

A5 Gibbet Hill

Non-Technical Summary of the Environmental Assessment

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1. Introduction

- 1.1.1 National Highways is considering potential improvements at the A5 Gibbet Hill roundabout, located near Rugby on the border of Leicestershire and Warwickshire (refer to **Figure 1 in Appendix A**).
- 1.1.2 The A5 Gibbet Hill roundabout (herein referred to as 'the Project') is a key transport junction linking the A5 and A426, which provide access to Rugby, Leicester and the wider road network. The A5 connects to the A14 on the East Coast and to M6 Junction 1 via the A426. It also serves as an important diversion route between the M6 and M1 during incidents or closures. The route is vital for freight movement and provides access to major employment and logistics sites, including Magna Park, Rugby Gateway and the Daventry International Rail Freight Terminal.
- 1.1.3 The junction experiences significant congestion, particularly during peak hours, with long queues developing on the A5 and A426 approaches. Planned housing and employment growth across the region is also expected to increase traffic levels further in future years.
- 1.1.4 The A5 Gibbet Hill roundabout comprises a National Highways Major Project and is identified in the Road Investment Strategy 3: 2026 - 2031 (RIS3) published on 26 March 2026 (Department for Transport (DfT), 2026) in the 'Enhancements Pipeline'. This means that National Highways will develop the Project during RIS3, but construction would occur after 2031 (subject to approval and funding).
- 1.1.5 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).

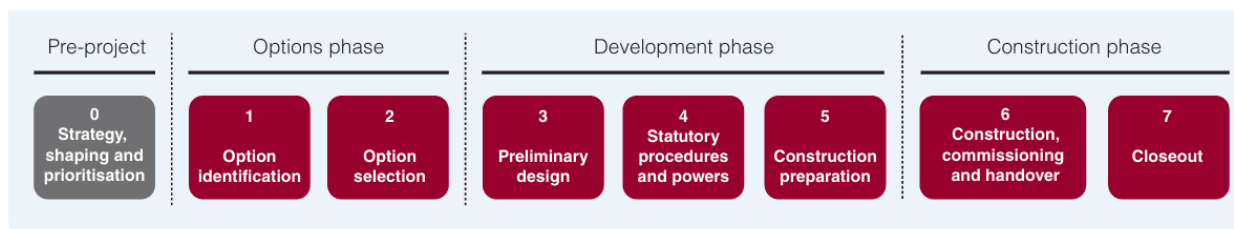


Plate 1: Major Project lifecycle

- 1.1.6 The Project is currently at PCF Stage 2, referred to as the 'Option selection' stage – this involves identifying Project Options and presenting them to the public and stakeholders.
- 1.1.7 During PCF Stage 1, an environmental assessment was undertaken which investigated likely environmental impacts associated with the three potential Project Options (refer to Section 4). The Project Options being considered and consulted upon are referred to as Project Option 5, Project Option 6 and Project Option 11 and are described in Section 2 (refer to **Figure 2 in Appendix A**).
- 1.1.8 The aim of this Non-Technical Summary of the environmental assessment is to provide details of the potential environmental impacts associated with Project Option 5, Project Option 6 and Project Option 11 which will assist the public and stakeholders to provide informed feedback during the consultation process.
- 1.1.9 Section 6 herein details the next steps to Project progression following completion of public consultation, including future environmental assessment stages.

2. The Project

2.1 Project Options

- 2.1.1 Project Option 5, Project Option 6 and Project Option 11 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.

Project Option 5 – Enlarged Existing Roundabout

- 2.1.2 Project Option 5 would improve traffic flow at the existing A5 Gibbet Hill roundabout by enlarging and extending the roundabout slightly to the north-east. This would increase the distance between some of the entry points, creating longer gaps in the traffic flow and therefore more opportunities for vehicles to join the roundabout, thus helping to reduce congestion and queuing on the roundabout approach arms.
- 2.1.3 The enlarged roundabout would continue to operate as a standard priority roundabout but would provide two lanes around the circulatory carriageway. All four approaches from the A5 and A426 would be widened to provide two lanes for approximately 100m before reaching the roundabout, increasing the number of vehicles that can enter the junction. All four exits would also provide two lanes before merging back into a single lane further along the route.
- 2.1.4 Gibbet Lane would be realigned slightly to the north and would continue to operate with a single lane in each direction. A new access road would also be provided between Gibbet Lane and Gibbets Cross service station.
- 2.1.5 New road surfacing, street lighting, road markings, traffic signs and drainage infrastructure would be included. Facilities for people walking, cycling and horse riding are not currently included within the design and there are no current provisions at the junction. We will be engaging with local stakeholders during this consultation to assess what facilities might be required in this location and exact details would be determined during PCF Stage 3. The Project may also affect existing utility services, including 33kV and 11kV electricity cables and a high-pressure National Grid gas main.

Project Option 6 – New Roundabout North of Existing Junction

- 2.1.6 Project Option 6 would replace the existing A5 Gibbet Hill roundabout with a larger roundabout located to the north. The new roundabout would provide greater capacity for traffic entering from both the A5 and A426 and would operate as a two-lane priority roundabout.
- 2.1.7 The approaches from the A5 in both directions would provide two lanes for approximately 100m before reaching the roundabout. The A426 would be realigned to the north to connect with the new roundabout, and both A426 approaches would also provide two lanes for around 100m before the roundabout. These changes would allow more vehicles to enter the junction and improve traffic flow.
- 2.1.8 A new access road would be required between the realigned A426 and the existing route to maintain access to properties located alongside the current A426. Exits from the roundabout onto the A5 and A426 would provide two lanes before reducing to a single lane further along the road.
- 2.1.9 Gibbet Lane would be realigned slightly to the north and would continue to provide a single lane in each direction. A new access road would connect Gibbet Lane to Gibbets Cross service station.

- 2.1.10 New road surfacing, street lighting, road markings, traffic signs and drainage infrastructure would be included. Facilities for people walking, cycling and horse riding are not currently included within the design and there are no current provisions at the junction. We will be engaging with local stakeholders during this consultation to assess what facilities might be required in this location and exact details would be determined during PCF Stage 3. The Project may also affect existing utility services, including 33kV and 11kV electricity cables and a high-pressure National Grid gas main.

Project Option 11 – Large Capacity Northern Roundabout

- 2.1.11 Project Option 11 would replace the existing A5 Gibbet Hill roundabout with a larger roundabout located just north of the current roundabout. Designed to provide greater capacity for vehicles entering from the A5 and A426, the new roundabout would operate as a three-lane priority roundabout.
- 2.1.12 On both A5 approaches, the road would be widened to provide two lanes for approximately 100m before the roundabout, increasing to three lanes for the final 50m. The A426 would also be realigned to the north and would provide the same arrangement of two lanes for 100m, increasing to three lanes for the final 50m. These changes would allow significantly more vehicles to enter the junction and improve traffic flow.
- 2.1.13 A new access road would be provided between the realigned and existing sections of the A426 to maintain access to nearby properties and existing sections of highway. Exits from the roundabout onto the A5 and A426 would provide two lanes before narrowing back to a single lane further along the route.
- 2.1.14 Gibbet Lane would be realigned to the north and connected back to the existing road network via a new mini-roundabout. A new access road would also connect Gibbet Lane to Gibbets Cross service station.
- 2.1.15 New road surfacing, street lighting, road markings, traffic signs and drainage infrastructure would be included. Facilities for people walking, cycling and horse riding are not currently included within the design and there are no current provisions at the junction. We will be engaging with local stakeholders during this consultation to assess what facilities might be required in this location and exact details would be determined during PCF Stage 3. The Project may also affect existing utility services, including 33kV and 11kV electricity cables and a high-pressure National Grid gas main.

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 24 months. The selected Project Option is thus anticipated to be open for traffic in 2033. The Project Option development programme is subject to ongoing review and confirmation.

2.3 Project Objectives

- 2.3.1 Strategic drivers to address the issues for the Project have been set as follows:
- **Economic Growth:** to support economic and housing growth along the A5 in the East Midlands by improving journey time reliability and connectivity for industries to transport hubs (including Daventry International Rail Freight Terminal).

- **Network Resilience:** to enhance network resilience for the A5, M1 and M6 for the strategic traffic using the A5 by improving journey time reliability.

3. Alternatives

- 3.1.1 The Project Option development process for the Project built on work completed during PCF Stage 0 and was refined during PCF Stage 1. The process was designed to ensure that a wide range of solutions were considered before identifying the most suitable Project Options for further assessment.
- 3.1.2 During PCF Stage 0, three broad concepts were initially explored; an A5 Flyover (elevated road bridge), enlargement of the roundabout, and re-positioning and enlargement of the roundabout.
- 3.1.3 At the start of PCF Stage 1, the project team reviewed the key transport issues affecting the A5 Gibbet Hill roundabout, the Project's objectives, and the strategic need for improvement.
- 3.1.4 Using this information, a series of potential design components was developed. These components were then assessed using National Highways' option sifting process, which considered a number of factors including as environmental effects, safety, customer impacts and the ability of each component to address the identified problems.
- 3.1.5 The first stage of sifting examined design components to determine whether they could help solve the problems at the roundabout and whether any constraints or impacts existed.
- 3.1.6 Components that performed well were then combined to create a range of potential Project Options. Following further development, these Project Options were assessed against a broader set of criteria including deliverability, affordability, buildability and their ability to meet the project objectives.
- 3.1.7 A total of 29 individual components were initially considered, which were reduced through workshops and technical assessment to a long list of 14 potential Project Options. These Project Options were then subjected to further engineering and environmental review, including preliminary traffic modelling and design development.
- 3.1.8 Following a final appraisal workshop in January 2025, three Project Options (Project Option 5, Project Option 6 and Project Option 11) were identified as the most suitable for further assessment.
- 3.1.9 These shortlisted Project Options formed the basis of the PCF Stage 1 environmental assessment and represent the solutions considered most capable of addressing congestion, supporting future growth, and meeting the project's objectives while balancing environmental and engineering considerations.

4. Assessment of Likely Significant Effects

4.1 Baseline Environmental Conditions

4.1.1 The project location is rural, with five residential properties located close to the A5 Gibbet Hill roundabout: two on Gibbet Lane to the east, two on the A426 (South) to the southeast, and one north of the A426 (North) with access via a private road off the A426 (North). The Gibbets Cross service station is situated on the eastern side of the roundabout between the Gibbet Lane and the A5 southbound exit/northbound entry arms. The village of Shawell is situated approximately 1.7km to the southeast.

4.1.2 Key environmental constraints located in the vicinity of the A5 Gibbet Hill roundabout are detailed in **Table 4-1** and illustrated on the environmental constraints plan (refer to **Figure 3** in **Appendix A**).

Table 4-1: Key environmental constraints at A5 Gibbet Hill roundabout.

Discipline	Key Environmental Constraints
Air quality	Rugby Air Quality Management Area (AQMA) is located approximately 1.4km south.
Cultural heritage	- Tripointium Roman Station (Roman settlement and part of Watling Street) Scheduled Monument is located approximately 1km south east. - Two Listed Buildings are located within 1km. - Archaeological remains are present within 300m of the options, ranging from negligible to medium value. - Historic parkland associated with Coton House lies within 300m and is considered a non-designated heritage asset.
Landscape and visual effects	- Sensitive visual receptors include nearby residents, public rights of way users, farms and road users. - Although some views are screened by vegetation, landform and industrial development, open views remain available from several locations.
Biodiversity	- Cave's Inn Pits Site of Special Scientific Interest (SSSI) is located approximately 1.2–1.3km south. - Ashlawn Cutting Local Nature Reserve (LNR) is located approximately 1.5km south. - Twenty-five locally designated wildlife sites occur within 2km, including Local Wildlife Sites and potential Local Wildlife Sites. - Three veteran trees (irreplaceable habitat) are present within 2km. - Four Habitats of Principal Importance (priority habitats) are present within 2km, including an area of irreplaceable habitat. - Protected species records include bats and great crested newts associated with European Protected Species licences. - Great crested newt records have been identified at multiple locations close to the Project.
Geology, soils and land contamination	- Most land surrounding the junction is Grade 3 agricultural land, with smaller areas of Grade 2 land; much of this is classified as Best and Most Versatile agricultural land. - Historic landfill areas occur partially within the project boundaries. - Existing quarry operations and a concrete plant are located immediately east of the site. - A petrol filling station is located adjacent to the junction and represents a potential contamination source.
Noise and vibration	- Existing noise levels are dominated by traffic on the A5 and A426. - Quarry operations and associated vehicle movements contribute to local noise levels. - A Noise Important Area is located approximately 1.5km southeast of the junction.

Discipline	Key Environmental Constraints
	Four residential properties are situated very close to the existing road network, with the nearest approximately 20m from the junction.
Road drainage and the water environment	- Two ordinary watercourses are present within the study area, including tributaries of the River Avon and River Swift. - Two ponds are located east of the project area. - Areas of surface water flood risk are present within the study area.

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 should 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 the construction phase and the operation phase once the scheme has been completed. 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 During construction, temporary impacts could arise from dust generated by earthworks, construction activities and vehicle movements. These effects are generally expected to be limited to within approximately 200m of the works and construction access routes.
- 4.3.2 Standard good-practice measures, such as dust suppression, wheel washing and site management controls included within an Environmental Management Plan (EMP), would be used to minimise dust emissions.
- 4.3.3 With these measures in place, no significant construction related air quality effects are expected for all three Project Options. Construction impacts would be reviewed in more detail once construction methods and traffic movements are better understood during PCF Stage 3.

Operation

- 4.3.4 During operation, all three Project Options have the potential to affect air quality through changes in traffic flow, road alignments and vehicle emissions both locally and across the wider road network. While each option is expected to reduce congestion on key routes including the A5, A426 and Gibbet Lane, the additional road capacity is also likely to attract more traffic, potentially offsetting some of the air quality benefits.
- 4.3.5 For Project Option 5, the introduction of second lanes on all A5 and A426 approaches to Gibbet Hill Roundabout would bring traffic closer to residential properties along the A426 North and South, creating a potential risk of deteriorating local air quality.
- 4.3.6 Project Option 6 and Project Option 11 would relocate parts of the road network further from sensitive residential properties on the A426 South, which could reduce exposure to emissions in these areas. However, Project Option 11 includes a new mini-roundabout on Gibbet Lane that could move traffic closer to nearby homes, potentially worsening local air quality.
- 4.3.7 All three Project Options could increase nitrogen deposition at the Watling Street Trackway Local Wildlife Site and other ecological receptors within 200m of the affected road network. This could result in critical load thresholds being exceeded, creating a risk of significant ecological impacts. A full operational air quality assessment would be carried out during PCF Stage 2.
- 4.3.8 Overall, likely significant effects on air quality are anticipated during the operation phase for all three Project Options.

4.4 Cultural Heritage

Construction

- 4.4.1 The greatest potential effects on cultural heritage are expected during construction, when ground disturbance and temporary construction activities take place.
- 4.4.2 For all three Project Options, excavation, earthworks, road widening, drainage installation, landscaping and the creation of temporary construction areas could result in the disturbance, damage or removal of archaeological remains. Previously unknown archaeological features may also be present beneath agricultural land and woodland areas that have not been developed before. These remains could be affected by

excavation works associated with new road alignments, roundabouts, drainage systems and construction compounds.

- 4.4.3 Archaeological remains could also be damaged indirectly through soil compaction caused by heavy machinery, storage of materials or spoil, and changes to local groundwater conditions resulting from engineering works.
- 4.4.4 Historic buildings and historic landscapes are less likely to experience direct physical impacts, but may be affected indirectly through vibration, changes in groundwater levels or the removal of vegetation and other landscape features that contribute to their setting.
- 4.4.5 Temporary impacts on the setting of heritage assets may also occur during construction. These could include increased noise, dust, construction traffic, machinery, site compounds and lighting. Such effects may change how historic assets are experienced during the construction period, particularly where views are interrupted or where construction activity takes place close to heritage features.
- 4.4.6 The scale of construction impact varies between the three Project Options. Project Option 5 requires the least amount of new land and therefore has the smallest potential area of impact. In contrast, Project Option 6 and Project Option 11 involve the construction of new roundabouts and larger areas of road realignment, requiring substantially more land take and a greater extent of ground disturbance. As a result, they have a higher potential to affect previously unknown archaeological remains.
- 4.4.7 Overall, no likely significant effects on cultural heritage are anticipated during the construction phase for all three Project Options.

Operation

- 4.4.8 Following construction, impacts on cultural heritage are expected to relate mainly to changes in the setting of heritage assets rather than direct physical effects. New road infrastructure, traffic movements, lighting and highway features could alter views to, from and across heritage assets, affecting the appreciation of archaeological sites, historic buildings and historic landscapes. In some areas, the scheme may change landscape character or increase the influence of traffic noise.
- 4.4.9 These effects are most likely where infrastructure becomes prominent within important views or alters the local skyline. The larger infrastructure associated with Project Option 6 and Project Option 11 is likely to result in greater changes to the setting of nearby heritage assets than Project Option 5, which remains largely within the existing highway corridor. However, no significant effects are currently anticipated.
- 4.4.10 Conversely, all three Project Options are expected to improve traffic flow, reducing congestion, queuing and some existing traffic-related effects on heritage settings.
- 4.4.11 Overall, no likely significant effects on cultural heritage are anticipated during the operation phase for all three Project Options.

4.5 Landscape and Visual Effects

Construction

Landscape Effects

- 4.5.1 During construction, temporary landscape impacts would arise from site compounds, haul roads, earthworks, traffic management measures and vegetation clearance. The

removal of hedgerows, trees and other screening vegetation would increase the visibility of construction activities and make both permanent and temporary highway infrastructure more prominent within the landscape.

- 4.5.2 For all three Project Options, works would take place within a landscape already influenced by the A5, A426 and A5 Gibbet Hill roundabout. Consequently, construction effects would occur within an established transport corridor, although temporary disturbance would still be noticeable.
- 4.5.3 Project Option 5 would have the smallest construction footprint, with most works confined to or immediately adjacent to the existing highway corridor. Impacts would therefore be more localised, although extensive traffic management would be required to facilitate works on the live road network. Vegetation losses would include sections of hedgerow, hedgerow trees and small areas of tree belt planting.
- 4.5.4 Project Option 6 would have the largest construction footprint, extending into surrounding agricultural land. This would require more extensive removal of hedgerows, field boundaries and trees, resulting in greater landscape disturbance and more widespread temporary change, despite reduced traffic management requirements due to offline construction.
- 4.5.5 Project Option 11 would generate similar but slightly less extensive effects than Project Option 6. Overall, Project Option 5 is expected to have the lowest construction impact on landscape character, while Project Option 6 and Project Option 11 would cause greater temporary landscape change.
- 4.5.6 Overall, no likely significant effects on landscape are anticipated during the construction phase of Project Option 5 but are for Project Option 6 and Project Option 11.

Visual Effects

- 4.5.7 During construction, visual impacts may be experienced by nearby residents, farms, businesses, road users and users of public rights of way. Construction activities could also be visible from some commercial premises at the urban edge of Rugby and from the residential edges of Churchover and Cotesbach. However, existing woodland, hedgerows and variations in landform would limit views in many locations, meaning impacts would generally be concentrated close to the road corridor.
- 4.5.8 For Project Option 5, the most noticeable effects would occur at properties nearest to the A5 Gibbet Hill roundabout, particularly along the A426 (South) and Gibbet Lane. Road widening, vegetation clearance and traffic management measures would increase the visibility of construction activities, although retained vegetation would continue to provide some screening.
- 4.5.9 Project Option 6 would result in more extensive visual impacts. The relocation of the roundabout and road realignments into surrounding agricultural land would introduce construction activity into currently open farmland. Properties along the A426 (South) would experience new views of construction works, with the scale of activity appearing more prominent than under Project Option 5.
- 4.5.10 Project Option 11 would generate similar effects to Project Option 6, although on a slightly smaller scale. Construction works extending beyond the existing road corridor would introduce temporary visual disturbance into undeveloped farmland. At greater distances, vegetation and topography would generally filter or screen views, limiting visual impacts.

- 4.5.11 Overall, likely significant visual effects are anticipated during the operation phase for all three Project Options.

Operation

Landscape Effects

- 4.5.12 Once construction is complete, the main landscape impacts would arise from the permanent introduction of new or widened roads, increased visibility of traffic, highway signage and the loss of existing vegetation.
- 4.5.13 For all three Project Options, traffic and highway infrastructure would become more apparent within the local landscape. However, because the area is already influenced by a major road junction, changes would be viewed in the context of an existing transportation corridor.
- 4.5.14 Project Option 5 would retain the existing roundabout location and would largely follow the current road alignments. Although the enlarged roundabout and wider approaches would increase the visibility of traffic and infrastructure, the scheme would remain broadly consistent with the existing character of the junction. Consequently, it is expected to have the lowest long-term landscape impact.
- 4.5.15 Project Option 6 would result in the most substantial landscape change. Relocating the roundabout northwards and constructing new road alignments through agricultural land would introduce highway infrastructure into areas currently characterised by open countryside. The removal of vegetation along field boundaries and roads would further increase the prominence of traffic and highway features.
- 4.5.16 Project Option 11 would similarly relocate the roundabout northwards but would remain closer to the existing road layout than Project Option 6. While it would still result in noticeable changes to landscape character, the effects are expected to be slightly less extensive than those associated with Project Option 6.
- 4.5.17 Overall, no likely significant effects on landscape are anticipated during the construction phase of Project Option 5 but are for Project Option 6 and Project Option 11.

Visual Effects

- 4.5.18 Once construction is complete, views from most locations around Rugby, Churchover and Cotesbach are expected to remain broadly similar to existing conditions because of screening provided by vegetation, landform and distance.
- 4.5.19 The most noticeable changes would occur close to the junction, where vegetation removal would expose new sections of road, moving traffic and highway infrastructure. New signage, lighting or other vertical infrastructure could also increase the visibility of the junction from surrounding areas.
- 4.5.20 Project Option 5 would result in the least visual change because the overall layout remains similar to the existing junction. Visual effects would mainly result from vegetation loss, making traffic and highway infrastructure more visible.
- 4.5.21 Project Option 6 would have the greatest visual influence. The relocated roundabout and road realignments would extend further into the countryside, creating new views of roads and traffic within areas currently experienced as agricultural land. More extensive vegetation loss would also result in more open views of the highway network.
- 4.5.22 Project Option 11 would create similar visual effects to Project Option 6 but would make greater use of the existing road corridor. While some new views of traffic and

infrastructure would still be introduced into rural areas, the changes are expected to be slightly less prominent than those associated with Project Option 6.

- 4.5.23 Overall, likely significant visual effects during the operation phase are anticipated for all three Project Options.

4.6 Biodiversity

Construction

- 4.6.1 The greatest biodiversity impacts are likely to occur during construction, when vegetation clearance, earthworks and other construction activities take place.
- 4.6.2 One of the main risks is the injury or mortality of protected and notable species. The removal of habitats such as hedgerows, grassland and woodland could affect bats, birds, reptiles, amphibians and other wildlife if individuals are present within working areas when construction begins. Heavy machinery, excavation and ground clearance activities could also result in accidental injury or disturbance to species.
- 4.6.3 Construction also has the potential to cause habitat loss, fragmentation and habitat modification. Areas of hedgerow, woodland and grassland may need to be removed to accommodate new infrastructure. This can reduce the amount of available habitat and break existing ecological connections, making it more difficult for wildlife to move through the landscape. In some locations, habitats could become fragmented or isolated from surrounding ecological networks.
- 4.6.4 The movement of plant, machinery and construction materials may also increase the risk of the spread of invasive non-native species. These species can outcompete native plants, reducing biodiversity and affecting habitat quality if appropriate controls are not implemented.
- 4.6.5 Construction activities would generate noise, vibration, lighting and visual disturbance, which could temporarily displace wildlife from breeding, foraging or resting areas. Species sensitive to disturbance, particularly bats and birds, may avoid habitats close to active construction zones until works are complete.
- 4.6.6 There is also potential for short-term changes to air quality and water quality. Dust, sediment and pollutants generated during construction could affect habitats, while changes in surface water runoff or drainage patterns may influence ponds, ditches and wetland habitats used by species such as great crested newts and aquatic invertebrates.
- 4.6.7 Overall, likely significant effects on biodiversity are anticipated during the construction phase for all three Project Options.

Operation

- 4.6.8 Once construction is complete, some biodiversity effects may continue over the longer term.
- 4.6.9 Permanent habitat loss and fragmentation could remain where land has been converted to road infrastructure. New roads may create barriers to wildlife movement, reducing habitat connectivity and affecting the ability of species to access feeding, breeding and sheltering areas.
- 4.6.10 There is also potential for wildlife mortality during operation, particularly where species attempt to cross roads. Removed vegetation could alter movement patterns and, in some cases, increase the risk of collisions with vehicles.

- 4.6.11 Traffic may continue to generate noise, vibration and artificial lighting, which could affect sensitive species and alter behaviours such as feeding, migration and breeding. These effects are generally expected to be greatest close to the road corridor.
- 4.6.12 One of the most important long-term considerations is the potential for air quality impacts on habitats. Increased levels of nitrogen deposition and other airborne pollutants associated with road traffic can alter plant communities and habitat quality over time. Designated sites, woodland habitats, veteran trees and watercourses may be particularly sensitive to these changes.
- 4.6.13 Changes to surface water and groundwater conditions could affect aquatic habitats and species if water quality, water levels or hydrological connections are altered. Some ponds and wetland habitats could become less suitable for wildlife if water supplies are reduced or degraded.
- 4.6.14 Biodiversity effects associated with operation of Project Option 5, Project Option 6 and Project Option 11 would be subject to further assessment at PCF Stage 2, taking account of results from air quality modelling that will be available at the same stage.
- 4.6.15 Overall, no likely significant effects on biodiversity are anticipated during the operation phase for all three Project Options.

4.7 Geology, Soils and Land Contamination

Construction

- 4.7.1 All three Project Options have the potential to result in significant effects on residential receptors, particularly Northfield House, Barn Yard House and other properties near the A5 Gibbet Hill roundabout. In each case, significant are predicted even after mitigation due to direct interaction with a historical landfill and the former garages, now occupied by the Gibbet Cross service station. All remaining geology and soils impacts are assessed as not significant following mitigation.
- 4.7.2 Project Option 5 differs from the other options in that no significant effects are predicted for Agricultural Land Classification (ALC) soils. It also has the smallest footprint, resulting in the least land take and the fewest affected receptors.
- 4.7.3 Both Project Option 6 and Project Option 11 are expected to have significant effects on ALC soils after mitigation. Of the three Project Options, Project Option 6 has the largest footprint and would therefore affect the greatest area of land and the highest number of receptors. Project Option 11 represents an intermediate position, with a footprint larger than Project Option 5 but smaller than Project Option 6, leading to impacts on slightly less land and fewer receptors than Project Option 6.
- 4.7.4 Overall, likely significant effects on geology, soils and land contamination are anticipated to occur during the construction phase of all three Project Options.

Operation

- 4.7.5 The permanent loss of agricultural land would remain, although this is considered a consequence of construction rather than a new operational effect. As a result, further impacts on soils are expected to be limited.
- 4.7.6 The risk to human health from contamination is expected to reduce significantly because the completed scheme would largely comprise hard surfaces and landscaped areas. However, a small residual risk remains that contaminants left in the ground could

affect groundwater or surface water in the future, particularly if maintenance activities disturb previously contaminated material.

- 4.7.7 Overall, no likely significant effects on geology, soils and land contamination are anticipated during the operation phase for all three Project Options.

4.8 Materials and Waste

Construction

- 4.8.1 During construction, all three Project Options would require materials for new sections of carriageway, carriageway widening and resurfacing, together with associated infrastructure such as kerbing and drainage.
- 4.8.2 The construction phase impacts on material resources and waste management are expected to be low for all three Project Options.
- 4.8.3 In a worst-case scenario, where no excavated material can be reused and all fill material must be imported, the estimated requirement for additional construction materials would be approximately 18,260 tonnes for Project Option 5, 41,830 tonnes for Project Option 6 and 27,710 tonnes for Project Option 11.
- 4.8.4 However, these requirements would represent only a small proportion of annual aggregate supplies in the East and West Midlands, indicating that sufficient resources are available and that construction is unlikely to affect regional aggregate markets.
- 4.8.5 Construction activities for all Project Options would generate waste materials such as concrete, steel and removed road tarmac, with most waste expected to be construction, demolition and excavation waste. Although detailed waste quantities are not yet available, excavated materials could potentially be reused within the schemes, either as engineering fill or for landscaping and environmental bunding. Even under a worst-case scenario where all excavated material requires disposal, the volume sent to landfill would account for only a small proportion of available landfill capacity in the region.
- 4.8.6 Overall, no likely significant effects on materials and waste are anticipated during the construction phase for all three Project Options.

Operation

- 4.8.7 Once construction is complete, the ongoing maintenance of the existing highway network is likely to consume both unbound aggregates (used as sub-base and drainage applications) and bound aggregates (used in ready-mixed concrete, asphalt and pre-cast concrete products).
- 4.8.8 Waste produced would be managed using established procedures and facilities such that significant effects are not currently anticipated for all three Project Options.

4.9 Noise and Vibration

Construction

- 4.9.1 The nearest receptors for Project Option 5 and Project Option 11 are located alongside the A426, while for Project Option 6 the closest receptors are located along Gibbet Lane.
- 4.9.2 For all three Project Options, most construction activities are predicted to exceed the daytime noise SOAEL of 70 dB(A) at the closest properties, resulting in moderate to major adverse effects that are considered significant. The highest noise levels are

associated with site clearance, demolition, earthworks, road construction and surfacing. Traffic management activities are the only works consistently predicted to generate minor, non-significant effects.

- 4.9.3 Project Option 5 and Project Option 11 have similar predicted noise impacts, with major effects anticipated for most activities, including duct laying. Project Option 6 generally produces slightly lower construction noise levels and differs in that duct laying is predicted to result in a moderate, rather than major, impact. However, significant noise effects are still expected during most construction activities.
- 4.9.4 Construction traffic is expected to be low for all Project Options, resulting in minor or negligible, non-significant effects, although the impacts of any temporary road diversions remain unknown and would be assessed during PCF Stage 3.
- 4.9.5 Construction vibration impacts are predicted to be the same for all three Project Options. Vibratory roller use during earthworks and surfacing could exceed human response thresholds at properties within approximately 20 m of the works, resulting in moderate adverse and likely significant effects. However, vibration levels are predicted to remain below thresholds associated with structural building damage.
- 4.9.6 Overall, likely significant effects on noise and vibration are anticipated during the construction phase for all three Project Options.

Operation

- 4.9.7 Once construction is complete, Project Option 6 and Project Option 11 are expected to provide greater opportunities for noise reductions, while Project Option 5 may result in both local increases and decreases in noise levels.
- 4.9.8 For Project Option 5, the enlarged roundabout would extend mainly into areas where there are no nearby noise-sensitive properties. The realignment of Gibbet Lane would move traffic further away from two residential properties, potentially reducing noise levels. However, widening the A5 and A426 approaches would bring traffic slightly closer to two residential receptors, which could increase road traffic noise in those locations.
- 4.9.9 For Project Option 6, relocating the roundabout north of its current position would move traffic away from the four residential properties closest to the existing junction. The realigned Gibbet Lane and A426 (South) would also move traffic further from nearby homes, creating the potential for an overall reduction in noise levels. The widening of approach roads would not be close to any sensitive properties and is therefore not expected to affect noise levels.
- 4.9.10 For Project Option 11, moving the roundabout northwards would similarly increase the distance between traffic and nearby residential properties, potentially reducing noise levels. The realignment of Gibbet Lane may also reduce noise at one nearby property. Changes to the A426 (South) could result in varying noise effects at one receptor depending on the side of the property considered, although significant increases are not expected. Road widening would not bring traffic closer to residential receptors.
- 4.9.11 Overall, no likely significant effects on noise and vibration are anticipated during the operation phase for all three Project Options.

4.10 Population and Human Health

Construction

- 4.10.1 During construction, the project could temporarily affect local residents, businesses, farmers and users of the surrounding road network. The most common impacts across all three Project Options relate to access, land use and temporary construction disturbance.
- 4.10.2 For residential properties, only Project Option 11 could require a small amount of permanent land from one property. Temporary changes to access may occur for a small number of homes on Gibbet Lane and the A426, while some options may require permanent changes to existing access arrangements.
- 4.10.3 No direct impacts on community facilities or community land are currently anticipated under any of the three Project Options.
- 4.10.4 For businesses, temporary disruption to access may occur during construction, particularly for Applegreen Lutterworth Petrol Station and Epsilon Pharmaservices Ltd. Project Option 5 and Project Option 6 could also require a small amount of permanent land from the petrol station, while Project Option 5 may affect adjacent development land.
- 4.10.5 All three Project Options would require the permanent acquisition of some agricultural land to accommodate the new junction, drainage features and earthworks. This may reduce the size of agricultural holdings and could potentially separate fields from existing farm infrastructure. The full effects on farming operations would be assessed in more detail once land ownership information becomes available.
- 4.10.6 Construction activity could also temporarily affect walkers, cyclists and horse riders through traffic management measures, construction vehicle movements and temporary disruption to local routes. Users of Gibbet Lane, the A426 and nearby public rights of way may experience delays or changes to their usual routes during the construction period.
- 4.10.7 More broadly, residents, businesses and road users may experience temporary reductions in amenity due to increased noise, dust, visual intrusion and construction traffic. Traffic management on the A5 and A426 could also lead to delays and occasional access restrictions. These effects are expected to be temporary and broadly similar across all three Project Options.
- 4.10.8 Overall, no likely significant effects on population and human health are anticipated during the construction phase for all three Project Options.

Operation

- 4.10.9 Whilst effects on private property and housing during the operation phase were scoped into assessment, a review of the Project Option Boundaries for all three Project Options shows that no operational impacts are likely to occur and therefore no further assessment was undertaken.
- 4.10.10 However, for all three Project Options, no significant operation impacts on residential properties are currently expected. Any permanent land acquisition or changes to property access would occur as part of the construction phase and have therefore been assessed separately. If access arrangements are altered and subsequently reinstated, any long-term changes would be reviewed in PCF Stage 2.

- 4.10.11 At this stage, none of the Project Options include new walking, cycling or horse-riding facilities. However, the revised scheme boundaries mean that the proposed improvements are not expected to create new barriers between existing public rights of way and local access routes crossing the A5. As a result, no significant impacts on accessibility for non-motorised users are currently anticipated during operation.
- 4.10.12 Opportunities to improve active travel facilities have been identified separately and may be considered as the project develops. Should any new walking, cycling or horse-riding measures be incorporated into future designs, their potential benefits and impacts would be assessed in more detail during PCF Stage 3.

4.11 Road Drainage and the Water Environment

Construction

- 4.11.1 During construction, the three Project Options have the potential to affect the water environment in similar ways, as the assessment identifies broadly the same types of impacts for each Project Option.
- 4.11.2 Construction activities such as vegetation clearance, earthworks, movement of heavy machinery and the creation of temporary haul routes could increase the amount of sediment entering nearby watercourses, affecting water quality. There is also a risk of pollution from fuels, oils, concrete, chemicals and other construction materials, particularly where works take place close to streams, drainage systems, culverts or other water features.
- 4.11.3 Temporary changes to drainage patterns and runoff could alter water flows, while construction activities may affect groundwater through accidental spills, the creation of new underground pathways, or temporary dewatering of excavations. Construction compounds and temporary hardstanding areas could increase surface water runoff and locally increase flood risk if not appropriately managed.
- 4.11.4 Potential effects on water supplies are not yet fully understood and would be assessed in more detail as the Project design develops.
- 4.11.5 Overall, no likely significant effects on road drainage and the water environment are anticipated during the construction phase for all three Project Options.

Operation

- 4.11.6 Once construction is complete, all three Project Options could continue to influence the water environment through runoff from the road network.
- 4.11.7 Pollutants such as oils, hydrocarbons, metals and winter maintenance materials may be washed from road surfaces into drainage systems and receiving watercourses, potentially affecting water quality. Increased areas of hard surfacing could also result in greater volumes of surface water runoff, with the potential to alter local drainage patterns, sediment movement and flood risk.
- 4.11.8 New drainage infrastructure and outfalls may cause localised changes to watercourse banks, vegetation and flow conditions. There is also potential for impacts on groundwater from routine road runoff, accidental spillages and the long-term presence of below-ground structures.
- 4.11.9 Changes to drainage networks, flow paths and areas of surface water ponding could alter the distribution of flood risk. While these are recognised as potential impacts associated with road infrastructure, further assessment and design development will

identify mitigation measures to avoid or minimise effects and ensure that water resources, groundwater and flood risk are appropriately managed.

- 4.11.10 Overall, likely significant effects on road drainage and the water environment are anticipated during the operation phase for all three Project Options.

4.12 Climate

Construction

- 4.12.1 During construction, greenhouse gas (GHG) emissions would be generated through the manufacture and transport of construction materials, the use of fuel, energy and water on site, the movement of workers and machinery, and the management and transport of waste. Additional emissions could arise from changes in land use where vegetation, soils or other natural carbon stores are disturbed or removed to make way for new infrastructure. As a result, construction activities for all three Project Options would contribute to climate change by increasing carbon emissions associated with the delivery of the scheme.
- 4.12.2 The construction phase may also be affected by future climate conditions. Increased rainfall and more frequent extreme weather events could cause temporary flooding, soil erosion and disruption to construction activities, potentially leading to delays and increased costs. Higher temperatures could affect workforce health and safety, increase dust generation, and place additional stress on machinery, equipment and temporary facilities. Geotechnical features such as embankments and drainage systems under construction may also be vulnerable to extreme weather.
- 4.12.3 Construction is expected to take place over a relatively short period, so these risks are anticipated to be manageable through standard construction practices and appropriate climate resilience measures.
- 4.12.4 Overall, no likely significant effects on climate are anticipated during the construction phase for all three Project Options.

Operation

- 4.12.5 Once construction is complete, all three Project Options would continue to generate GHG emissions through maintenance activities, energy use and the replacement of infrastructure components over time. Changes to traffic patterns, vehicle speeds and fuel consumption on the road network may also influence transport-related emissions. In addition, the permanent conversion of land to highway infrastructure could reduce the amount of carbon stored in vegetation and soils, leading to longer-term losses of natural carbon storage.
- 4.12.6 Climate change could also affect the long-term performance of the infrastructure. More intense rainfall may increase the risk of flooding, erosion and pressure on drainage systems, while higher temperatures could contribute to road surface deterioration, including cracking, rutting and deformation. Extreme weather events may affect signs, structures, landscaping and habitat planting, and could create disruption and safety risks for road users. Consequently, ensuring resilience to future climate conditions would be an important consideration in the design, operation and maintenance of all three Project Options.
- 4.12.7 Overall, no likely significant effects on climate are anticipated during the operation phase for all three Project Options.

4.13 Cumulative Effects

- 4.13.1 Cumulative effects are the result of multiple actions on environmental receptors or resources.
- 4.13.2 There are two major sources of cumulative effects:
- ‘combined effects’, meaning effects that occur between environmental aspects within the Project because of its direct effects. For example, a group of residential receptors experiencing effects of noise, visual and dust effects, arising from the construction of a project.
 - ‘cumulative effects’, meaning effects that occur because of the impacts of the Project interacting with the impacts from another project nearby. For example, construction traffic effects of a project combined with the construction traffic effects of another project using the same access routes may result in cumulative noise and air quality effects on residential receptors.
- 4.13.3 The environmental assessment has investigated the potential for combined effects arising, and mitigation measures would be built in to the Project design to minimise them.
- 4.13.4 Table 4-2 presents the key receptors, principally residents and users of open spaces and agricultural land, with the potential to experience combined effects that are not already identified by the individual environmental topics. It represents a conservative approach, as it is anticipated that as the design of the Project progresses, additional mitigation measures would be identified where necessary.

Table 4-2: Potential combined effects.

Affected receptors	Project Option(s)	Summary description of combined effects	Factors with shared receptors
Residents	Project Options 5, 6 and 11	There are potential combined adverse effects on residents at properties in the vicinity of the Project Options during construction and/or operation due to: • Changes in views. • Potential risks to human health from construction noise, dust, visual intrusion, soil contamination or construction traffic. • A worsening of human health as a result of increases in noise, vibration or dust impacts. • Disruption to or loss of access/severance. • A potential increase in flood risk. • Changes in air pollution. • Changes in vehicle emissions.	Air quality
			Landscape and visual
			Geology, soils, and land contamination
			Noise and vibration
			Population and human health
			Road drainage and the water environment
Users of community facilities, public open space and routes used by walkers, cyclists and horse riders	Project Options 5, 6 and 11	There are potential combined adverse effects on users of community facilities, public open spaces and routes used by walkers, cyclists and horse riders in the vicinity of the Project Options during construction and/or operation due to: • Changes in views. • Potential risks to human health from construction noise, dust, visual intrusion, soil contamination or construction traffic.	Air quality
			Landscape and visual
			Biodiversity
			Geology, soils and land contamination
			Noise and vibration
			Population and human health

Affected receptors	Project Option(s)	Summary description of combined effects	Factors with shared receptors
		- Changes in noise and vibration. - Disruption to or loss of access/severance. - A potential increase in flood risk.	Road drainage and the water environment
Agricultural landholdings	Project Options 5, 6 and 11	There are potential combined adverse effects on agricultural landholdings in the vicinity of the Project Options during construction and/or operation due to: - Loss of agricultural land and degradation of soil quality. - Disruption to or loss of access/severance. - A potential increase in flood risk. - Temporary and/or permanent land take.	Geology, soils, and land contamination
			Population and human health
			Road drainage and the water environment

4.13.5 Table 4-3 summarises the list of developments and allocations with potential for cumulative effects present within 2km of each Project Option. No proposed Development Consent Orders for Nationally Significant Infrastructure Projects (NSIPs) were identified.

Table 4-3: Developments and allocations with potential for cumulative effects within 2km of Project Options.

Project Option	Number of developments and allocations within 2km	Development / allocation type
Project Options 5, 6 and 11	Five developments and six allocations (total of 10)	Developments: Two residential developments Two industrial developments One energy development Allocations: Two mineral allocations One mixed-use allocation Two strategic employment allocations One residential allocation

4.13.6 For all three Project Options, there is at least one development, and one allocation located within the Zone of Influence (ZOI) for each environmental factor. Therefore, there is potential for cumulative effects for all environmental factors:

- Air quality
- Cultural heritage
- Landscape and visual
- Biodiversity
- Geology, soils, and land contamination
- Noise and vibration
- Population and human health
- Road drainage and water environment

- 4.13.7 In summary, for all three Project Options, there is the potential for significant combined adverse effects during construction and operation for the following receptors:
- Residents in close proximity to the three Project Options
 - Users of community facilities, public open space and routes used by walkers, cyclists and horse riders
 - Agricultural land holdings
- 4.13.8 For all three Project Options, given the number and geographic spread of developments, applications and allocations, there is potential for significant cumulative adverse effects during construction and operation.

5. Summary of Assessment

- 5.1.1 **Table 5-1** provides a summary of the environmental assessment undertaken to date. The environmental effects associated with the three Project Options will be reconsidered following public consultation. The assessment effect significance ratings may change in the future as further assessment work is completed and as more details become available.

Table 5-1: Summary of the environmental assessment.

Topic	Summary and Project Option Comparison	Potential for Significant Effects		
		Project Option 5	Project Option 6	Project Option 11
Air Quality	Construction: No likely significant effects on air quality during the construction phase. To be assessed at PCF Stage 3.	Construction: No	Construction: No	Construction: No
	Operation: Likely significant effects to air quality during operation. Project Option 5 has the greatest potential for adverse effects on residential receptors, as the proposed additional lanes on the A5 and A426 approaches would move traffic closer to properties along both the A426 North and A426 South, potentially worsening local air quality. Project Option 6 and Project Option 11 would relocate traffic further away from sensitive properties along the A426 South through the proposed A5 North roundabout and A426 South realignment, reducing potential exposure in this area. However, Project Option 11 differs from Project Option 6 because the proposed mini roundabout on Gibbet Lane would bring traffic closer to residential properties on Gibbet Lane, creating the potential for localised air quality deterioration. All Project Options may reduce congestion on the local road network, including the A5, A426 and Gibbet Lane. However, the additional capacity created by the schemes is expected to attract more traffic, which could offset some of the air quality benefits associated with improved traffic flow. There is no material difference between the Project Options regarding ecological effects. All three Project Options have the potential to increase nitrogen deposition at designated ecological receptors, including the Watling Street Trackway Local Wildlife Site, with the potential to exceed screening thresholds and therefore require further assessment.	Operation: Yes	Operation: Yes	Operation: Yes

Topic	Summary and Project Option Comparison	Potential for Significant Effects		
		Project Option 5	Project Option 6	Project Option 11
Cultural Heritage	Construction: No likely significant effects on cultural heritage are anticipated during construction of any of the three Project Options, and no changes to the settings of designated heritage assets are expected. However, there is potential for the loss of buried remains associated with a non-designated Roman road and post-medieval turnpike road if these features are present within the scheme boundaries. All Project Options also carry some risk of affecting previously unrecorded archaeological remains in undisturbed areas. Project Option 5 presents the lowest risk due to its smaller land take, while Project Option 6 and Project Option 11 have broadly similar and greater potential for archaeological impacts.	Construction: No	Construction: No	Construction: No
	Operation: No likely significant effects to heritage assets are anticipated during the operation of the project.	Operation: No	Operation: No	Operation: No
Landscape and Visual	Construction - landscape effects: No likely significant effects for landscape receptors during construction for Project Option 5. Likely adverse significant effects for landscape receptors during construction for Project Option 6 and Project Option 11. Project Option 5 would have the least effect on landscape character, with most works remaining within the existing road corridor. In contrast, Project Option 6 and Project Option 11 would extend into adjacent farmland, making construction activity more noticeable. Project Option 6 would have the greatest landscape impact, while Project Option 11 would have slightly lower effects due to its closer alignment with existing roads. Construction - visual effects: All three Project Option would have adverse visual effects during construction. Project Option 5 would have the least impact, as works would largely remain within the existing highway corridor.	Construction: No likely significant effects for landscape receptors during construction. Likely adverse significant effects for visual receptors during construction.	Construction: Likely adverse significant effects for landscape and visual receptors during construction.	Construction: Likely adverse significant effects for landscape and visual receptors during construction.

Topic	Summary and Project Option Comparison	Potential for Significant Effects		
		Project Option 5	Project Option 6	Project Option 11
	Project Option 6 and Project Option 11 would be more visually prominent due to construction in surrounding farmland and vegetation removal. Project Option 6 would have the greatest visual influence, while Project Option 11 would be slightly less noticeable.			
	Operation - landscape effects: Project Option 5 would have the least impact on landscape character, as the widening works would be largely contained within the existing road corridor. While vegetation loss, a larger roundabout footprint and wider approaches would increase the visibility of traffic and highway infrastructure, these effects would be relatively localised. Project Option 6 and Project Option 11 would result in greater landscape effects because they involve more extensive road realignments through existing fields and introduce highway infrastructure further into the surrounding landscape. Both Project Options would increase the prominence of traffic and infrastructure through vegetation loss and road widening. Project Option 6 would have the greatest landscape impact, with the relocated roundabout and approaches extending furthest north into the landscape and creating the most noticeable change. Project Option 11 would have a similar but slightly reduced effect, as it remains closer to the existing road corridor and roundabout footprint, making it less prominent than Project Option 6. Operation - visual effects: Project Option 5 would have the lowest visual impact, as the road widening and roundabout reconfiguration would remain largely within the existing highway corridor. As a result, the road layout would appear broadly similar to existing conditions and would generally not bring traffic closer to visual receptors. The main visual change would arise from vegetation loss, creating more open views of traffic and infrastructure. Project Option 6 and Project Option 11 would have greater visual effects because they extend further into the surrounding	Operation: Yes	Operation: Yes	Operation: Yes

Topic	Summary and Project Option Comparison	Potential for Significant Effects		
		Project Option 5	Project Option 6	Project Option 11
	landscape and introduce new highway infrastructure into areas currently characterised by farmland. Both Project Options would increase views of traffic through vegetation loss and road realignments. Project Option 6 would have the greatest visual impact, extending furthest into the landscape, while Project Option 11 would be slightly less noticeable due to greater use of existing road corridors.			
Biodiversity	Construction: Construction of the Project Options could result in adverse effects on ecological features and species. Significant adverse effects are predicted for the Watling Street Trackway potential Local Wildlife Site and the A5 Verge Near Black Spinney Ecosite, where habitat loss and temporary disturbance could affect the integrity of these sites. Slight adverse effects are also predicted for Cave's Inn Pits Site of Special Scientific Interest due to the works being located within its Impact Risk Zone. Other potential effects include small-scale habitat loss, dust and pollution, increased noise and light disturbance, impacts on foraging and breeding habitats, and limited mortality risks for protected and notable species such as bats, badgers, barn owls, amphibians, and breeding and wintering birds.	Construction: Yes	Construction: Yes	Construction: Yes
	Operation: No likely adverse significant effects are predicted during the operation phase. All three Project Options are predicted to result in slight adverse effects from increased air pollution and nitrogen deposition affecting protected sites and habitats, including ancient and veteran trees, wood pasture and parkland, lowland mixed deciduous woodland, and hedgerows. Slight adverse effects are also anticipated from changes to bat and bird flight paths and commuting routes, increased disturbance from traffic, lighting and	Operation: No	Operation: No	Operation: No

Topic	Summary and Project Option Comparison	Potential for Significant Effects		
		Project Option 5	Project Option 6	Project Option 11
	noise, and small-scale reductions in foraging, roosting and wintering habitat. Project Options 6 and 11 also identify slight adverse effects for amphibians, whereas Project Option 5 does not. However, this does not alter the overall conclusion that no significant adverse ecological effects during operation are expected.			
Geology, Soils and Land Contamination	Construction: For Project Option 5, significant effects are expected for residential receptors, but no significant effects are expected for ALC soils. Large adverse effects (likely significant) are predicted, after mitigation, for residential receptors including Northfield House, Barn Yard House and other properties close to the A5 Gibbet Hill roundabout. These effects arise from direct interaction with the historical landfill and the historical garages/current Gibbet Cross service station. All other geology and soils effects are assessed as slight adverse to neutral after mitigation and are not significant. Geological sites and effects on construction workers have been scoped out. As Project Option 5 has the smallest footprint of the three Project Options, it would affect the least amount of land and the fewest receptors. For Project Option 6, significant effects are expected for both residential receptors and ALC soils. Moderate adverse effects (likely significant) are predicted, after mitigation, for ALC soils. In addition, large adverse effects (likely significant) are predicted for residential receptors including Northfield House, Barn Yard House and other properties close to the A5 Gibbet Hill roundabout due to direct interaction with the historical landfill and the historical garages/current Gibbet Cross service station. All other effects are assessed as slight adverse to neutral after mitigation and are not significant. Geological sites and effects on construction workers have been scoped out. Project Option 6 has the largest footprint and would therefore	Construction: Yes	Construction: Yes	Construction: Yes

Topic	Summary and Project Option Comparison	Potential for Significant Effects		
		Project Option 5	Project Option 6	Project Option 11
	adversely affect the greatest area of land and the highest number of receptors. For Project Option 11, significant effects are expected for both residential receptors and ALC soils. Moderate adverse effects (likely significant) are predicted, after mitigation, for ALC soils. Large adverse effects (significant) are also predicted for residential receptors including Northfield House, Barn Yard House and other properties close to the A5 Gibbet Hill roundabout as a result of direct interaction with the historical landfill and the historical garages/current Gibbet Cross service station. All other effects are assessed as slight adverse to neutral after mitigation and are not significant. Geological sites and effects on construction workers have been scoped out. Project Option 11 has a smaller footprint than Project Option 6 but a larger footprint than Project Option 5, and would therefore adversely affect slightly less land and fewer receptors than Project Option 6.			
	Operation: No likely significant effects for geology, soils and land contamination during operation.	Operation: No	Operation: No	Operation: No
Noise and Vibration	Construction: Likely significant adverse effects during construction for four residential receptors in the vicinity of the works that are located west and east of the existing roundabout.	Construction: Yes	Construction: Yes	Construction: Yes
	Operation: No likely significant effects to noise during operation. Potential for changes in road traffic noise for the four residential receptors west and east of the existing roundabout, although it has not been possible to determine magnitude of change at this stage. However, it is considered unlikely that the magnitude of change would result in a likely significant effect.	Operation: No	Operation: No	Operation: No

Topic	Summary and Project Option Comparison	Potential for Significant Effects		
		Project Option 5	Project Option 6	Project Option 11
Population and Human Health	Construction: No likely significant adverse effects during construction. All options would cause agricultural land loss/severance, limited business access disruption, and temporary effects on local communities due to construction and traffic disruption. Project Option 5 has the lowest agricultural impact but significant construction disruption; Project Option 6 has the greatest agricultural impact; and Project Option 11 has intermediate agricultural impacts but includes residential land loss and would be the most disruptive overall during construction.	Construction: No	Construction: No	Construction: No
	Operation: Whilst effects on private property and housing during the operation phase were scoped into assessment, a review of the Project Option Boundaries for all three Project Options shows that no operational impacts are likely to occur and therefore no further assessment was undertaken.	Operation: No	Operation: No	Operation: No
Water Environment	Construction: No significant effects on road drainage and the water environment are expected during construction. There are no proposed new watercourse crossings, no WFD waterbodies within the project boundary or wider study area, and no surface water receptors within the site. Following mitigation, no significant adverse effects on surface water quality are anticipated. There are no known surface water abstractions, discharges or drinking water safeguarded zones, although the potential impacts on unlicensed abstractions and private water supplies are currently unknown and will be assessed further at PCF Stage 2. There is potential interaction with an artificial, straightened drainage channel, but any hydromorphological effects are not expected to be significant due to the modified nature of the watercourse and the application of mitigation measures. Groundwater risks are limited to potential pollution from spills or leaks and dewatering activities during excavation	Construction: No	Construction: No	Construction: No

Topic	Summary and Project Option Comparison	Potential for Significant Effects		
		Project Option 5	Project Option 6	Project Option 11
	works. Subject to suitable temporary drainage measures, no significant flood risk effects are anticipated.			
	Operation: Potential adverse significant effects on groundwater during operation are identified for all three Project Options. For all three Project Options, the principal potential significant effect relates to groundwater, where permanent dewatering associated with cuttings could lead to adverse significant impacts. All other aspects of the road drainage and water environment assessment are broadly consistent across the Project Options. Each Project Option has the potential to affect surface water quality through road runoff, sediment, herbicides and de-icing materials entering receiving watercourses, although the significance of these effects will require further assessment at PCF Stage 2. No significant effects are currently expected for surface water supply or hydromorphology, provided that no new in-channel structures are required. All three Project Options would increase impermeable surface area and runoff rates, but these effects are expected to be managed through drainage design.	Operation: Yes	Operation: Yes	Operation: Yes
Materials and Waste	Construction: No likely significant effects for materials and waste during construction. Use of construction materials would result in depletion of natural resources and potential need to open new sites (like quarries). Project Options might sterilise a certain part of Mineral Safeguarding Areas (MSA), however, not in their entirety. Waste generation from construction activities would result in capacity reduction of waste management facilities (including landfills) in the region.	Construction: No	Construction: No	Construction: No
	Operation: No likely significant effects are expected at this stage	Operation: No	Operation: No	Operation: No

Topic	Summary and Project Option Comparison	Potential for Significant Effects		
		Project Option 5	Project Option 6	Project Option 11
Climate	Construction: No likely significant effects for Climate during construction. Project Option 5 is estimated to result in the lowest construction phase GHG emissions of the three Project Options, and Project Option 6 the highest. Project Option 11 is between the two. GHG emissions for construction will be assessed further during PCF Stage 2 to provide more detailed and complete understanding of GHG emissions and identify opportunities to reduce emissions as design develops. It is assumed that the vulnerability of the Project Option to climate change during construction could be addressed through appropriate construction management practices, and thus is unlikely to represent a significant effect.	Construction: No	Construction: No	Construction: No
	Operation: No likely significant climate effects are predicted during operation. Project Option 6 is expected to generate the highest operation GHG emissions, Project Option 11 the lowest, and Project Option 5 an intermediate level. In all cases, the majority of emissions would arise from road users rather than land use change or maintenance activities. Despite these differences, none of the Project Options is expected to materially affect the UK Government's ability to meet carbon budgets, and therefore no significant effects are anticipated. All Project Options are also considered unlikely to experience significant climate resilience effects, provided that good engineering practice, current design standards and appropriate climate change allowances are applied.	Operation: No	Operation: No	Operation: No

Topic	Summary and Project Option Comparison	Potential for Significant Effects		
		Project Option 5	Project Option 6	Project Option 11
Cumulative Effects	Construction: Likely adverse significant effects due to combined and cumulative effects during construction.	Construction: Yes	Construction: Yes	Construction: Yes
	Operation: Likely adverse significant effects due to combined and cumulative effects during operation.	Operation: Yes	Operation: Yes	Operation: Yes

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 Option 5, Project Option 6 and Project Option 11.
- 6.1.2 All three Project Option designs will be subject to a more detailed environmental assessment, including the assessment of operation 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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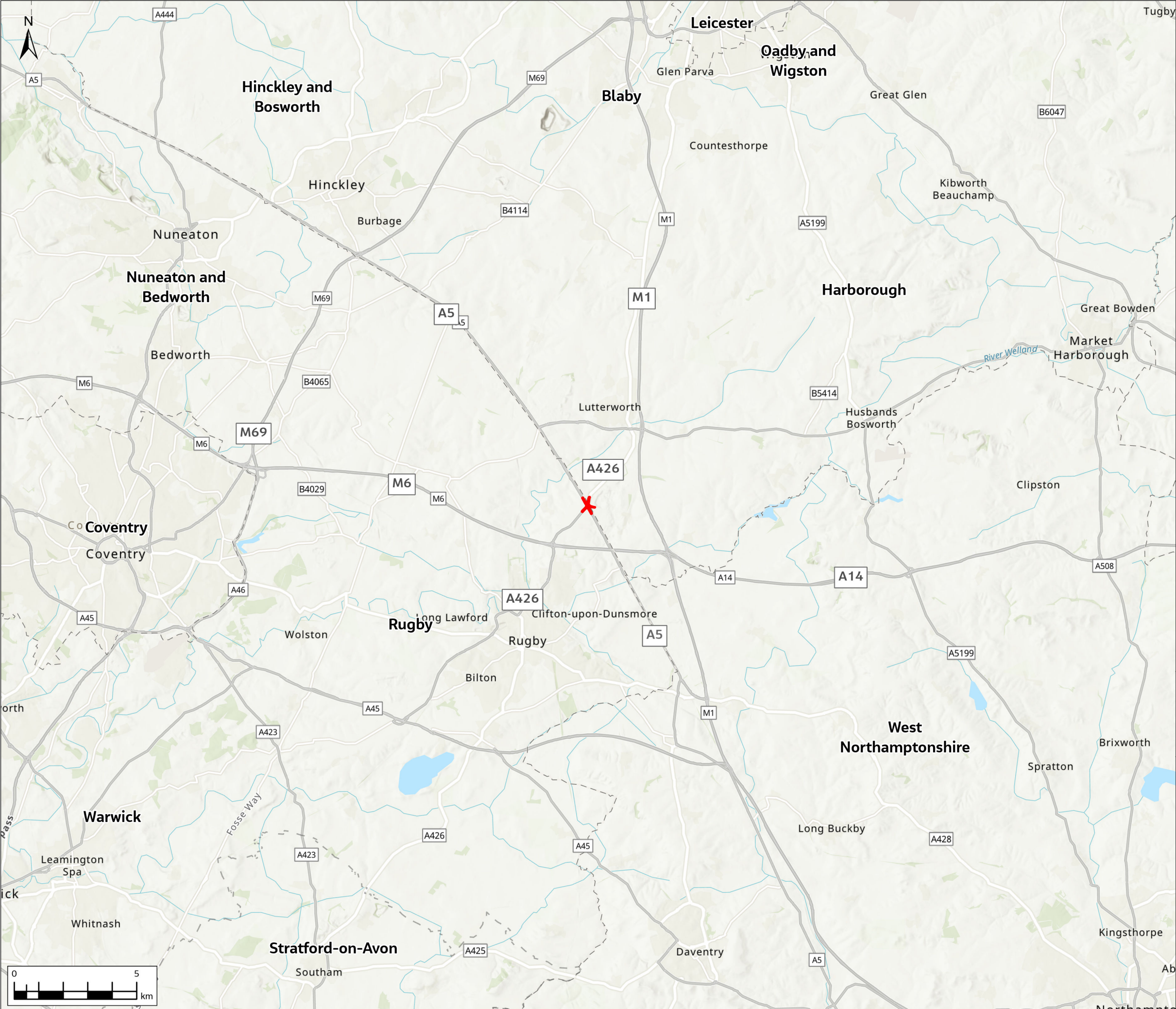
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Appendix A. Figures

NH620218-JAC-EGN-XX-DR-LE-0066 – Figure 1: Project Location

NH620218-JAC-EGN-XX-DR-LE-0067 – Figure 2: Project Overview Short-Listed Scheme Layouts

NH620218-JAC-EGN-XX-DR-LE-0068 – Figure 3: Environmental Constraints Overview



Legend

Project Option 5 Boundary

Local Authority Districts

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PROJECT LOCATION – OPTION 5
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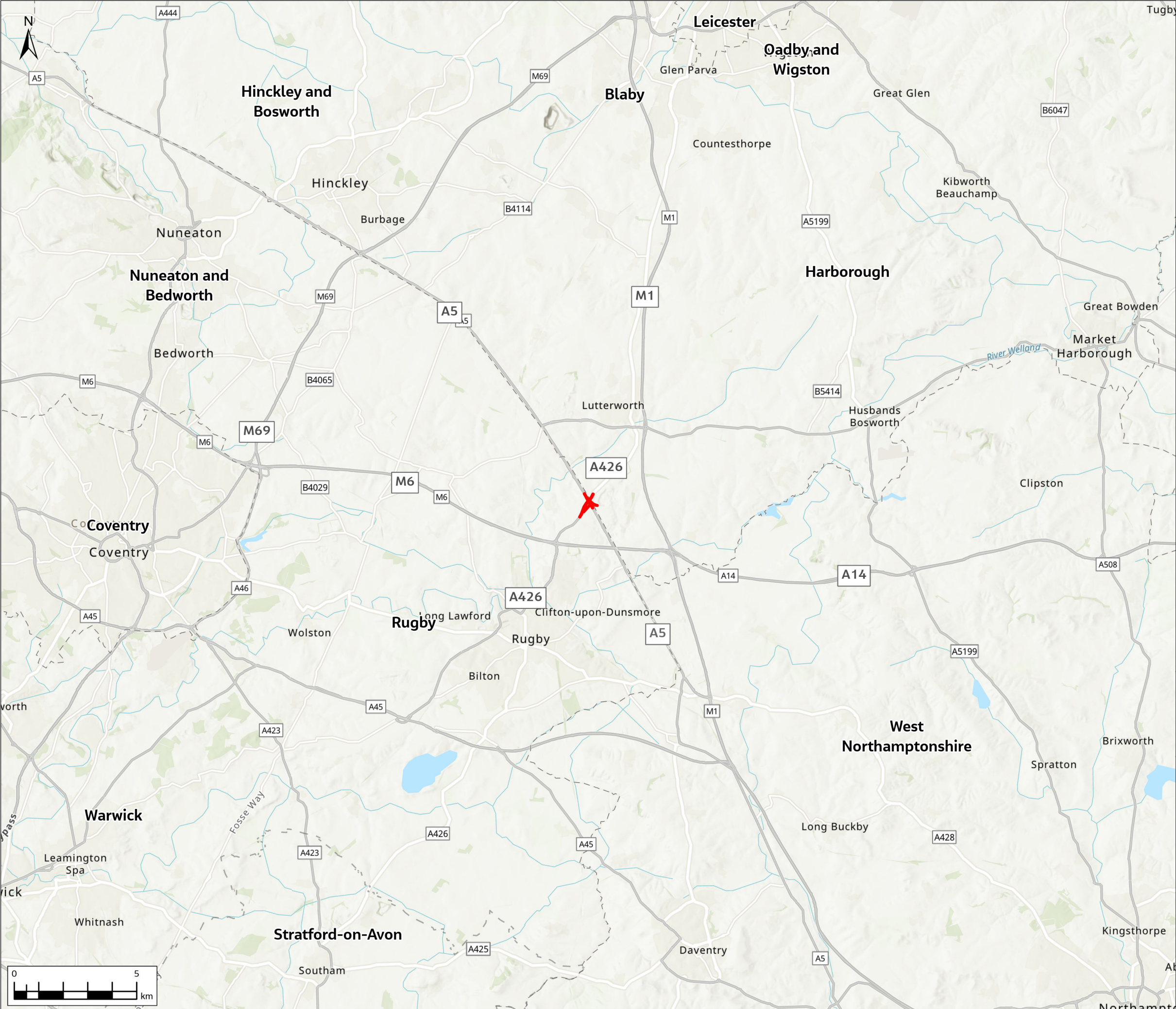
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FIGURE 1

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Project Option 6 Boundary

Local Authority Districts

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PROJECT LOCATION – OPTION 6
SHEET 2 OF 3

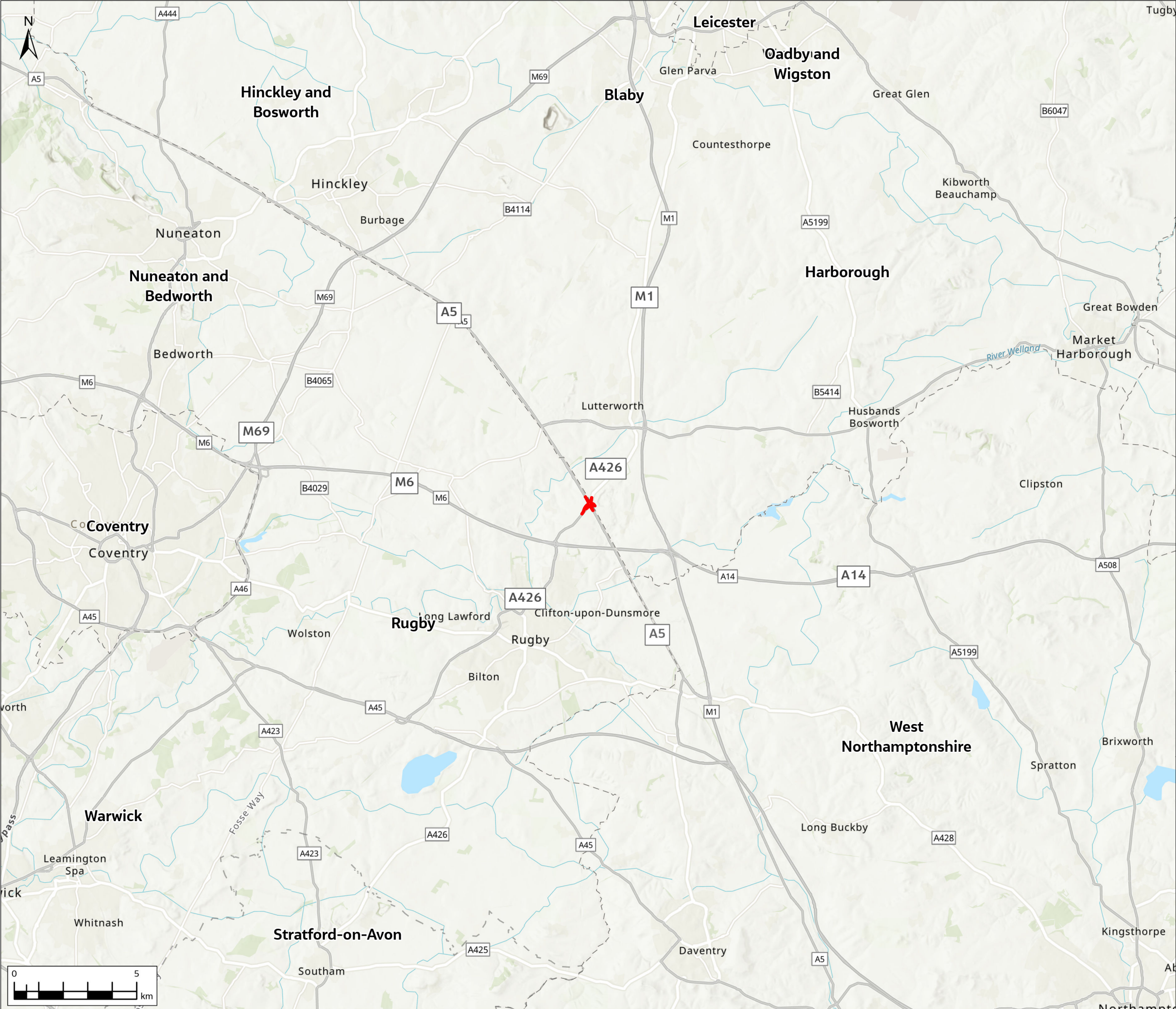
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Legend

Project Option 11 Boundary

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PROJECT LOCATION – OPTION 11
SHEET 3 OF 3

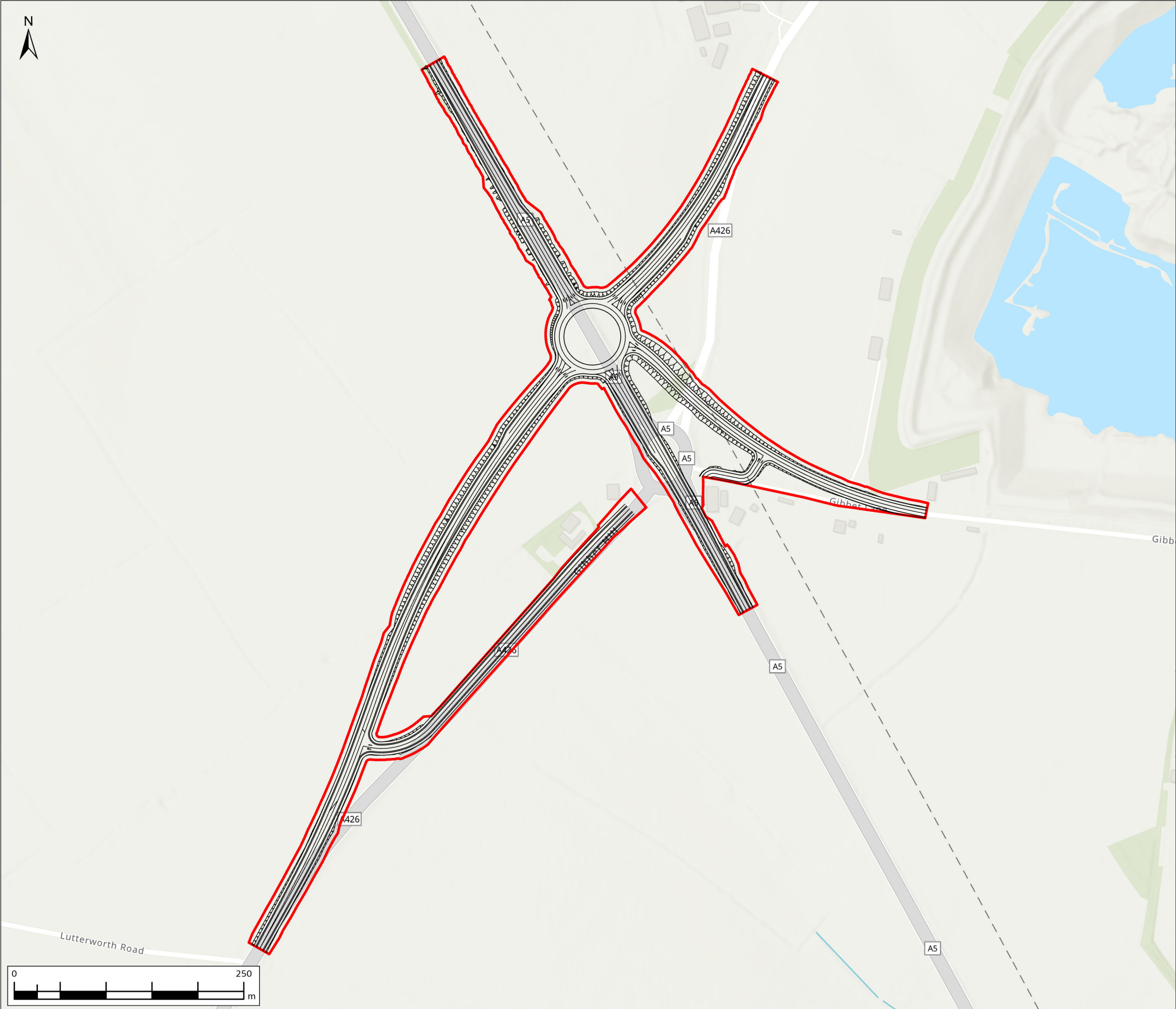
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FIGURE 1



Legend

- Project Option 6
- Project Option 6 Boundary
- Local Authority Districts

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NON-TECHNICAL SUMMARY
PROJECT OVERVIEW
SHORT-LISTED SCHEME LAYOUTS – OPTION 6
SHEET 2 OF 3

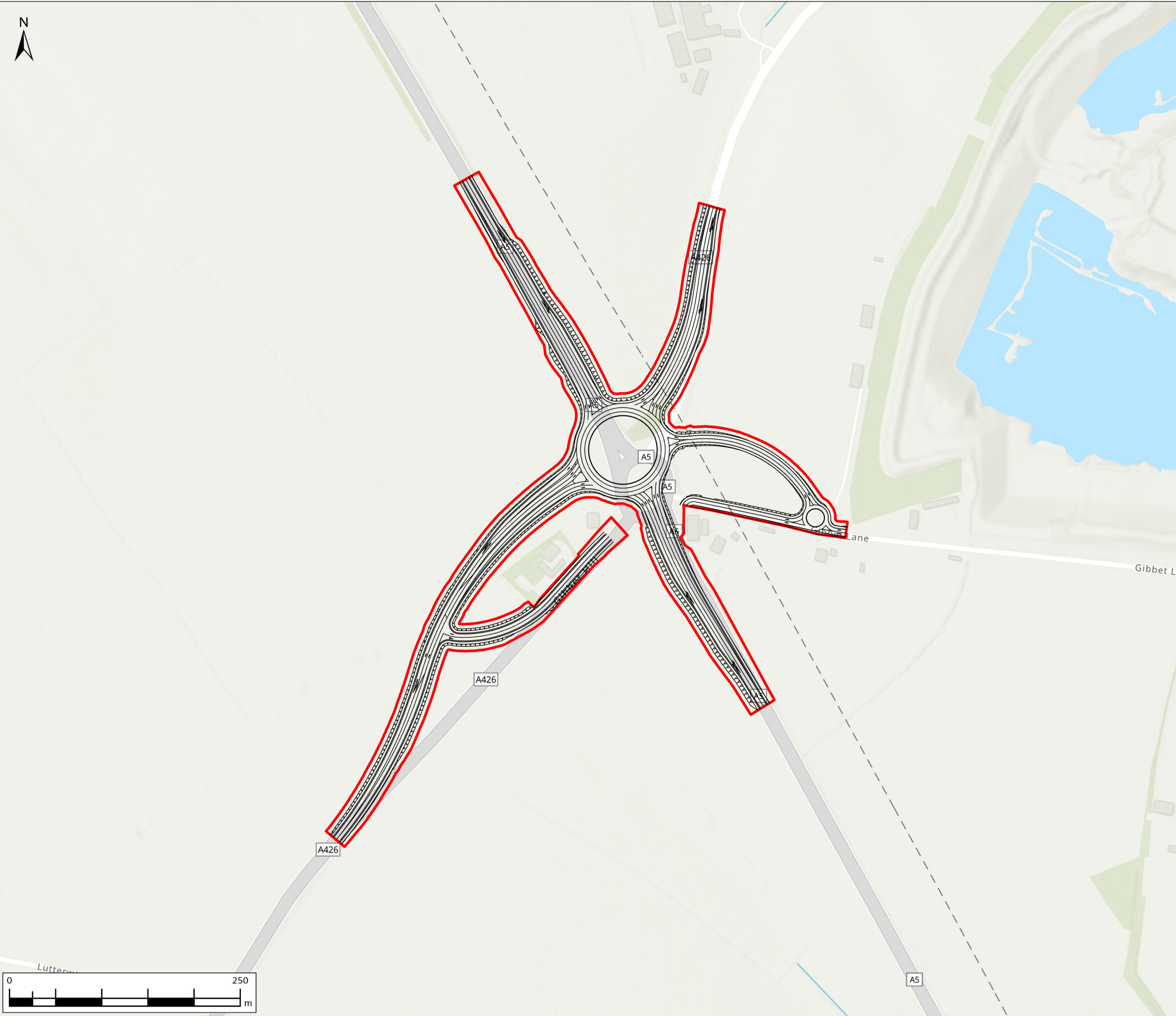
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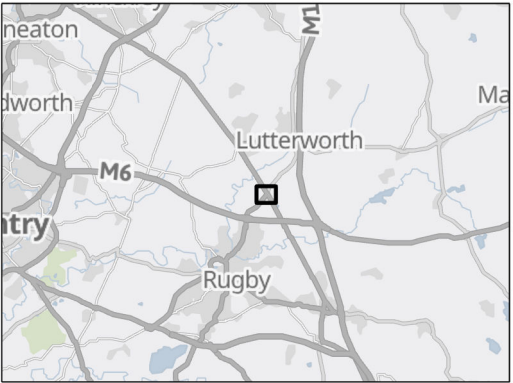
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FIGURE 2



- Legend
- Project Option 11
- Project Option 11 Boundary
- Local Authority Districts



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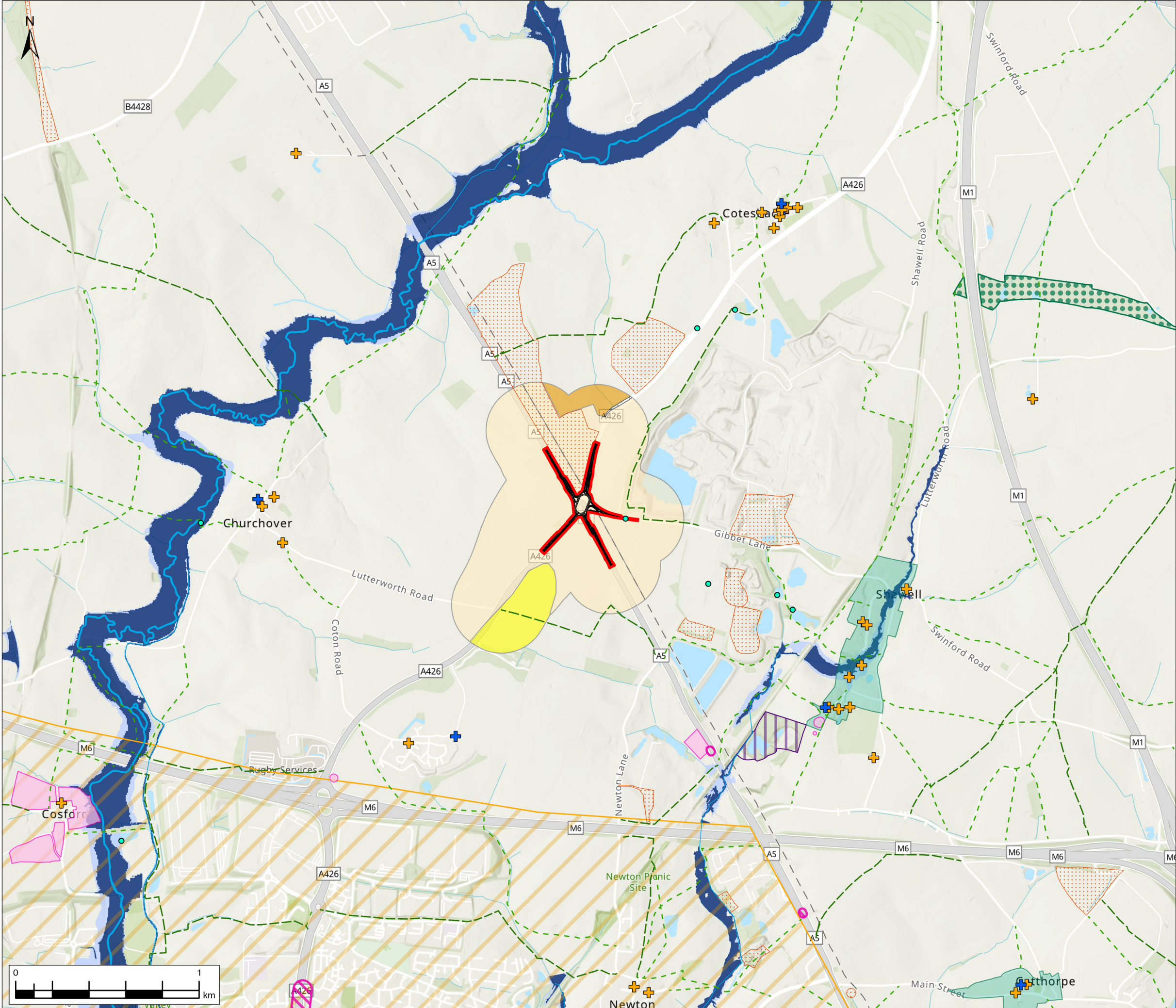
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NON-TECHNICAL SUMMARY
PROJECT OVERVIEW
SHORT-LISTED SCHEME LAYOUTS – OPTION 11
SHEET 3 OF 3

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FIGURE 2



Legend

— Project Option 5

Project Option 5 Boundary

Water Abstraction

Listed Buildings

Grade II*

Grade II

Statutory Main Rivers

Watercourses

Public Rights of Way

Footpath

Bridleway

Air Quality Management Areas (AQMA)

Noise Important Area

Sites of Special Scientific Interests (SSSI)

Ancient Woodland

Conservation Areas

Scheduled Monuments

Historic Landfill Sites

Flood Zone 2

Flood Zone 3

Agricultural Land Classification

Grade 2

Grade 3

Grade 3b

Other

Local Authority Districts

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ENVIRONMENTAL CONSTRAINTS OVERVIEW – OPTION 5
SHEET 1 OF 3

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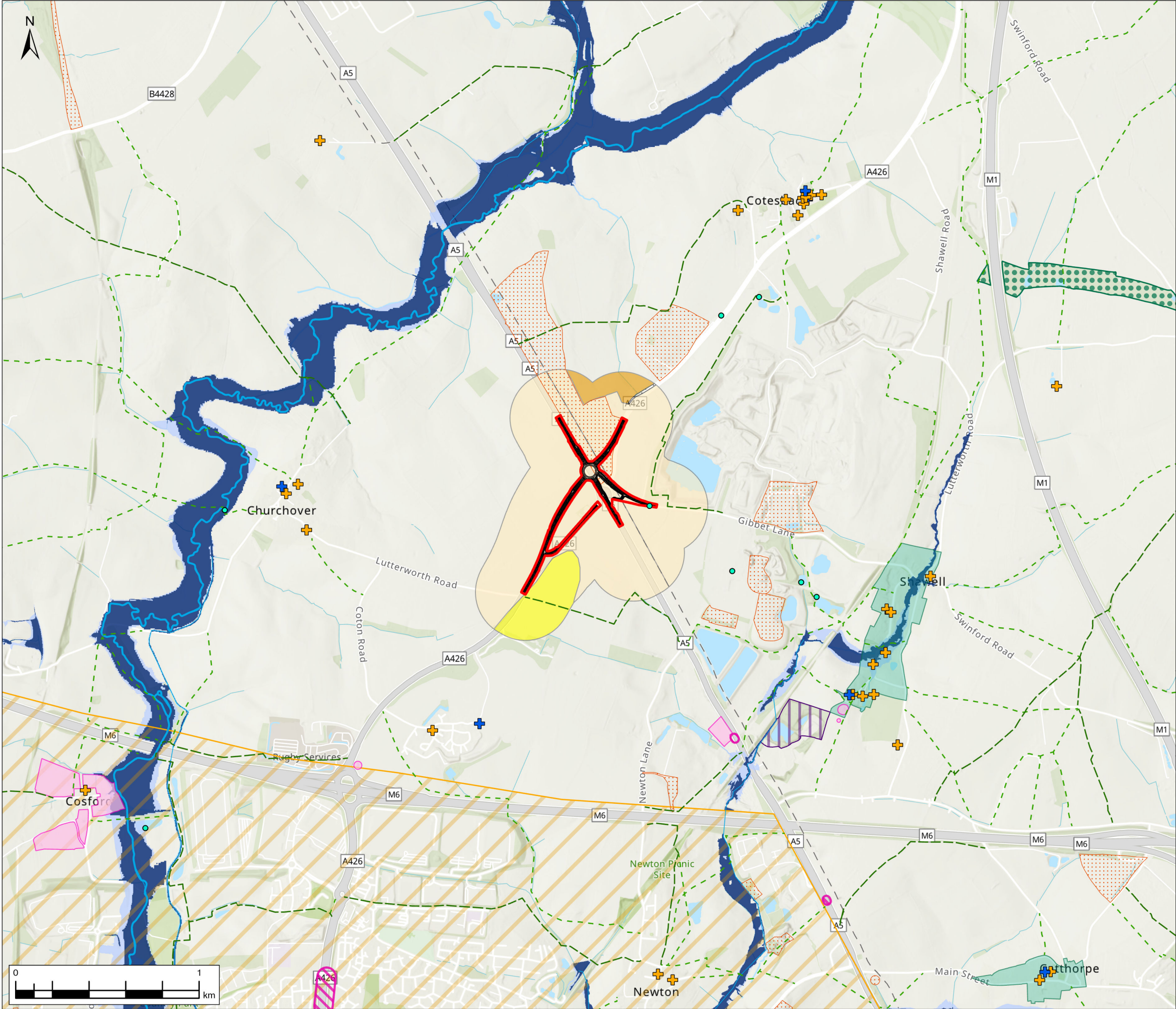
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FIGURE 3



Legend

— Project Option 6

Project Option 6 Boundary

Water Abstraction

Grade II*

Grade II

Statutory Main Rivers

Watercourses

Public Rights of Way

Footpath

Bridleway

Air Quality Management Areas (AQMA)

Noise Important Area

Sites of Special Scientific Interests (SSSI)

Ancient Woodland

Conservation Areas

Scheduled Monuments

Historic Landfill Sites

Flood Zone 2

Flood Zone 3

Agricultural Land Classification

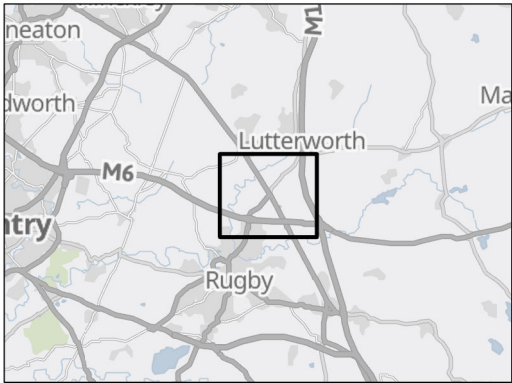
Grade 2

Grade 3

Grade 3b

Other

Local Authority Districts



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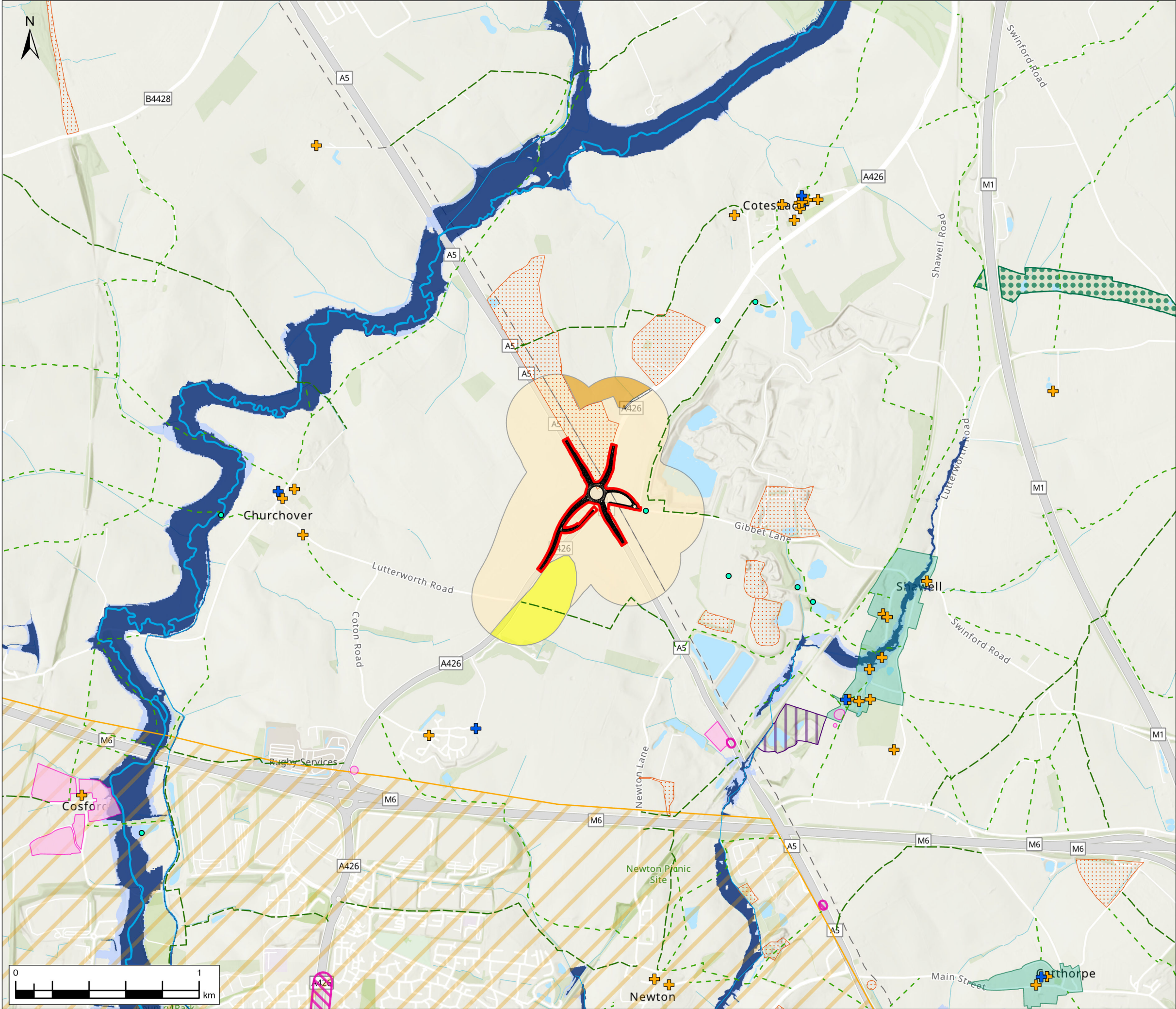
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ENVIRONMENTAL CONSTRAINTS OVERVIEW – OPTION 6
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FIGURE 3



Legend

— Project Option 11

▭ Project Option 11 Boundary

● Water Abstraction

✚ Grade II*

✚ Grade II

— Statutory Main Rivers

— Watercourses

--- Footpath

--- Bridleway

▭ Air Quality Management Areas (AQMA)

▭ Noise Important Area

▭ Sites of Special Scientific Interests (SSSI)

▭ Ancient Woodland

▭ Conservation Areas

▭ Scheduled Monuments

▭ Historic Landfill Sites

▭ Flood Zone 2

▭ Flood Zone 3

Agricultural Land Classification

▭ Grade 2

▭ Grade 3

▭ Grade 3b

▭ Other

▭ Local Authority Districts

Listed Buildings

✚ Grade II*

✚ Grade II

— Statutory Main Rivers

— Watercourses

Public Rights of Way

--- Footpath

--- Bridleway

▭ Air Quality Management Areas (AQMA)

▭ Noise Important Area

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FIGURE 3