal interactions are identified.

5. Summary of Assessment

5.1.1 **Table 2** summarises the environmental assessment undertaken to date. The environmental effects associated with the three Project Options will be reviewed following public consultation and as further assessment and design information becomes available. The significance conclusions may therefore be refined during later PCF stages.

Table 2: Summary of the environmental assessment

Topic	Summary and Project Option Comparison	Potential for Significant Effects		
		Project Option 1	Project Option 4A	Project Option 5A
Air Quality	**Construction:** Construction activities could temporarily affect nearby receptors through dust and emissions from machinery, Heavy Goods Vehicles and construction traffic. With appropriate good-practice controls, no likely significant construction effects are anticipated for any option. Construction air quality effects will be assessed further at PCF Stage 3 when more detailed information on construction activities and vehicle movements is available.	**Construction**: Unlikely	**Construction:** Unlikely	**Construction:** Unlikely
	Operation: Changes in traffic flows, speeds and road alignments could alter vehicle emissions. Significant effects on human health receptors are considered unlikely because existing and predicted pollutant concentrations are well below the relevant objectives and limit values. However, all three options could change nitrogen deposition at designated ecological receptors within 200m of affected roads. The significance of these effects has not been established and will be considered using updated traffic information.	**Operation:** Yes, potential significant effects on designated ecological receptors. Significance not established.	**Operation:** Yes, potential significant effects on designated ecological receptors. Significance not established.	**Operation:** Yes, potential significant effects on designated ecological receptors. Significance not established.
Cultural Heritage	**Construction:** All three options could physically affect previously unrecorded archaeological remains within areas of new land take. Option 1 presents the greatest risk because it would require the largest area of previously undisturbed land. Option 4A presents the lowest risk, with Option 5A intermediate because it is partly offline. Following appropriate archaeological investigation and mitigation, no likely significant effects are anticipated.	**Construction:** No, following appropriate mitigation.	**Construction:** No, following appropriate mitigation.	**Construction:** No, following appropriate mitigation.
	Operation:	**Operation:** No	**Operation:** No	**Operation:** No

Topic	Summary and Project Option Comparison	Potential for Significant Effects		
		Project Option 1	Project Option 4A	Project Option 5A
	No further physical disturbance would occur once construction is complete. No likely significant effects on archaeological remains, historic buildings or historic landscapes are anticipated for any option.			
Landscape and Visual	**Landscape effects, construction:** Option 1 would have the greatest landscape effects because its offline alignment, overbridge and extensive earthworks would alter open farmland, field patterns and established vegetation. A potential significant effect is identified on the group of trees protected by Tree Preservation Orders at 5 Watling Street. Option 4A would have the lowest landscape effects and Option 5A intermediate effects. No other significant construction landscape effects are anticipated. **Visual effects, construction:** Significant adverse visual effects are anticipated for all three Project Options at some nearby receptors. Option 1 would have the greatest visual effects because of its larger footprint, extensive earthworks and elevated overbridge. Option 4A would have the lowest visual effects, while Option 5A would have intermediate effects.	**Landscape, construction:** Yes, potential significant effect on trees protected by Tree Preservation Orders. **Visual, construction:** Yes, significant adverse effects.	**Landscape, construction:** No **Visual, construction:** Yes, significant adverse effects.	**Landscape, construction:** No **Visual, construction:** Yes, significant adverse effects.
	Landscape effects, operation: Option 1 would have the greatest landscape effects because of its larger offline footprint, overbridge and embankments. Option 4A would have the lowest effects, while Option 5A would have intermediate effects. However, no significant operational landscape effects are anticipated for any of the Project Options. **Visual effects, operation:** Significant adverse visual effects are anticipated for Options 1 and 5A at some nearby receptors. Option 1 would have the greatest visual effects. No likely significant operational visual effects are anticipated for Option 4A.	**Landscape, operation:** No **Visual, operation:** Yes, significant adverse effects.	**Landscape, operation**: No **Visual, operation**: No	**Landscape, operation**: No **Visual, operation**: Yes, significant adverse effects.

Topic	Summary and Project Option Comparison	Potential for Significant Effects		
		Project Option 1	Project Option 4A	Project Option 5A
Biodiversity	**Construction:** All three options have the potential to cause significant adverse effects on biodiversity receptors before detailed design and essential mitigation. Option 1 is expected to have the greatest effects because of its larger offline footprint, greater habitat loss and potential interaction with the recorded veteran-tree site near Padge Hall Farm. Option 4A is expected to have the lowest overall effects. Option 5A would have intermediate effects and could directly affect the Dodwells A5 Ash Tree potential Local Wildlife Site.	**Construction:** Yes	**Construction:** Yes	**Construction**: Yes
	Operation: Habitat fragmentation, disturbance, collision risk, changes in water quality and nitrogen deposition could continue during operation. The assessment identifies likely significant adverse effects for all three options in the absence of detailed design, surveys and essential mitigation.	**Operation:** Yes	**Operation:** Yes	**Operation:** Yes
Geology, Soils and contaminated land	**Construction:** Option 1 would result in the greatest agricultural land take and could significantly affect agricultural soils. No significant effects on agricultural soils are anticipated for Option 4A and 5A. Works for Options 4A and 5A are more likely to encounter made ground and potential contamination around Dodwells Roundabout, but significant effects associated with contamination are not anticipated. There are no designated or local geological sites which could be affected by any option.	**Construction:** Yes, significant effects on agricultural soils.	**Construction:** No	**Construction:** No
	Operation: Agricultural soil loss would occur during construction and continue throughout operation rather than representing a new operational effect. No likely significant operational effects are anticipated.	**Operation:** No	**Operation:** No	**Operation:** No

Topic	Summary and Project Option Comparison	Potential for Significant Effects		
		Project Option 1	Project Option 4A	Project Option 5A
Noise and Vibration	**Construction:** All three options have the potential to cause significant temporary construction noise effects at nearby residential properties and significant vibration disturbance where vibratory equipment is used close to receptors. Option 4A could produce the highest noise levels at individual properties because some works would take place closest to homes.	**Construction:** Yes	**Construction:** Yes	**Construction:** Yes
	Operation: Option 1 could result in both increases and decreases in road traffic noise by transferring traffic from the existing A5 to the new bypass, with the potential for significant effects at some properties. Significant effects are considered unlikely for Option 4A. Option 5A could also result in increases and decreases depending on receptor location, but significance has not been established. Traffic information and quantitative modelling are required.	**Operation:** Yes, potential significant effects. Significance not established.	**Operation:** No likely significant effects, subject to modelling.	**Operation:** Yes, potential significant effects. Significance not established.
Population and Human Health	**Construction:** Option 1 would have the greatest effects on agricultural holdings, development land and access to community facilities because it would require the greatest land take. A likely significant adverse effect is identified on the North of Nuneaton development land. Options 4A and 5A would affect more properties, businesses and existing walking and cycling routes close to the A5, but no other likely significant effects are anticipated. All three options would require agricultural land take, with Option 1 requiring the most, Option 4A the least and Option 5A an intermediate amount. The significance of effects on agricultural holdings has not been established because the sensitivity of the affected holdings could not be assigned. No significant population-level health effects were identified.	**Construction:** Yes, significant effect on North of Nuneaton development land. Significance for agricultural holdings not established.	**Construction:** No likely significant effects identified. Significance for agricultural holdings not established.	**Construction:** No likely significant effects identified. Significance for agricultural holdings not established.
	Operation:	**Operation:** No	**Operation:** No	**Operation:** No

Topic	Summary and Project Option Comparison	Potential for Significant Effects		
		Project Option 1	Project Option 4A	Project Option 5A
	No likely significant effects are anticipated. Option 1 could provide slight beneficial effects for walkers and cyclists, while the effects of Options 4A and 5A are assessed as neutral.			
Road drainage and the water environment	**Construction:** Construction could affect water quality, watercourse form and function, groundwater and flood risk. Option 1 would have the greatest potential effects because it would require works adjacent to or within more watercourse sections. Option 4A would have the lowest effects and Option 5A intermediate effects. Following appropriate mitigation, no likely significant construction effects are anticipated, although effects on private water supplies remain subject to further information.	**Construction:** No, following appropriate mitigation.	**Construction:** No, following appropriate mitigation.	**Construction:** No, following appropriate mitigation.
	Operation: No likely significant effects are anticipated on surface-water supply, flood risk or groundwater receptors, assuming appropriate drainage and flood-risk measures. The significance of effects on surface-water quality and watercourse form has not been established. Option 1 would have the greatest potential effects, Option 4A the lowest and Option 5A intermediate effects.	**Operation:** No likely significant effects on surface-water supply, flood risk or groundwater following appropriate mitigation. Significance not established for surface-water quality and watercourse form.	**Operation:** No likely significant effects on surface-water supply, flood risk or groundwater following appropriate mitigation. Significance not established for surface-water quality and watercourse form.	**Operation:** No likely significant effects on surface-water supply, flood risk or groundwater following appropriate mitigation. Significance not established for surface-water quality and watercourse form.
Materials and Waste	**Construction:** All three options would use aggregates, engineering fill and other construction materials and would generate construction, demolition and excavation waste. Option 1 is expected to have the greatest material requirement, Option 4A the lowest and Option 5A an intermediate requirement. None of the options are expected to sterilise an entire safeguarded mineral resource, and regional material supplies and waste-	**Construction:** No	**Construction:** No	**Construction:** No

Topic	Summary and Project Option Comparison	Potential for Significant Effects		
		Project Option 1	Project Option 4A	Project Option 5A
	management capacity are expected to be sufficient. No likely significant effects are anticipated.			
	Operation: No substantial maintenance activities are expected during the first year of operation; operational material use and waste generation are not anticipated to be significant.	**Operation:** No	**Operation:** No	**Operation:** No
Climate	**Construction:** Construction would generate carbon emissions from materials, construction activities, waste and land-use change. Option 1 would generate the greatest emissions because of its offline alignment, structures and earthworks. Option 4A would generate the lowest emissions and Option 5A intermediate emissions. No likely significant effects are anticipated on climate or on climate change vulnerability.	**Construction:** No	**Construction:** No	**Construction:** No
	Operation: Road-user emissions would form the largest contribution. Option 1 would generate the greatest operational emissions, Option 4A the lowest and Option 5A intermediate emissions. None of the options are expected to materially affect the UK Government's ability to meet its carbon budgets and significant effects on climate are not anticipated. The options would be exposed to broadly similar future climate hazards, and no likely significant climate change vulnerability effects are anticipated.	**Operation:** No	**Operation:** No	**Operation:** No

Topic	Summary and Project Option Comparison	Potential for Significant Effects		
		Project Option 1	Project Option 4A	Project Option 5A
Cumulative Effects	**Construction**: Different environmental effects from the Project could combine at residential, community, recreational and agricultural receptors. Construction could also overlap with nearby developments, including the North of Nuneaton housing development and Padge Hall Farm commercial development.	**Construction:** Potential for significant adverse cumulative effects. Significance not established.	**Construction:** Potential for significant adverse cumulative effects. Significance not established.	**Construction:** Potential for significant adverse cumulative effects. Significance not established.
	Operation: Receptors could continue to experience multiple environmental changes, and the Project could interact with traffic and environmental effects from other developments. The significance of cumulative effects has not yet been established.	**Operation:** Potential for significant adverse cumulative effects. Significance not established.	**Operation:** Potential for significant adverse cumulative effects. Significance not established.	**Operation:** Potential for significant adverse cumulative effects. Significance not established.

6. Next Steps

6.1.1 Following completion of public consultation, the feedback collated will be reviewed in order to determine whether changes are needed to the designs of Project Options 1, 4A and 5A.

6.1.2 All three Project Option designs will be subject to a more detailed environmental assessment, including the assessment of operational effects on air quality and sensitive ecological sites.

6.1.3 The environmental assessment findings will feed into a multidisciplinary analysis to identify a preferred Project Option, which will consider factors such as traffic benefits, environmental effects, engineering constraints and cost.

6.1.4 At the end of PCF Stage 2, a preferred Project Option will be announced. At this time, a Consultation Report will be released to provide details of how the Project Option's design responds to comments from the public consultation.

6.1.5 The selected Project Option would then, subject to a decision from the DfT, move into PCF Stage 3, which would involve the further development of the selected option design, additional environmental assessment and mitigation design (including environmental surveys), as well as a further round of public consultation.

7. References

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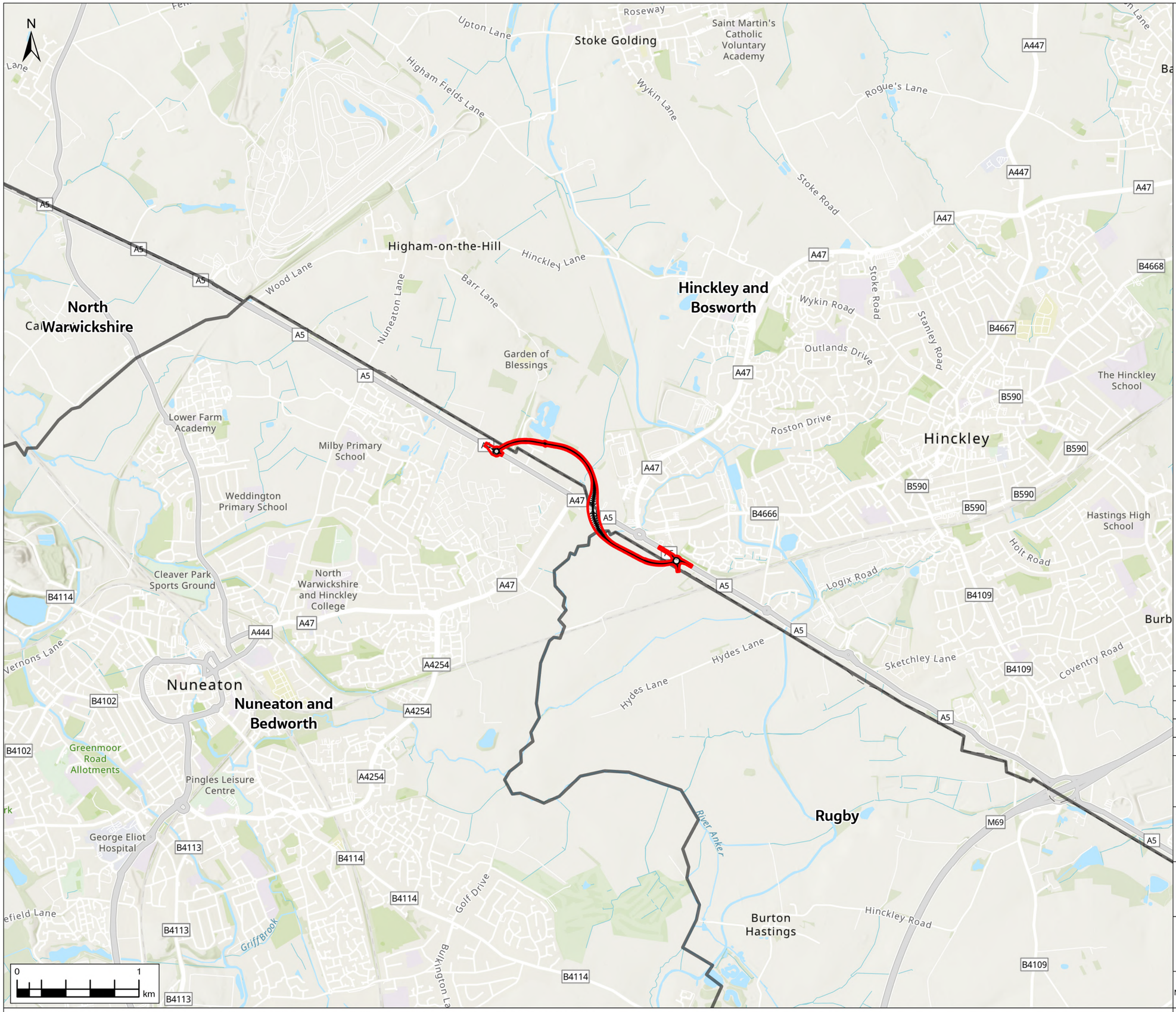
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Appendix A. Figures

NH619679-JAC-EGN-XX-DR-LE-0077 – Figure 1: Project Location

NH619679-JAC-EGN-XX-DR-LE-0078 – Figure 2: Project Overview Short-Listed Scheme Layouts

NH619679-JAC-EGN-XX-DR-LE-0079 – Figure 3: Environmental Constraints Overview



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Jacobs

Client: national highways

Project: A5 DODWELLS TO LONGSHOOT IMPROVEMENT

Drawing Title: NON-TECHNICAL SUMMARY
PROJECT LOCATION - OPTION 1
SHEET 1 OF 3

Drawing No.: NH619679-JAC-EGN-XX-DR-LE-0077

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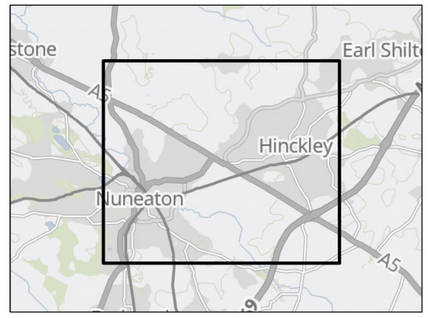
Figure 1

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Legend

- Project Option 4A
- Project Option 4A Boundary
- Local Authority districts



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SHEET 2 OF 3

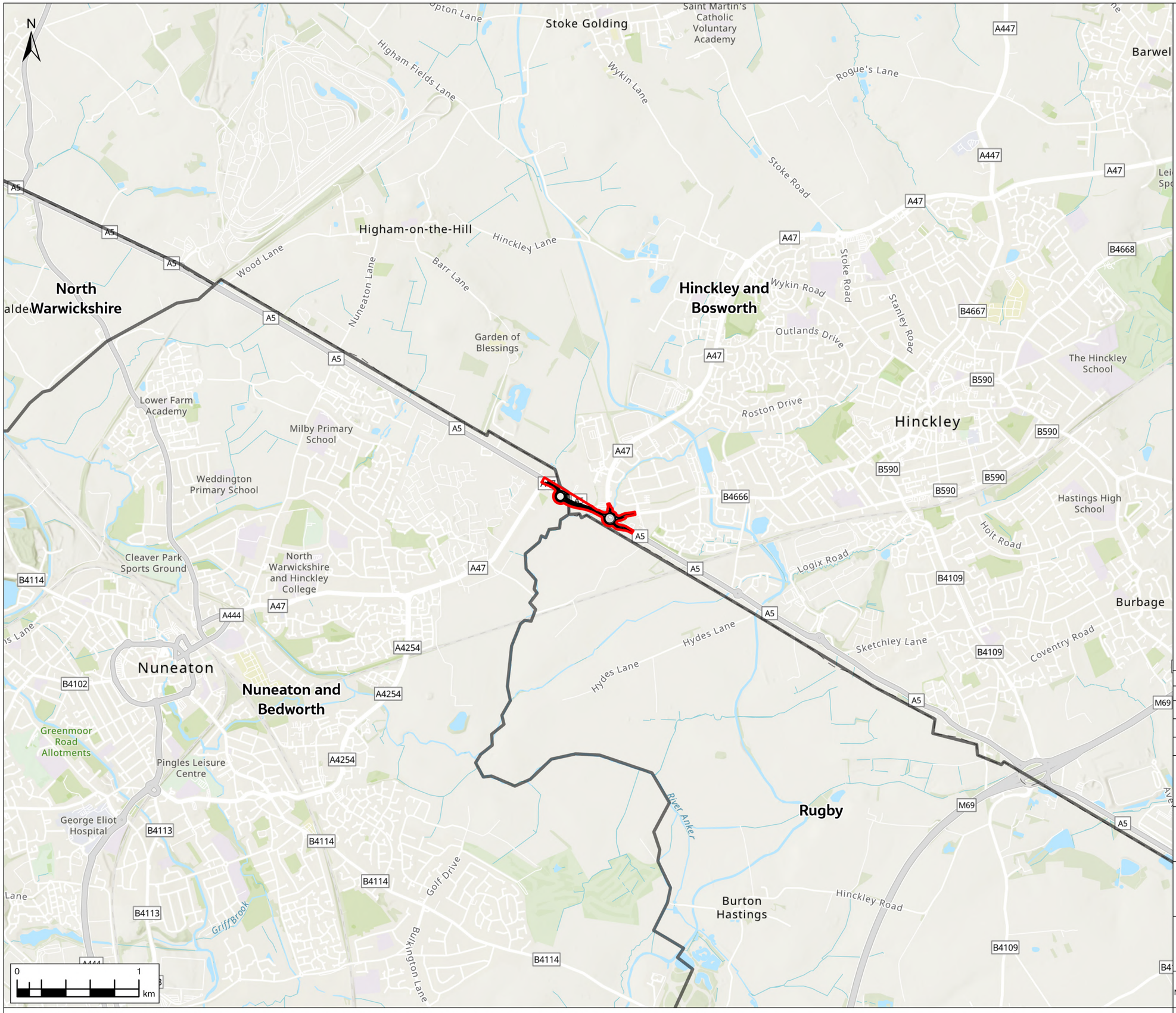
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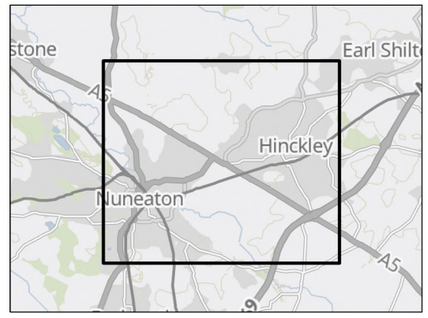
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- Project Option 5A Boundary
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PROJECT LOCATION - OPTION 5A
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N

Hinckley and Bosworth

Nuneaton and Bedworth

Rugby

Ashby-de-la-Zouch Canal

Jacknell Road

Brindley Road

Harrow Brook

Newton Road

Whittle Road

Nuffield Road

Faraday Road

Russett Avenue

Sunhurst Drive

Haylofts Way

Edgedale Road

A5

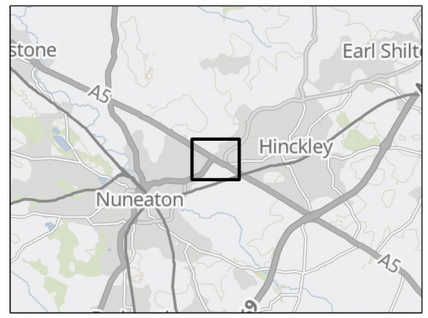
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PROJECT OVERVIEW - OPTION 1
SHEET 1 OF 3

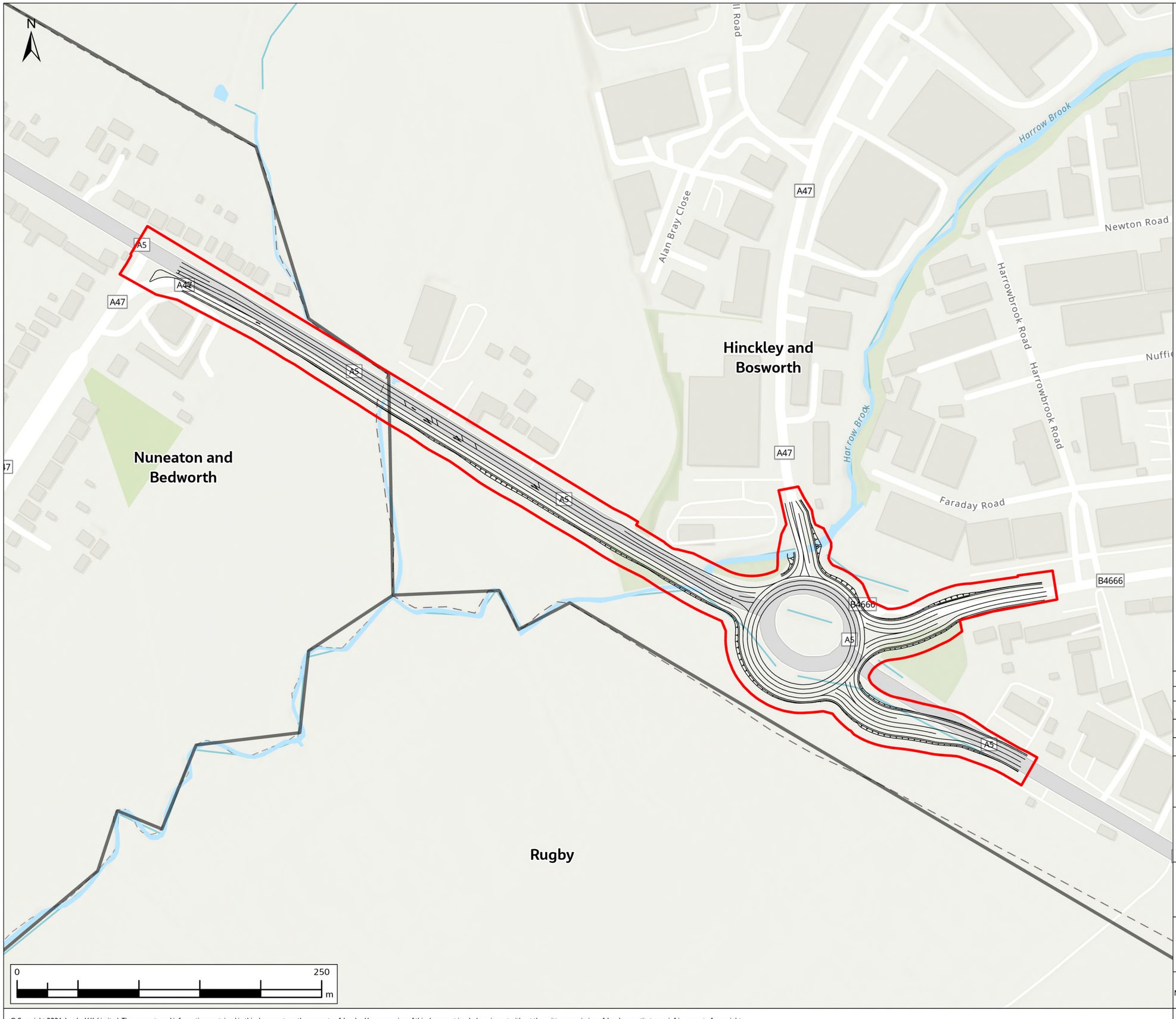
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Figure 2

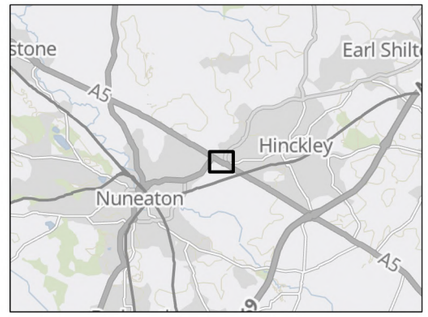
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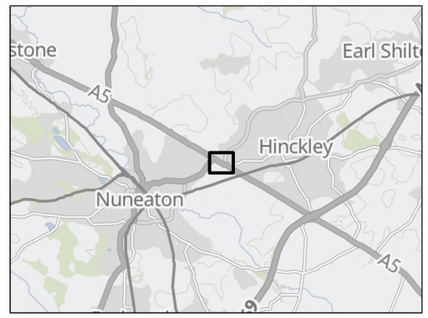
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PROJECT OVERVIEW - OPTION 5A
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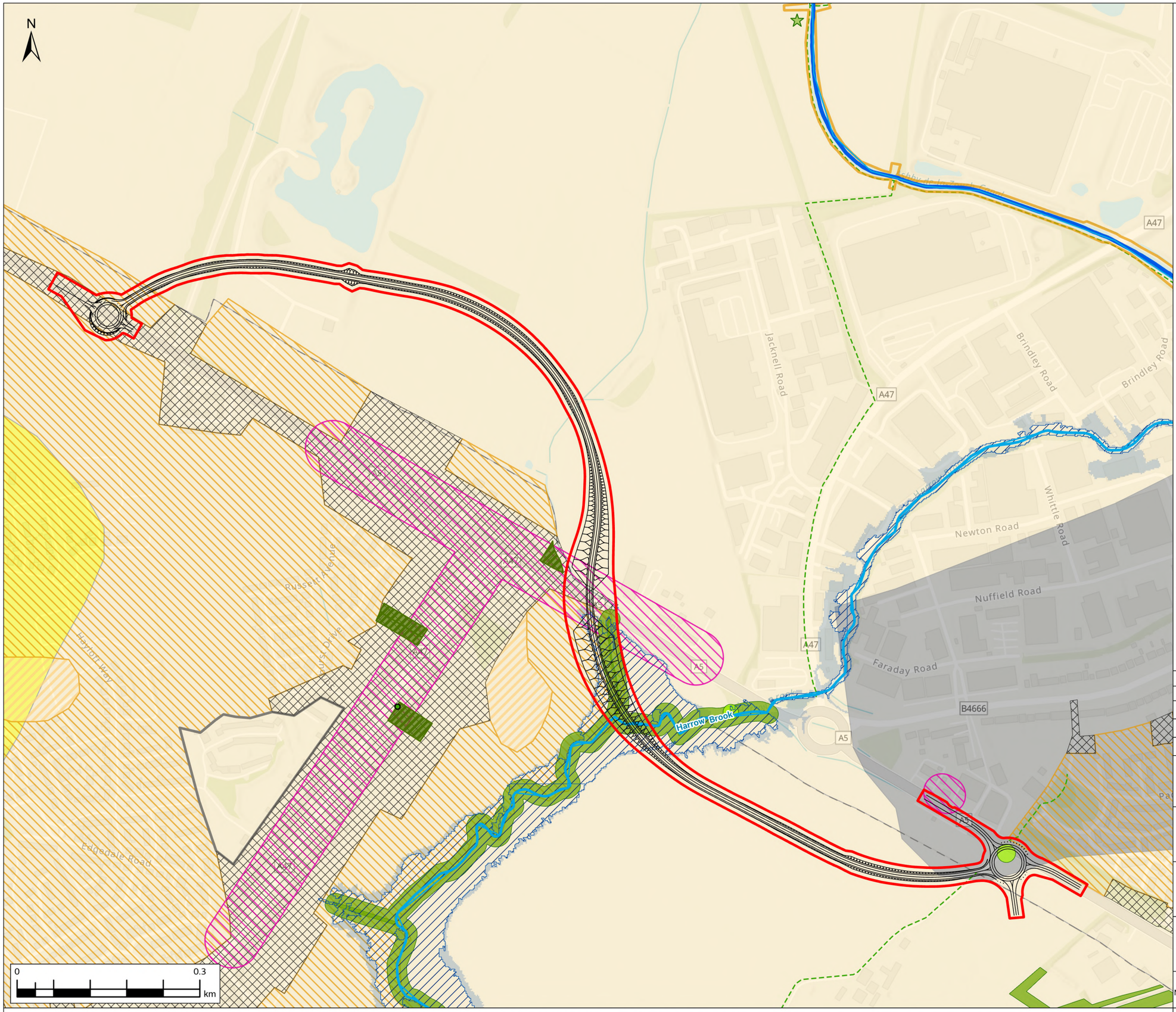
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Legend

- Project Option 1
- Project Option 1 Boundary

Public Rights of Way

- Footpath

Tree Preservation Orders

- Individual Tree
- Tree Preservation Order (TPO) Area or Woodland

Provisional Agricultural Land Classification

- Grade 2
- Grade 3
- Urban

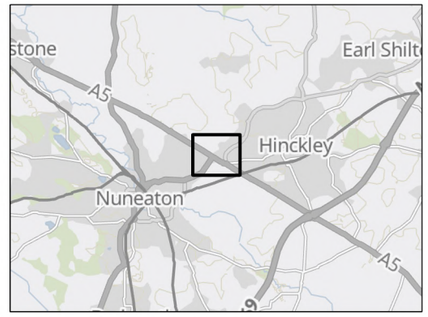
- Statutory Main Rivers
- Ordinary Watercourses
- WFD River, Canal, Surface Water Transfer Waterbody
- Conservation Areas
- Noise Important Area
- Flood Zone 3
- Flood Zone 2

Local Wildlife Sites

- Local Wildlife Site (Leicestershire County Council) - Point
- Local Wildlife Site (Leicestershire County Council) - Polygon
- Local Wildlife Site (Warwickshire County Council) - Polygon

Agricultural Land Classification Post 1988

- Grade 3a
- Grade 3b
- Not Surveyed
- Other



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ENVIRONMENTAL CONSTRAINTS OVERVIEW -
SHEET 1 OF 6

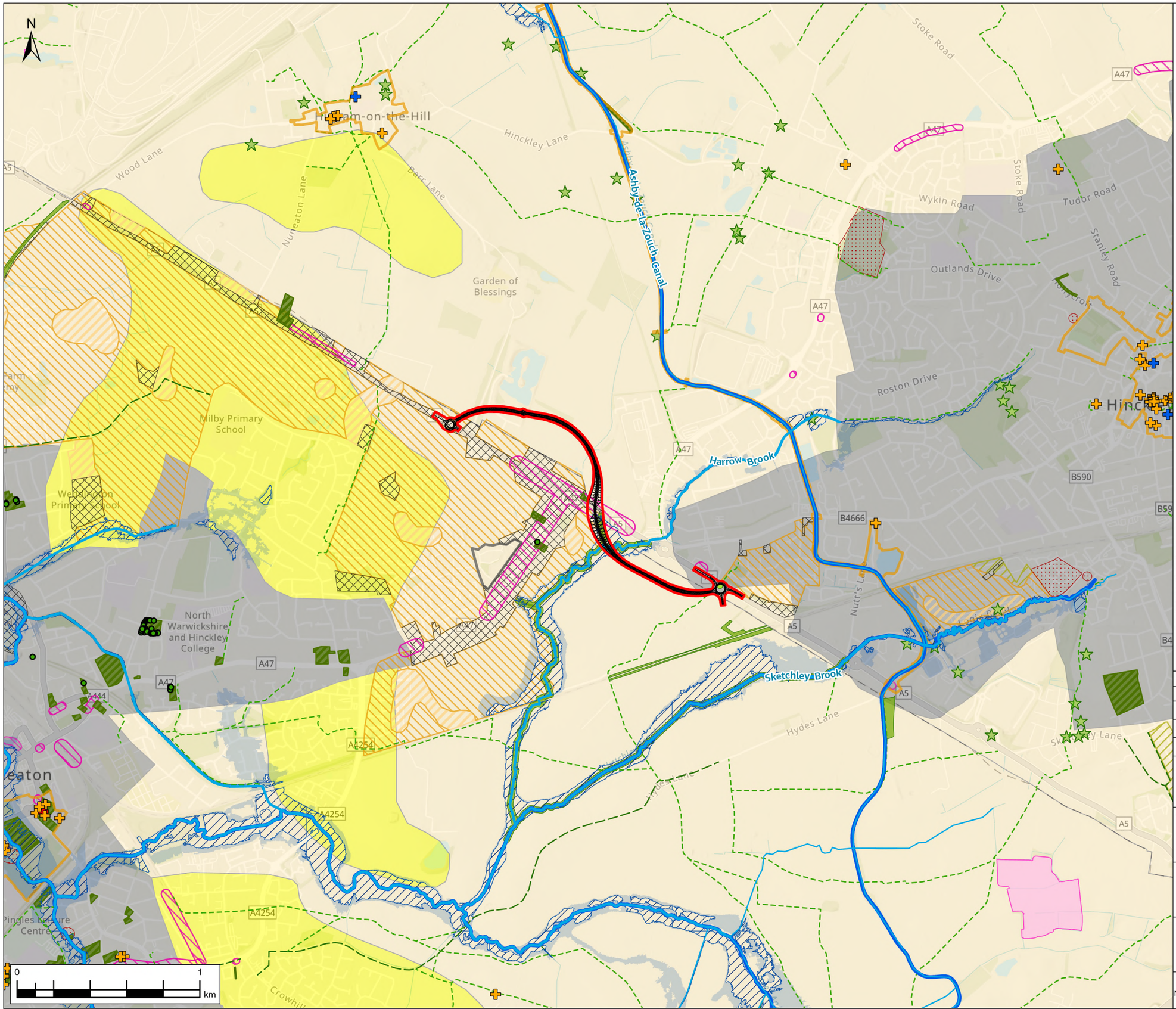
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Legend

- Project Option 1
- Project Option 1 Boundary

Listed Buildings

- Grade I
- Grade II
- Grade II*

Public Rights of Way

- Bridleway
- Footpath

Tree Preservation Orders

- Individual Tree
- Tree Preservation Order (TPO) Area or Woodland

Provisional Agricultural Land Classification

- Grade 2
- Grade 3
- Urban

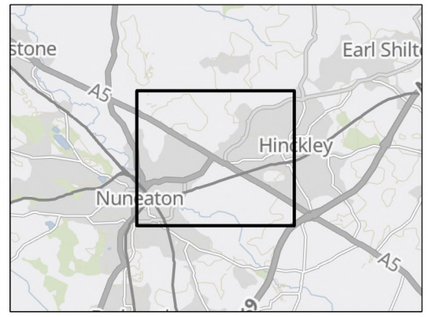
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- Ordinary Watercourses
- WFD River, Canal, Surface Water Transfer Waterbody
- Conservation Areas
- Historical Landfill
- Noise Important Area
- Scheduled Monuments
- Flood Zone 3
- Flood Zone 2

Local Wildlife Sites

- Local Wildlife Site (Leicestershire County Council) - Point
- Local Wildlife Site (Leicestershire County Council) - Polygon
- Local Wildlife Site (Warwickshire County Council) - Polygon

Agricultural Land Classification Post 1988

- Grade 2
- Grade 3a
- Grade 3b
- Not Surveyed
- Other



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Jacobs No. TA200020 | Client No. NH619679

Jacobs

Client: national highways

Project: A5 DODWELLS TO LONGSHOOT IMPROVEMENT

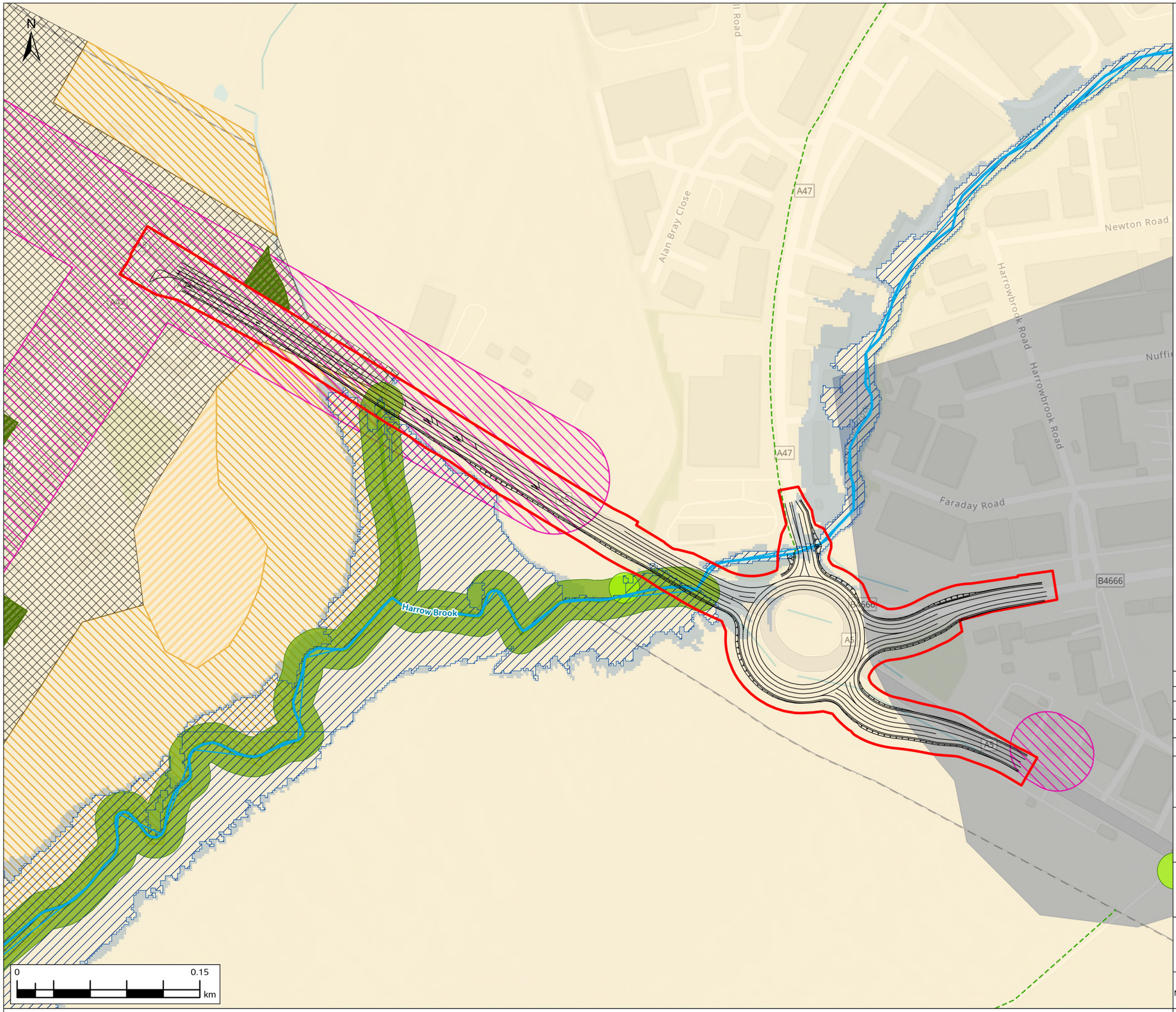
Drawing Title: NON-TECHNICAL SUMMARY
ENVIRONMENTAL CONSTRAINTS OVERVIEW -
SHEET 2 OF 6

Drawing No.	Drawing Status
NH619679-JAC-EGN-XX-DR-LE-0079	S5 – SUITABLE FOR REVIEW AND ACCEPTANCE

Figure 3

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Legend

- Project Option 4A
- Project Option 4A Boundary

Public Rights of Way

- Footpath

Tree Preservation Orders

- Individual Tree
- Tree Preservation Order (TPO) Area or Woodland

Provisional Agricultural Land Classification

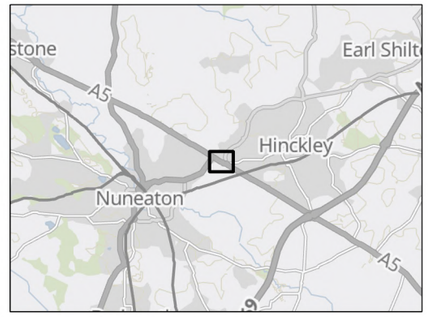
- Grade 3
- Urban
- Statutory Main Rivers
- Ordinary Watercourses
- Noise Important Area
- Flood Zone 3
- Flood Zone 2

Local Wildlife Sites

- Local Wildlife Site (Leicestershire County Council) - Polygon
- Local Wildlife Site (Warwickshire County Council) - Polygon

Agricultural Land Classification Post 1988

- Grade 3a
- Grade 3b
- Other



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Jacobs No. TA200020 | Client No. NH619679

Jacobs

Client: national highways

Project: A5 DODWELLS TO LONGSHOOT IMPROVEMENT

Drawing Title: NON-TECHNICAL SUMMARY
ENVIRONMENTAL CONSTRAINTS OVERVIEW -
SHEET 3 OF 6

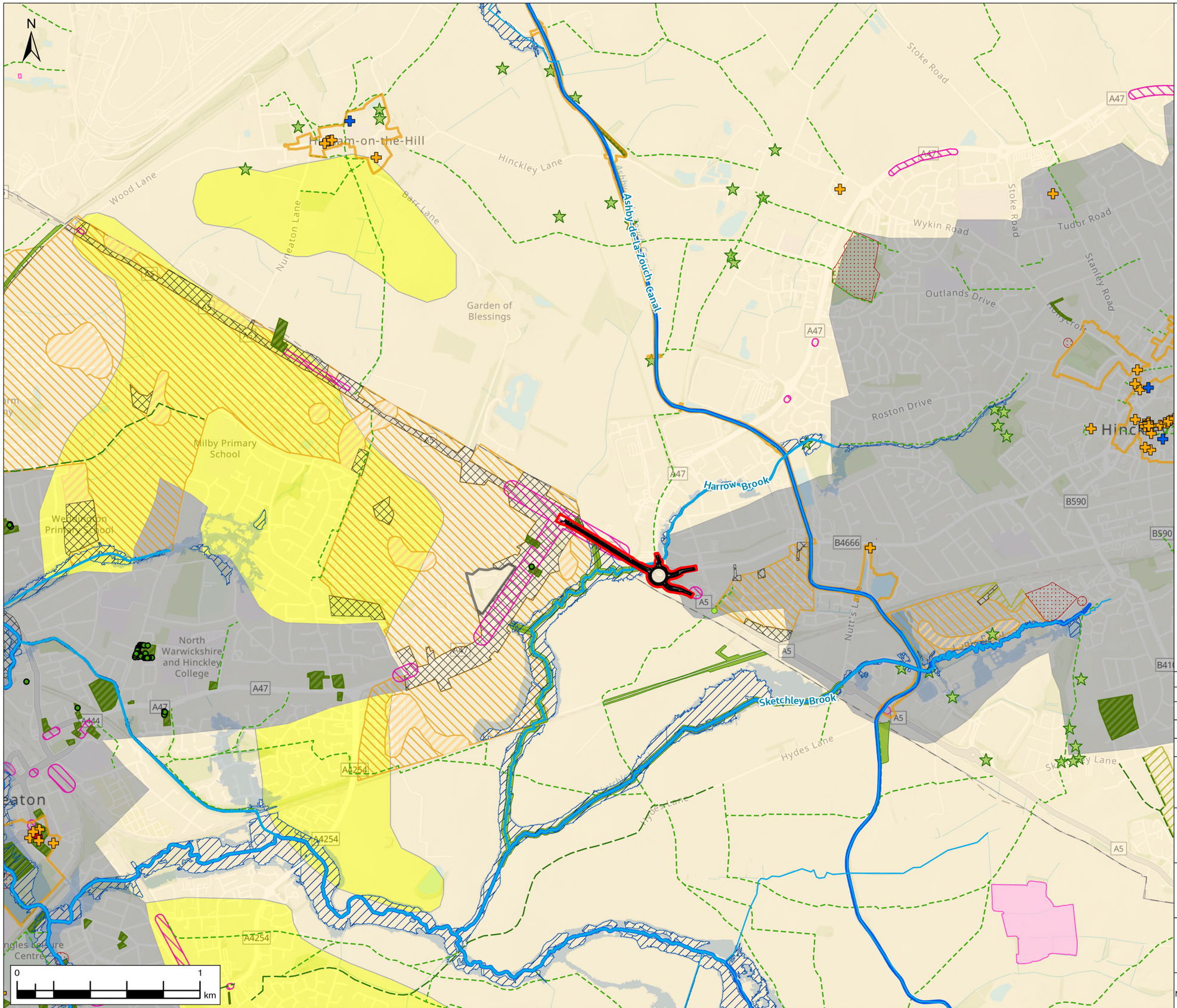
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Figure 3

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Legend

- Project Option 4A
- Project Option 4A Boundary

Listed Buildings

- Grade I
- Grade II
- Grade II*

Public Rights of Way

- Bridleway
- Footpath

Tree Preservation Orders

- Individual Tree
- Tree Preservation Order (TPO) Area or Woodland

Provisional Agricultural Land Classification

- Grade 2
- Grade 3
- Urban

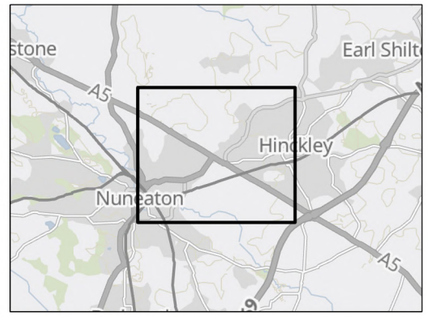
- Statutory Main Rivers
- Ordinary Watercourses
- WFD River, Canal, Surface Water Transfer Waterbody
- Conservation Areas
- Historical Landfill
- Noise Important Area
- Scheduled Monuments
- Flood Zone 3
- Flood Zone 2

Local Wildlife Sites

- Local Wildlife Site (Leicestershire County Council) - Point
- Local Wildlife Site (Leicestershire County Council) - Polygon
- Local Wildlife Site (Warwickshire County Council) - Polygon

Agricultural Land Classification Post 1988

- Grade 2
- Grade 3a
- Grade 3b
- Not Surveyed
- Other



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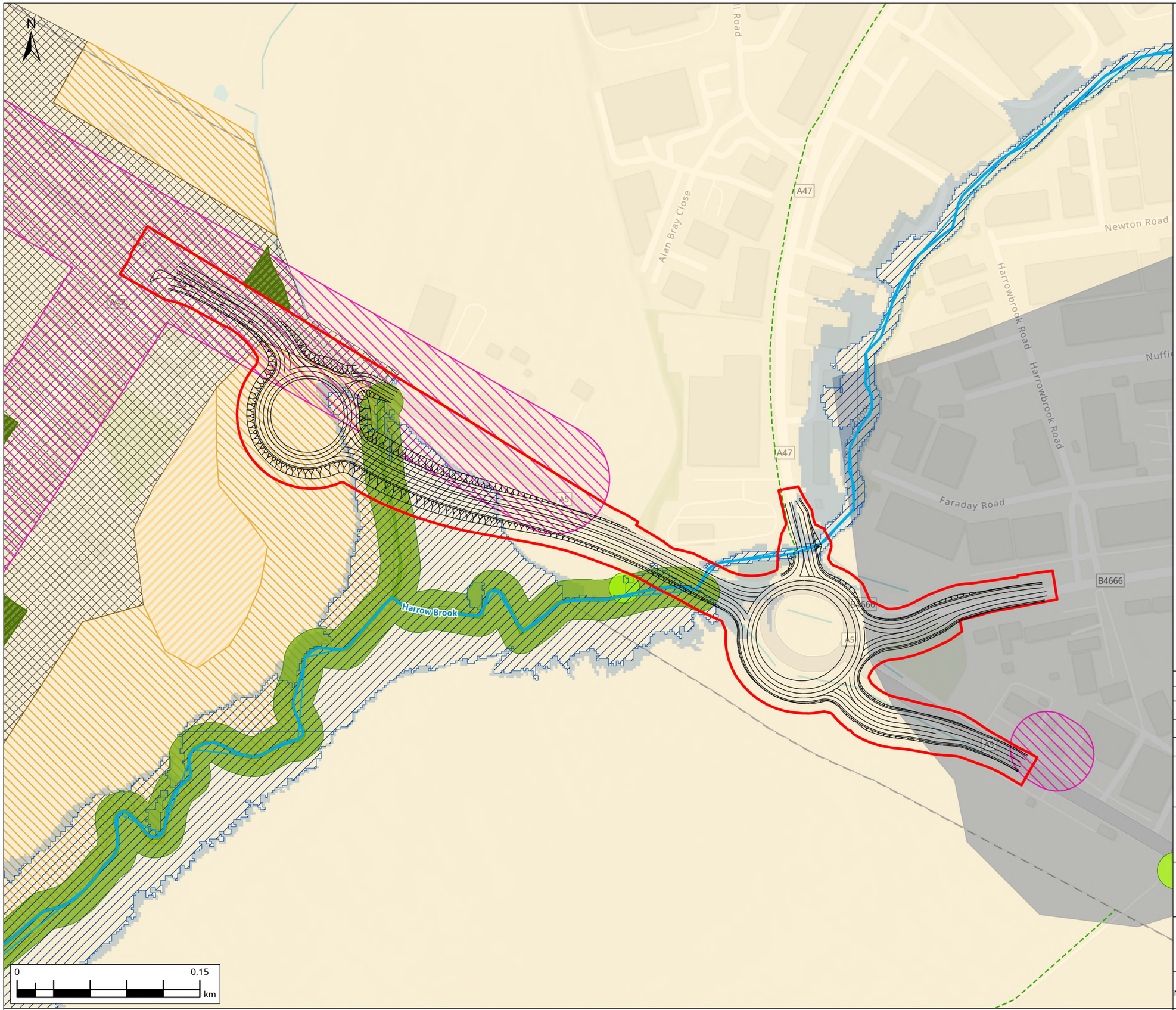
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Figure 3

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Legend

- Project Option 5A
- Project Option 5A Boundary

Public Rights of Way

- Footpath

Tree Preservation Orders

- Individual Tree
- Tree Preservation Order (TPO) Area or Woodland

Provisional Agricultural Land Classification

- Grade 3
- Urban

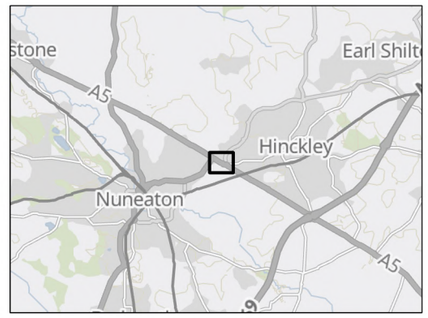
- Statutory Main Rivers
- Ordinary Watercourses
- Noise Important Area
- Flood Zone 3
- Flood Zone 2

Local Wildlife Sites

- Local Wildlife Site (Leicestershire County Council) - Polygon
- Local Wildlife Site (Warwickshire County Council) - Polygon

Agricultural Land Classification Post 1988

- Grade 3a
- Grade 3b
- Other



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Jacobs No. TA200020 Client No. NH619679

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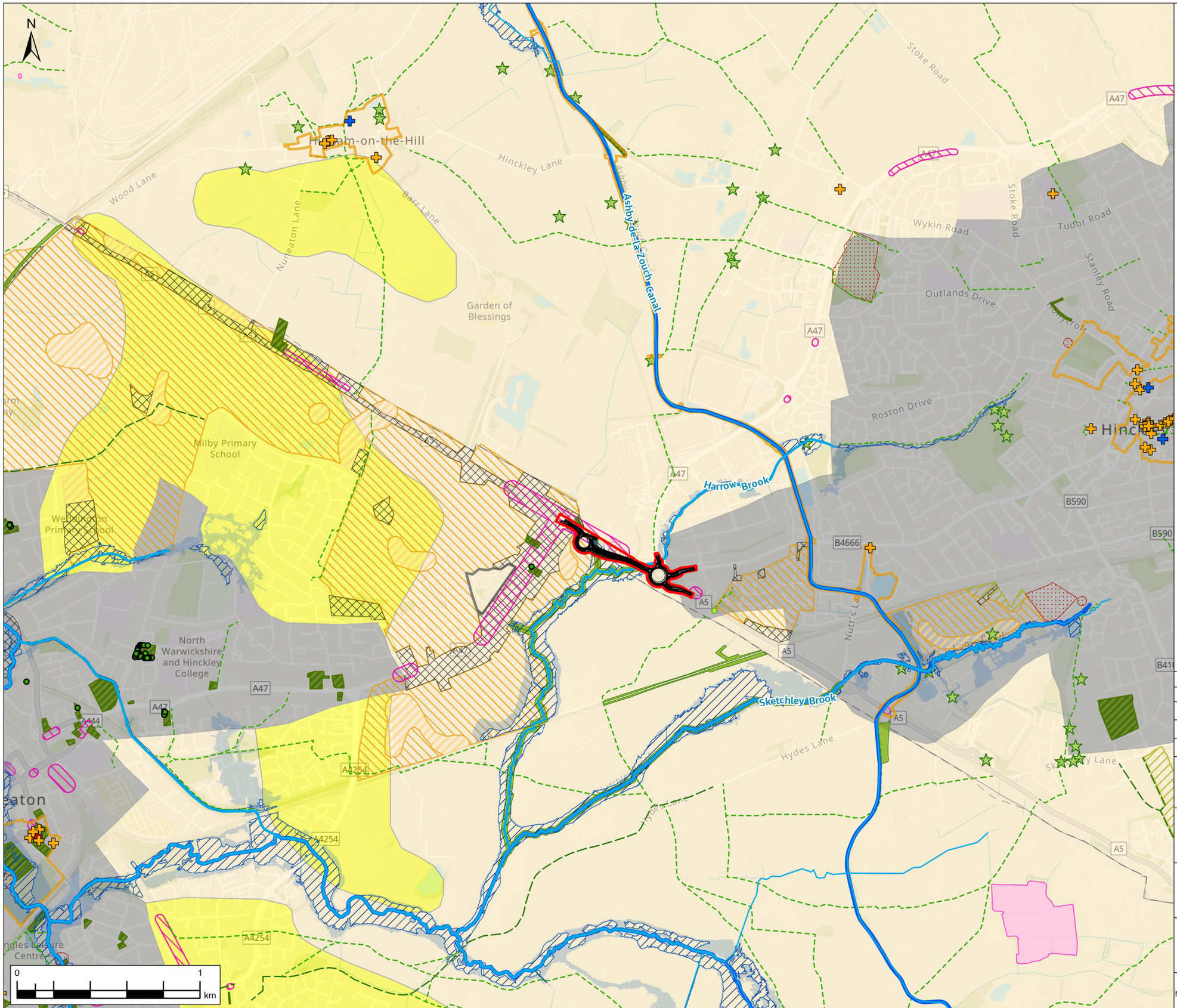
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Figure 3

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Legend

- Project Option 5A
- Project Option 5A Boundary

Listed Buildings

- Grade I
- Grade II
- Grade II*

Public Rights of Way

- Bridleway
- Footpath

Tree Preservation Orders

- Individual Tree
- Tree Preservation Order (TPO) Area or Woodland

Provisional Agricultural Land Classification

- Grade 2
- Grade 3
- Urban

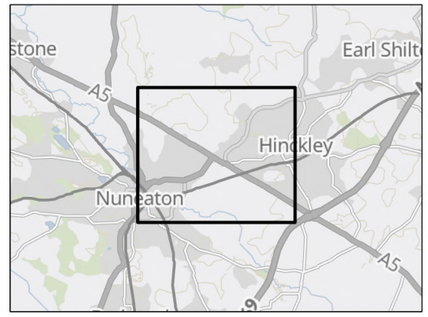
- Statutory Main Rivers
- Ordinary Watercourses
- WFD River, Canal, Surface Water Transfer Waterbody
- Conservation Areas
- Historical Landfill
- Noise Important Area
- Scheduled Monuments
- Flood Zone 3
- Flood Zone 2

Local Wildlife Sites

- Local Wildlife Site (Leicestershire County Council) - Point
- Local Wildlife Site (Leicestershire County Council) - Polygon
- Local Wildlife Site (Warwickshire County Council) - Polygon

Agricultural Land Classification Post 1988

- Grade 2
- Grade 3a
- Grade 3b
- Not Surveyed
- Other



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