Hodgetts Estates

LAND NORTH-EAST OF JUNCTION 10 M42, NORTH WARWICKSHIRE

Environmental Impact Assessment: Addendum to Environmental Statement

NWBC Planning Application Ref: PAP/2021/0663

PINS Appeal Ref: APP/R3705/W/24/3336295

RPT.EIA.ADD.2
MARCH 2024

PUBLIC

Hodgetts Estates

LAND NORTH-EAST OF JUNCTION 10 M42, NORTH WARWICKSHIRE

Environmental Impact Assessment: Addendum to Environmental Statement

PUBLIC

PROJECT NO. 70075293

OUR REF. NO. RPT.EIA.ADD.2

DATE: MARCH 2024

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2
Remarks	Draft	Issued	Issued
Date	07/03/24	08/03/24	28/03/24
Prepared by	JW	JW	JW/RB/CR
Checked by	DH	DH	DH
Authorised by	DH	DH	DH
Project number	70075293	70075293	70075293
Report number	Rpt.EIA.Add.	Rpt.EIA.Add.1	Rpt.EIA.Add.2

CONTENTS

1

OVERVIEW

1 OVERVIEW

1.1 PURPOSE OF THIS ADDENDUM

1.1.1. WSP has prepared this ES Addendum on behalf of Hodgetts Estates (HE) in respect of its development proposals at land north east of Junction 10 of the M42, North Warwickshire.

1.1.2. This Addendum relates to the Environmental Impact Assessment (EIA) undertaken, as reported in the Environmental Statement (ES) submitted to North Warwickshire Borough Council (NWBC) at the outset of planning application ref: PAP/2021/0663, validated on 2 December 2021, and the associated appeal validated on 15 January 2024 (PINS ref: APP/R3705/W/24/3336295).

1.1.3. This Addendum is required for the following reasons:

- An updated Parameters Plan was submitted as part of the application which comprised minor alterations that for completeness should be captured in an ES Addendum;
- A new Transport Assessment, Framework Travel Plan and associated technical transport/highways modelling based upon new survey work, carried out at the request of National Highways, was prepared and submitted as part of the application (as standalone documents), which differ from the versions contained in the ES appendices (ES Volume 3, Appendices 6.1 – 6.3) and the corresponding ES 'Transport, Traffic and Highways' chapter (ES Volume 2, Chapter 6);
- As a result of the traffic surveys and new Transport Assessment prepared during the course of the application determination period, to ensure consistency with the traffic data assessed, the 'Noise and Vibration' and 'Air Quality' chapters (ES Volume 2) and the associated technical appendices (ES Volume 3) and figures (ES Volume 4) should be updated (where appropriate) by way of an ES Addendum;
- Updated ecological surveys of the site have been undertaken, in the interests of robustness and in order to confirm the current position at the site, along with any relevant changes to the habitats or ecological considerations in relation to the previous survey work that formed part of the ES. In addition, the Biodiversity Impact Assessment (ES Volume 3, Appendix 11.2) has been updated in response to consultation responses received from Warwickshire County Council Ecology to take account of revised and agreed Biodiversity Net Gain calculations. For completeness, both of these documents should be captured in an ES Addendum;

1.1.4. The submission of an ES Addendum in the context of the aforementioned appeal does not constitute 'New Evidence' (as referred to in the PINS Procedural Guidance[1]), on the following grounds:

- The ES Addendum is in direct response to matters arising during the application process; and

[1] PINS Procedural Guide: Planning Appeals – England (Updated 11 January 2024) https://www.gov.uk/government/publications/planning-appeals-procedural-guide/procedural-guide-planning-appeals-england#inquiries

- The ES and associated assessments are focused on the impacts of the proposal as submitted to NWBC on 6 December 2021. The proposal (now the subject of this appeal) remains the same scheme that was considered by the LPA and by interested parties at the application stage.

1.1.5. For the avoidance of doubt, a full schedule of the reports, appendices and figures that the submitted ES comprises is contained at **Enclosure 1**. The following documents/parts of the ES to be updated or superseded entirely by this Addendum and its enclosures are listed below:

- Volume 2 (Main Report):
  - Chapter 6 (Transport, Traffic and Highways)
- Volume 3 (Appendices):
  - Appendix 6.1 (Transport, Traffic and Highways) – Transport Assessment
  - Appendix 6.2 (Transport, Traffic and Highways) – Framework Travel Plan
  - Appendix 6.3 (Transport, Traffic and Highways) – Traffic Link Flows Summaries
  - Appendix 11.2 (Nature Conservation and Biodiversity) – Biodiversity Impact Assessment
- Volume 4 (Figures):
  - Figure 3.1 (Description of the Proposed Development) – Parameters Plan

1.1.6. The reasons for the replacement Transport, Traffic and Highways documents and the amendments to the other documents listed above are explained further below:

AMENDMENTS TO PARAMETERS PLAN

1.1.7. An updated Parameters Plan was submitted as part of the application which comprised minor alterations that for completeness should be captured in an ES Addendum.

1.1.8. The minor alteration relates to the extent of land required for access (within the red line boundary). The minor alteration in land required had arisen from technical design discussions with National Highways.

1.1.9. The plan key in the Parameters Plan was also amended to clarify that the green shaded areas on the Parameters Plan (denoting areas for green infrastructure) also includes (in outline form only at this stage) the potential for on-site connectivity enhancements (including the diversion of the bridleway, footway/cycleways beside the site access road, an off-line shared cycleway, and linkages to the existing footpaths/bridleway). As such, to ensure consistency with the development parameters stated within the planning application documents, the annotation now reads: "*Zone for green infrastructure to include open space, planting, landscaping, site road, on-site connectivity enhancements & SuDS*" (amendments in red). Please refer to the revised Parameters Plan (ref: 00075 Rev P18) contained at **Enclosure 2** of this Addendum which supersedes the version contained at ES Volume 4: Figure 3.1.

AMENDMENTS TO TECHNICAL ASSESSMENT WORK

1.1.10. ES Volume 2, Chapter 6, and all appendices and figures associated with the Transport, Traffic and Highways ES Topic Area forming part of the ES are superseded in full by new information prepared by Tetra Tech. This replacement package of documents is located as follows in this ES Addendum:

- **Enclosure 3** – contains the replacement chapter for ES Volume 2, Chapter 6;
- **Enclosure 4** – contains the replacement appendices associated with ES Volume 2, Chapter 6;

1.1.11. For the avoidance of doubt, there are no separate 'figures' associated with the replacement chapter for ES Volume 2, Chapter 6 as any relevant figures are included within the appendices.

1.1.12. As indicated above, as a result of the traffic surveys and new Transport Assessment prepared during the course of the application determination period, to ensure consistency with the traffic data assessed, addendum assessments to the 'Noise and Vibration' and 'Air Quality' chapters (ES Volume 2) and the associated technical appendices (ES Volume 3) and figures (ES Volume 4) are provided in **Table 2-1** in the next chapter of this Addendum.

1.1.13. Updated ecological surveys of the site have been undertaken in order to confirm the current position at the site, along with any relevant changes to the habitats or ecological considerations in relation to the previous survey work that formed part of the ES. An Ecological Addendum (Update Ecological Survey Results) contained at **Enclosure 5** sets out the results of the updated ecological survey work undertaken and therefore provides an addendum to the previously submitted ecological assessment work associated with the ES and the corresponding 'Nature Conservation and Biodiversity' chapter (ES Volume 2, Chapter 11) and associated appendices.

1.1.14. In addition, an updated Biodiversity Impact Assessment is provided at **Enclosure 6** of this Addendum and supersedes the version contained at Appendix 11.2 of ES Volume 3. It has been updated to reflect minor alterations to the Biodiversity Net Gain calculations following consultation with WCC Ecology.

1.2 APPROACH TO EIA ADDENDUM

1.2.1. As demonstrated in this Addendum, the majority of the ES submitted in December 2021, including its supporting figures and appendices remain unchanged and therefore these parts of the ES and the conclusions reached remain valid. This Addendum should therefore be read in conjunction with the ES submitted in December 2021.

1.2.2. For consistency and robustness, the full EIA consultant team have undertaken a review of the minor alterations to the Parameters Plan.

1.2.3. All replacement documents specified are contained as enclosures to this Addendum.

1.2.4. Chapter 2 of this Addendum provides a summary of the status of the ES submitted in December 2021 as a result of the aforementioned amendments and clearly sets out where any parts of the ES are to be considered superseded/replaced and/or supplemented by updated information.

1.2.5. Chapter 3 provides the conclusions on the implications of the amendments and replacement/supplementary documents in the context of the overall ES.

2

STATUS OF ENVIRONMENTAL STATEMENT (DATED DECEMBER 2021)

2 STATUS OF ENVIRONMENTAL STATEMENT (DATED DECEMBER 2021)

2.1.1. **Table 2-1** below summarises the status of all ES chapters/topic areas in the context of this ES Addendum:

Table 2-1 – Status of ES chapters/topic areas

ES Topic Area (Author)	Implications of Amendments
Transport, Traffic and Highways (Tetra Tech)	ES Volume 2, Chapter 6, and all appendices and figures associated with the Transport, Traffic and Highways ES Topic Area forming part of the ES are superseded in full by new information prepared by Tetra Tech. This replacement package of documents is located as follows in this ES Addendum: ▪ **Enclosure 3** – contains the replacement chapter for ES Volume 2, Chapter 6; ▪ **Enclosure 4** – contains the replacement appendices associated with ES Volume 2, Chapter 6; For the avoidance of doubt, there are no separate 'figures' associated with the replacement chapter for ES Volume 2, Chapter 6 as any relevant figures are included within the appendices. These documents replace and supersede Chapter 6 of ES Volume 2 and all Appendices and Figures relevant to Chapter 6 prepared by Bancroft Consulting. The replacement assessment work concludes that the Proposed Development meets the sustainable objectives of NPPF, and its residual traffic impacts are not severe. Therefore, on those bases, there is no justifiable transportation reason why planning consent should be withheld.
Noise (WSP)	A review of revised traffic data provided by Tetra Tech has been undertaken by the noise consultant to determine the change in noise levels. Analysis of the traffic data has been completed to determine the noise level changes that occur due to the introduction of the Proposed Development. For noise, the Tetra Tech traffic engineers have provided Annual Average Weekday Traffic (AAWT) 18-hour data for the road network surrounding the Proposed Development, including traffic flows, percentage of heavy vehicles and average speeds. Basic noise levels (BNLs) have been calculated using the traffic flow, speed and heavy vehicle percentage, as set out the *Calculation of Road Traffic Noise Memorandum* (CRTN). In the short-term (do-something opening year compared against do-minimum opening year) the noise level change is predicted to be less than 1 dB on 32 out of 36 road links. In the Design Manual for Roads and Bridges (DMRB) LA 111 *Noise and vibration* (LA 111), a magnitude of change less than 1 dB in the short-term is classified as ***negligible*** and is **not significant**. In the short-term, the noise level change is predicted to decrease by between -2.3 dB and -2.5 dB for the remaining 4 of 36 road links. The reason for these noise reductions is because in the do-something scenario the traffic speed on these road links drops from approximately 70 mph to 50 mph. In LA 111, this magnitude of change in the short-term is classified as ***minor***. In line with the LA 111 initial assessment of operational noise significance, the magnitude of change is not significant. Supporting context is that noise level reductions are predicted, which would be a beneficial impact, but there are no sensitive receptors adjacent to these road links. The effect remains **not significant**.

ES Topic Area (Author)	Implications of Amendments
	In the long-term (do-something future year compared against do-minimum opening year) the noise level change is predicted to be less than 3 dB on all 36 road links. In LA 111, a magnitude of change less than 3 dB in the long-term is classified as ***negligible*** and is **not significant**. For the avoidance of doubt, there is also no change as a result of the minor alterations to the Parameters Plan. ES Chapter 7, Appendix 7.1 – 7.7 and Figures 7.1 – 7.3 of ES December 2021 remain valid.
Air Quality (WSP)	An update to the Air Quality Assessment utilising the revised traffic data provided by Tetra Tech has been undertaken and it can be confirmed that there are no changes to the conclusions reached in the ES submitted in December 2021. The methodology was consistent with the previous assessment. There are **no significant effects** at modelled receptors in the study area. In the opening year (2026), the maximum concentrations in the 'Do Something' scenario are predicted to be 28.3 µg/m^3 for NO_2 at proposed receptor 3 (located east of the M42 on the Site); 19.6 µg/m^3 for PM_{10} at proposed receptor 2 (located northeast of the Tamworth Interchange); and 11.9 µg/m^3 for $PM_{2.5}$ at proposed receptor 3 (located east of the M42). The maximum concentrations for NO_2, PM_{10} and $PM_{2.5}$ at existing receptors are 24.7 µg/m^3, 19.5 µg/m^3 and 11.5 µg/m^3, respectively, at receptor number 4 (located on Watling Street). The largest change in NO_2 concentrations is predicted at proposed receptor 1 (located north of Watling Street) with an increase of 1.6 µg/m^3. When looking solely at existing receptors, the largest increase is 0.4 µg/m^3 at receptor 1 (located on Pennine Way). In the design year (2041), the maximum concentrations in the 'Do Something' scenario are predicted to be 14.1 µg/m^3 for NO_2 at proposed receptor 3 (located east of the M42 on the Site); 19.8 µg/m^3 for PM_{10} at receptor 4 (located on Watling Street) and 11.9 µg/m^3 for $PM_{2.5}$ at proposed receptor 3 (located east of the M42). The maximum concentrations for existing receptors for NO_2, PM_{10} and $PM_{2.5}$ are 12.5 µg/m^3, 19.8 µg/m^3 and 11.6 µg/m^3, respectively, at receptor number 4 (located on Watling Street). The largest change in NO_2 concentrations is predicted at proposed receptor 1 (located north of Watling Street) with an increase of 0.6 µg/m^3. When looking solely at existing receptors, this increase reduces to 0.2 µg/m^3 at receptor 12 (located on Watling Street, south of Spon Lane). The air quality impacts on all modelled human receptors are predicted to be ***negligible*** for NO_2, PM_{10} and $PM_{2.5}$. At all modelled ecological receptors, **no significant change** is predicted for NO_x or nitrogen deposition as a result of the development. The conclusions of the ES Chapter 8, Appendices 8.1 – 8.5 and Figures 8.1 – 8.4 of ES December 2021 remain valid for all results related to human and ecological receptors.
Land and Soil (Kernon Countryside Consultants)	No change as a result of the minor alterations to the Parameters Plan. ES Chapter 9 and Appendix 9.1 from ES December 2021 remain valid.
Landscape and Visual (SLR)	No change as a result of the minor alterations to the Parameters Plan. ES Chapter 10, Appendix 10.1 – 10.2 (as updated and submitted to NWBC on 15/02/22) and Appendix 10.3 from ES December 2021 remain valid.

ES Topic Area (Author)	Implications of Amendments
Nature Conservation and Biodiversity (Aspect Ecology)	Updated ecological surveys of the site have been undertaken in order to confirm the current position at the site, along with any relevant changes to the habitats or ecological considerations in relation to the previous survey work that formed part of the ES. An Ecological Addendum (Update Ecological Survey Results) contained at **Enclosure 5** sets out the results of the updated ecological survey work undertaken and therefore provides an addendum to the previously submitted ecological assessment work associated with the ES and the corresponding 'Nature Conservation and Biodiversity' chapter (ES Volume 2, Chapter 11) and associated appendices. The update survey work undertaken during March 2024 has confirmed that the position in regard to habitats and protected species at the site remains in line with the previously reported position. Accordingly, on the basis of the update survey work, the proposed mitigation measures and associated considerations are considered to remain appropriate and unchanged in respect of the Proposed Development and the overall conclusions of the previously submitted information within the ES remain unchanged in regard to ecology. In addition, an updated Biodiversity Impact Assessment (BIA) is contained at **Enclosure 6** of this Addendum and replaces the version contained at Appendix 11.2 of ES Volume 3 (Biodiversity Impact Assessment). The updated BIA provides a revision to the Biodiversity Net Gain calculations, and the pre- and post-development habitat plans, contained within the Biodiversity Impact Assessment (BIA) following consultation with Warwickshire County Council Ecology. For the avoidance of doubt, there is also no change as a result of the minor alterations to the Parameters Plan. No change to the conclusions in Chapter 11 of ES Volume 2 as a result of the updated ecological survey work and updated BIA. No change to Appendix 11.1 or Appendix 11.3 of ES Volume 3 – these remain valid.
Flooding and Drainage (Burrows Graham)	No change as a result of the minor alterations to the Parameters Plan. ES Chapter 12 and Appendix 12.1 from ES December 2021 remain valid.
Socio-economics (WSP)	No change as a result of the minor alterations to the Parameters Plan. ES Chapter 13 and Appendix 13.1 from ES December 2021 remain valid.
Cultural Heritage and Archaeology (WSP)	No change as a result of the minor alterations to the Parameters Plan. ES Chapter 14, Appendices 14.1 – 14.3 and Figures 14.1 – 14.13 from ES December 2021 remain valid.

3

CONCLUSION

3 CONCLUSION

3.1.1. The full ES consultant team has reviewed the implications of the minor alterations to the Parameters Plan and concluded that overall there are no material changes to the conclusions reached in the ES submitted in December 2021.

3.1.2. The replacement assessment work concludes that the Proposed Development meets the sustainable objectives of NPPF, and its residual traffic impacts are not severe. Therefore, on those bases, there is no justifiable transportation reason why planning consent should be withheld.

3.1.3. Furthermore, the noise and air quality consultants have reviewed the replacement Highways, Traffic and Transport assessment work and conclude that there are no changes to the conclusions reached in terms of noise and air quality in the ES submitted in December 2021.

3.1.4. Updated ecological surveys of the site have been undertaken in order to confirm the current position at the site, along with any relevant changes to the habitats or ecological considerations in relation to the previous survey work that formed part of the ES. The Ecological Addendum concludes that the proposed mitigation measures and associated considerations are considered to remain appropriate and unchanged in respect of the Proposed Development and the overall conclusions of the previously submitted information within the ES remain unchanged in regard to ecology.

3.1.5. This Addendum also provides an updated Appendix 11.2 of ES Volume 3 (Biodiversity Impact Assessment) to provide an update to the Biodiversity Net Gain calculations, and the pre- and post-development habitat plans contained within the BIA following consultation with Warwickshire County Council Ecology during the application determination period.

3.1.6. Overall, when read in conjunction with this Addendum, it has been clearly evidenced that there are no material changes to the conclusions of the ES submitted in December 2021 as part of application ref: PAP/2021/0663.

Enclosure 1

ENVIRONMENTAL STATEMENT (DATED DECEMBER 2021) - SCHEDULE OF DOCUMENTS

ENVIRONMENTAL STATEMENT (DATED DECEMBER 2021) - SCHEDULE OF DOCUMENTS

- **Volume 1 (Non-Technical Summary) – ref: rpt.ES.Vol1.NTS.1**
- **Volume 2 (Main Report) – ref: rpt.ES.Vol2.JW.2**
- **Volume 3 (Appendices):**
  - Appendix 1.1 (Introduction) – EIA Scoping Report
  - Appendix 1.2 (Introduction) – NWBC ES Scoping Opinion
  - Appendix 1.3 (Introduction) – ES Scoping Responses
  - Appendix 6.1 (Transport, Traffic and Highways) – Transport Assessment (*superseded*)
  - Appendix 6.2 (Transport, Traffic and Highways) – Framework Travel Plan (*superseded*)
  - Appendix 6.3 (Transport, Traffic and Highways) – Traffic Link Flows Summaries (*superseded*)
  - Appendix 7.1 (Noise) – Glossary of Acoustic Terminology
  - Appendix 7.2 (Noise) – Legislation, Policy and Guidance
  - Appendix 7.3 (Noise) – Noise Survey
  - Appendix 7.4 (Noise) – Construction Noise and Vibration Assessment
  - Appendix 7.5 (Noise) – Noise Model Parameters
  - Appendix 7.6 (Noise) – Industrial / Commercial Noise Assessment
  - Appendix 7.7 (Noise) – Development Generated Traffic Noise Assessment (*to be read alongside this Addendum*)
  - Appendix 8.1 (Air Quality) – Glossary of Terms and Acronyms
  - Appendix 8.2 (Air Quality) – Legislation, Policy and Guidance
  - Appendix 8.3 (Air Quality) – Construction Phase Assessment
  - Appendix 8.4 (Air Quality) – Operational Phase Assessment (*to be read alongside this Addendum*)
  - Appendix 8.5 (Air Quality) – Schedule of Dispersion Model Results
  - Appendix 9.1 (Land and Soils) – Agricultural Land Classification and Circumstances
  - Appendix 10.1 (Landscape and Visual) – LVIA Appraisal Plans (*as updated and submitted to NWBC on 15/02/22*)
  - Appendix 10.2 (Landscape and Visual) – LVIA Methodology and Tables (*as updated and submitted to NWBC on 15/02/22*)
  - Appendix 10.3 (Landscape and Visual) – Photomontages

- Appendix 11.1 (Nature Conservation and Biodiversity) – Ecological Baseline Report (*to be read alongside the Ecological Addendum at **Enclosure 6**)*
- Appendix 11.2 (Nature Conservation and Biodiversity) – Biodiversity Impact Assessment (*superseded*)
- Appendix 11.3 (Nature Conservation and Biodiversity) – Wintering Bird Surveys
- Appendix 12.1 (Flooding and Drainage) – Flood Risk Assessment and Drainage Strategy
- Appendix 13.1 (Socio-economics) – Socio-economic Baseline
- Appendix 14.1 (Cultural Heritage and Archaeology) – Historic Environment Desk-Based Assessment
- Appendix 14.2a (Cultural Heritage and Archaeology) – Geophysical Survey Report
- Appendix 14.2b (Cultural Heritage and Archaeology) – Written Scheme of Investigation for Geophysical Survey
- Appendix 14.3 (Cultural Heritage and Archaeology) – Written Scheme of Investigation for Trial Trenching

- **Volume 4 (Figures):**
  - Figure 1.1 (Introduction) – EIA Site Location Plan
  - Figure 3.1 (Description of the Proposed Development) – Parameters Plan (*superseded*)
  - Figure 7.1 (Noise) – Noise Measurement Locations and Sensitive Receptors
  - Figure 7.2 (Noise) – Noise Contours (Ambient Goods Operation)
  - Figure 7.3 (Noise) – Noise Contours (Partial Chilled Goods Operation)
  - Figure 8.1 (Air Quality) – Site Location Plan
  - Figure 8.1 (Air Quality) – Monitoring Location Plan
  - Figure 8.1 (Air Quality) – Modelled Ecological Receptors
  - Figure 8.1 (Air Quality) – Modelled Human Receptors
  - Figure 14.1 (Cultural Heritage and Archaeology) – Site Location
  - Figure 14.2 (Cultural Heritage and Archaeology) – Historic Environment Features Map
  - Figure 14.3 (Cultural Heritage and Archaeology) – Geology
  - Figure 14.4 (Cultural Heritage and Archaeology) – Ordnance Survey 1st Edition Map 1883-1885
  - Figure 14.5 (Cultural Heritage and Archaeology) – Ordnance Survey 2nd Edition Map of 1901
  - Figure 14.6 (Cultural Heritage and Archaeology) – Ordnance Survey Map of 1965-1967
  - Figure 14.7 (Cultural Heritage and Archaeology) – Ordnance Survey Map of 1988-1989
  - Figure 14.8 (Cultural Heritage and Archaeology) – General View Looking South East Towards A5 and Former Birchmoor Colliery Spoil Heap from the Western Site Boundary

- Figure 14.9 (Cultural Heritage and Archaeology) – General View Looking North to the Village of Birchmoor from Eastern Site Boundary
- Figure 14.10 (Cultural Heritage and Archaeology) – General View Looking North East Along the Trackway Linking Birchmoor to the North with the A5 to the South
- Figure 14.11 (Cultural Heritage and Archaeology) – General View Looking South towards the A5 along the Trackway Linking Birchmoor to the North with the A5
- Figure 14.12 (Cultural Heritage and Archaeology) – General View Looking South towards the A5 across the Eastern Field
- Figure 14.13 (Cultural Heritage and Archaeology) – General View Looking North West towards the M42 from the Trackway Linking Birchmoor with the A5

Enclosure 2

ES VOLUME 4, FIGURE 3.1 - PARAMETERS PLAN – REPLACEMENT FIGURE

Enclosure 3

ES VOLUME 2, CHAPTER 6 (HIGHWAYS, TRAFFIC AND TRANSPORT) – REPLACEMENT CHAPTER

6 ES VOLUME 2, CHAPTER 6 - HIGHWAYS, TRAFFIC AND TRANSPORT – REPLACEMENT CHAPTER

6.1 INTRODUCTION

6.1.1. This chapter of the Environmental Statement (ES) has been prepared by Tetra Tech (TT) on behalf of Hodgetts Estates. It has been produced to support an Environmental Impact Assessment ('EIA') for the development of the application site for a major development consisting of up to 100,000sqm of employment uses and a 150-space lorry park with 400sqm amenity block, located off the A5 Watling Street, north-east of the M42 Junction 10 (M42 Jn10) interchange, in North Warwickshire.

6.1.2. This chapter is supported by the following appendices that are used as the basis for this ES transport chapter:

- **Appendix 6.1**: Transport Assessment Addendum.
- **Appendix 6.2**: Revised Transport Assessment.
- **Appendix 6.3**: Revised Framework Travel Plan (TP).
- **Appendix 6.4**: Vision Based Travel Plan.
- **Appendix 6.5**: Public Transport Strategy (PTS).
- **Appendix 6.6** Plan of Committed Developments and Local Plan Allocations.

6.1.3. This chapter supersedes the assessment in the December 2021 ES Transport chapter (ES Volume 2, Chapter 6), prepared by Bancroft Consulting. In particular it presents the results of additional modelling that has been undertaken following requests from National Highways (NH), Warwickshire County Council (WCC) and Staffordshire County Council (SCC) and considers the need for additional mitigation.

6.1.4. This ES Chapter has been produced with due regard to the 2017 EIA regulations (as amended).

6.1.5. The baseline situation is considered before the potential environmental effects of the proposed development upon the current uses are identified, during the construction and operational phases, taking into account any cumulative effects. Mitigation measures to reduce any negative environmental effects are identified as appropriate, before the residual environmental effects are assessed.

6.1.6. As noted above, the assessment adopts a standard methodology that takes into account cumulative effects of the Proposed Development and the wider schemes that are discussed further in this chapter. The effects of committed developments on the Proposed Development have also been considered within this chapter.

6.1.7. This chapter describes: the policy context; the assessment methodology; the baseline conditions at the proposed development and surrounding networks; the potential significant environmental effects (taking account of embedded mitigation); the mitigation measures required to prevent, reduce or offset any significant adverse effects; and the likely residual effects after these measures have been implemented.

ABOUT THE AUTHOR

6.1.8. This chapter has been prepared by David Groves and Dr Nick Bunn (MCHIT and CMILT) of TT, both of whom have a wealth of experience in preparing ES transport chapters and transport assessments to support planning applications.

6.2 POLICY CONTEXT

6.2.1. This chapter provides a brief review of the main policy documents that have supported the ES.

NORTH WARWICKSHIRE BOROUGH COUNCIL LOCAL PLAN (ADOPTED SEPTEMBER 2021)

6.2.2. Chapter 5 of the North Warwickshire Borough Council (NWBC) Local Plan sets out the following objectives for the Local Plan, which relate to the Proposed Development.

- To secure a sustainable pattern of development reflecting the rural character of the Borough.
- To develop and grow the local economy for the benefit of local residents.
- To deliver high quality developments based on sustainable and inclusive designs.
- To protect and enhance the quality of the natural environment and conserve and enhance the historic environment across the Borough.
- To establish and maintain a network of accessible good quality Green Infrastructure, open spaces, sports and recreational facilities.

6.2.3. The Local Plan includes a number of key policies, which relate to the Proposed Development.

6.2.4. Policy LP26 (Strategic Road) Improvements A5 sets out below that:

"A study has been undertaken in respect of the future of the A5 Trunk Road and the outcome of this will become a material planning consideration in respect of future development proposals that might impact on the A5.

The Council will work alongside the appropriate Agencies to develop the A5 Strategy and options and funding opportunities for its dualling.

Land to the north of Grendon through Site RH1 will be protected from any development to ensure the dualling of the A5 can take place. If RH1 is brought forward for development no part will prejudice the implementation of the future dualling of this route.

When the dualling of the A5 trunk road has been implemented the existing Watling Street will be downgraded, wherever possible, and walking, including the provision of pedestrian crossings, and cycling routes will be actively encouraged and promoted."

6.2.5. Policy LP27 (Walking and Cycling) sets out the following:

"All developments should consider what improvements can be made to encourage safe and fully accessible walking and cycling."

6.2.6. Policy LP34 (Parking) sets out the following policy requirements for electrical vehicle charging points and lorry parking:

"Electric charging points will be provided as part of all relevant developments to an agreed specification and location dependent on the scheme proposed and applicable technical guidance. On commercial sites there will be employee and visitor rapid charging points."

"Proposals which reduce lorry parking (either informal or formal parking areas) should be accompanied by evidence to support its loss and explore opportunities for alternative provision. In recognition of the Borough's strategic location and demand for lorry parking, the Council will give weight to lorry parking provision and facilities, and opportunities for alternative provision and for improved management in decision-taking."

A NEW LOCAL TRANSPORT PLAN FOR WARWICKSHIRE LTP 4

6.2.7. Local Transport Plan 4 (LTP 4) was adopted by Warwickshire County Council in July 2023.

6.2.8. LTP 4 sets the following key policies for the County:

- KP1 – Engaging with communities to provide transport options which recognise the unique travel needs of Warwickshire's different places.
- KP2 – Transport interventions which align with our Council Vision, a government policy and as many of our four key strategy themes as possible.
- KP3 – Decarbonising transport and transport related infrastructure.
- KP4 – A flexible approach to policy development in response to a changing Warwickshire.
- KP5 – Data and evidence-led monitoring and evaluation of our transport interventions.

6.2.9. LTP 4 makes the following references to the A5:

"The country is criss-crossed by a Strategic Road Network of motorways and trunk roads, managed by National Highways. This includes important interchanges with the M69/A5 and the M40/A46, with some routes recognised for their wider importance, such as the A46 Trans-Midlands Trade Corridor and the A5 Midlands Logistics Corridor."

"There is substantial logistics activity in and around Warwickshire, taking advantage of our central location in the country. There are several large distribution hubs and business parks on strategically important routes such as the A5 corridor. Warwickshire is located within the logistics 'Golden Triangle' from which 90% of the UK population can be reached within four hours' drive."

"The logistics sector in Warwickshire is a major employer and generator of economic activity. The A5 and M6 corridors have many large distribution parks located near to them, taking advantage of good access to the Strategic and Major Road Networks. Rail-connected logistics terminals within the county are situated at Hams Hall and Birch Coppice."

6.2.10. LTP 4 sets out six key strategies which comprise:

- Active Travel: a strategy to promote walking and cycling in Warwickshire to bring the physical and mental health benefits from these forms of transport to more people and protect the environment.
- Public Transport: how we intend to work with bus and rail companies to improve the existing public transport network in Warwickshire.
- Motor Vehicles: recognising the role of motor vehicles in the county as we move towards more sustainable transport options such as electric vehicles and hydrogen-fueled transport.
- Managing Space: making changes to public spaces to make them more attractive places to be, cleaner and less dominated by vehicles, with the routes that connect them less congested.
- Safer Travel: reducing the number of people injured on Warwickshire's roads and increasing the safety and attractiveness of all travel options.

- Freight Strategy: managing freight movements across the county to promote and grow our successful economy.

6.2.11. In June 2022 WCC published for consultation their draft Local Cycling and Walking Infrastructure Plan (LCWIP). The report contains updates and formalises the walking and cycling network development plans for each of the main urban areas and sets out a priorities programme of delivery for cycling schemes for the next 10 years. In its discussion of physical barriers, the document sets out the following specific problems in North Warwickshire:

- A5 Watling Street corridor – this Strategic Route cuts east-west across North Warwickshire and severely limits active travel between Tamworth, Polesworth, Dordon, Grendon, Atherstone and Mancetter.
- M42 – and in the future HS2 Phase 2 – restricts travel between Polesworth, Dordon and Tamworth and funnel pedestrians and cyclists from Birch Coppice across the busy roundabout with the A5 (M42 Junction 10).

6.2.12. The LCWIP outlines the following proposed cycle schemes in the vicinity of the Proposed Development:

- Scheme P03 – Bridleway and Green Lane (A5 Birch Coppice – Birchmoor – Stoneydelph) – Cycle track/ path on open space and on-carriageway route.
- Scheme P08 – A5 Watling Street (M42 Junction 10) – widened/ upgraded footway adjacent to road and crossing.
- Scheme P09 – Path (A5 Watling Street – Tamworth Logistics Park – cycle track/ path on open space.

6.2.13. The Bus Services Improvement Plan was published in October 2021 and sets out the vision that: "*Bus services in Warwickshire will better meet the aspirations of local communities by becoming more frequent, more reliable, and better integrated with other travel options. New ticket options, marketing campaigns, promotional fares and supportive local policies will help to drive growth in local bus patronage. Along with emerging technologies and clearer information about bus schedules, all components will help to reduce and simplify the cost of bus travel while sustaining a comprehensive network of bus services across the county*."

6.2.14. The Warwickshire Rail Strategy 2019-2034 provides plans to improve the rail offer in Warwickshire. The Strategy is a non-statutory policy document.

MIDLANDS CONNECT

6.2.15. The 'Midlands Connect Strategic Transport Plan: Greener, Fairer, Stronger' sets out the future of transport in the Region. Below are a set of the outlined short term priority objectives. The plan identifies requirements for major investment needed, from both the public and private sectors, in programmes for:

- Electric vehicle charging infrastructure;
- Alternative fuels, including natural gas and hydrogen for HGVs;
- Boosting mobility in rural areas;
- Creating more space for passengers and freight on our rail network;
- A 'tap and cap' smart ticketing solution for passengers using buses, trams, bike hire and the rail network across the Midlands (similar to the system used in London).

6.2.16. The needs of the freight industry are a vital component of the plan with an emphasis placed on both improving infrastructure to support the transport and logistics sector, as well as a focus on how public and private sectors can work together to ensure that the impacts of HGVs on our roads are best managed.

6.2.17. The Midlands Freight Route Map sets out the current challenges for freight and the work that is being done to deliver solutions and the objectives of the Strategic Transport Plan. In doing so, the report sets out five key objectives that support the Plan:

- Objective 1 'Economy' – Exploit the natural advantages of the region's location and ensure freight is able to support and grow the Midlands and wider economy.
- Objective 2 'Rail Capacity' – Ensure rail capacity, particularly by HS2, benefits rail freight so that the network is able to accommodate a growth in freight moved by rail.
- Objective 3 'Mode Shift' – Where practicable, encourage modal shift to more sustainable modes.
- Objective 4 'Decarbonisation' – Decarbonise freight movements with a particular focus on road freight, contributing to the 'Net Zero' Carbon Target.
- Objective 5 'Integration' – Enhance integration between freight modes to provide a more resilient and effective supply chain.

6.2.18. The above mentioned opens opportunities such as an improvement of international connectivity, the acceleration of the use of alternative fuels. An investment of rail opportunities, planning access to strategic rail freight interchanges, facilitating urban deliveries and maximising the opportunities of freeports.

STAFFORDSHIRE COUNTY COUNCIL

6.2.19. Although the development site lies outwith Staffordshire County Council (SCC), and the traffic impact is largely concentrated to the SRN under NH control, the traffic assessment includes two SCC junctions, namely those either side of the Pennine Way overbridge. Therefore, SCC policies have been reviewed in relation to the development.

6.2.20. SCC's Local Transport Plan 2011 stresses the need for sustainable development, stating in Policy 1.3, *"We will support the adoption of sustainable land-use planning polices and reduce the impact of development where it negatively affects the highway network."*

6.2.21. SCC's Local Cycling and Walking Infrastructure Plan 2021-2031 (adopted April 2021) states it *"focuses on identifying where we [SCC] should be targeting our investment in infrastructure within the compact urban areas of Burton upon Trent, Cannock, Lichfield, Newcastle-under-Lyme, Stafford and Tamworth, which are of a size that can support journey distances that can be made by walking and cycling."*

6.2.22. In paragraph 2.9, it notes, *"It is considered that Stafford and Tamworth have the most extensive existing cycle networks."* In Tamworth, *"the local cycle network is extensive covering 30 miles within a 12 square mile area and positive progress in encouraging modal shift has been achieved in recent years."*

6.2.23. At paragraph 2.11, it notes that *"Cycling schemes will need to recognise LTN 1/20 which is new national guidance published in July 2020 on delivering high quality cycle infrastructure. In Staffordshire, the two key priorities will be to:*

- *Deliver new LTN 1/20 standard links on the prioritised cycle networks in the six urban areas.*

- *Upgrade existing substandard cycle routes to LTN 1/20 standard on the prioritised cycle network in the six urban areas, tying in where necessary to existing shared use facilities".*

OTHER MATERIAL CONSIDERATIONS

NATIONAL PLANNING POLICY FRAMEWORK, 2023 (NPPF) PUBLISHED BY MINISTRY OF HOUSING, COMMUNITIES AND LOCAL GOVERNMENT (MHCLG)

6.2.24. The NPPF is the overarching Government guidance on planning, most recently updated in December 2023. It sets out guidance on the planning process, how local policies should be created, and the selection of development sites. It highlights the importance of early consideration of transport issues and stresses the need for highly sustainable developments.

DEPARTMENT FOR TRANSPORT (DFT) CIRCULAR 01/2022 STRATEGIC ROAD NETWORK AND THE DELIVERY OF SUSTAINABLE DEVELOPMENT

6.2.25. Circular 01/2022 was released in December 2022. It sets out the Department for Transport's policy on the transport aspects of development proposals (both local plan allocations and planning applications) which shall be considered in relation to the Strategic Road Network.

6.2.26. The Circular stresses the importance of locating new development in sustainable places, or places that can be made sustainable, stating, *"the creation of high-quality, beautiful and sustainable buildings and places is fundamental."*

6.2.27. The quality and quantity of connections between a new development and the surrounding neighbourhoods is crucial; the aim is to create a movement network that connects the site both within and beyond its boundaries.

6.2.28. Sustainable transport is prioritised, *"new developments should give priority to walking, wheeling and cycle movements and facilitate access to high-quality public transport where possible."*

6.2.29. The Circular promoted a shift from 'predict and provide' models of assessing traffic impacts where predicting future demand is used to provide the required capacity improvements, to one of 'vision and validate' where a desired outcome is set and transport solutions are delivered to meet the vision.

6.3 ASSESSMENT METHODOLOGY AND CRITERIA

ASSESSMENT METHODOLOGY

6.3.1. This section has been undertaken in accordance with the Guidelines for Environmental Impact Assessment (IEMA, 2004). The following topics have been assessed for the construction and operational phases:

i. Construction traffic (during the construction stage).

ii. Parking requirements (during construction and operational stages).

iii. Driver delay/ network capacity (during operational stage).

iv. Severance of pedestrians and cyclists (during construction and operational stages).

v. Traffic accidents (during construction and operational stages).

6.3.2. In order to determine the impacts of construction traffic, discussions have been held with Hodgetts Estates to determine the volume and frequency based on the build-out of the Proposed Development.

6.3.3. In line with IEMA's 'Guidelines for the Environmental Assessment of Road Traffic', the methodology utilised in this section is based on a comparison between forecast traffic flows on roads potentially affected with and without the Development, expressed in percentage and actual terms.

6.3.4. The IEMA guidelines is the only document available that sets out a broad methodology for assessing potentially significant environmental effects where a proposed development is likely to give rise to changes in traffic flows. Specifically, the following two 'rules' have been applied; include any highway links or junctions where:

i. traffic flows are predicted to increase by 30% or more during either the weekday AM or PM peak hours (or where the number of heavy goods vehicles is predicted to increase by 30% or more), or

ii. traffic flows are predicted to increase by 100 vehicles or more during either the weekday AM or PM peak hours.

6.3.5. This chapter assesses the effects of the Proposed Development. The assessment includes, as agreed with Warwickshire County Council (WCC), Staffordshire County Council (SCC) and National Highways (NH), the traffic expected to be generated by committed development and other local plan allocations, as well as future growth on the M42. The committed developments are discussed in greater detail in the Future Baseline section of this chapter.

BACKGROUND AND EXTENT OF ASSESSMENT

6.3.6. The extent of the junctions to be assessed for highway capacity and safety within the TA for the proposed development is listed below, the numbers follow the order from the TAA and are as follows:

6.3.7. The extent of the junctions to be assessed for operational assessment within the Revised TA has changed since the December 2021 ES and the complete list of junctions assessed is as follows:

1. M42 Junction 10, 6-arm grade-separated signalised interchange.
2. A5/ Proposed site access, 3-arm signalised junction.
3. A5/ Birch Coppice, 4-arm signalised junction.
4. A5/ Core 42, 3-arm signalised junction.
5. A5/ B5080 Pennine Way northern roundabout.
6. A5/ B5080 Pennine Way southern roundabout.
7. A5/ Long Street/ Gypsy Lane, 4-arm roundabout (Dordon Roundabout).

SIGNIFICANCE CRITERIA

6.3.8. The significance of each effect of the Development on traffic and transport has been considered against the criteria within the IEMA guidelines, where possible. However, the IEMA guidelines state that:

"for many effects there are no simple rules or formulae which define the thresholds of significance and there is, therefore, a need for interpretation and judgement on the part of the assessor, backed-up by data or quantified information wherever possible. Such judgements will include the assessment of the numbers of people experiencing a change in environmental impact as well as the assessment of the damage to various natural resources."

6.3.9. In the absence of established significance criteria for traffic and transport effects, professional judgement has been used to assess whether the effects on traffic and transport are considered to be significant, carried out using the IEMA guidelines. The significance falls into two categories; not significant and significant; the latter corresponding to significant effects in accordance with the EIA regulations.

6.3.10. The first step in this process is to qualify the sensitivity of the traffic receptors or roads. **Table 6.1** below illustrates how this has been done.

Table 6.1: Sensitivity of Traffic Receptors

Sensitivity	Example of Receptor
Very High	Highway network link of international importance, major junction or node.
High	National strategic highway network link, major junction or node (e.g. roads not on TETN Map and defined as a Motorway or part of the Primary Road Network).
Medium	Regional strategic highway link, junction or node (e.g. A-class roads not on Primary Road Network or B-class roads of higher standard based on design).
Low	Minor roads, junction or node (e.g. a lower standard B-class road or other local roads).

6.3.11. The magnitude of the development's traffic impact on those receptors then is quantified, and **Tables 6.2 and 6.3** below provide an indication on how this has been done when considering both specific junctions and individual road links.

Table 6.2: Magnitude of Impacts on Junctions

Magnitude	Example of Impact
Major	Where the total traffic flow at a junction during either the weekday AM peak hour or PM peak hour is increased by at least 30% or 100 vehicles.
Moderate	Where the total traffic flow at a junction during either the weekday AM peak hour or PM peak hour is increased by at least 50 vehicles but less than 100.
Minor	Where the total traffic flow at a junction during either the weekday AM peak hour or PM peak hour is increased by at least 30 vehicles but less than 50.

Negligible	Where the total traffic flow at a junction during either the weekday AM peak hour or PM peak hour is increased by less than 30 vehicles.

Table 6.3: Magnitude of Impacts on Highway Links

Magnitude	Example of Impact
Major	Where the total traffic flow on a link during either the weekday AM peak hour or PM peak hour is increased by at least 30% or 100 vehicles.
Moderate	Where the total traffic flow on a link during either the weekday AM peak hour or PM peak hour is increased by at least 50 vehicles but less than 100.
Minor	Where the total traffic flow on a link during either the weekday AM peak hour or PM peak hour is increased by at least 30 vehicles but less than 50.
Negligible	Where the total traffic flow on a link during either the weekday AM peak hour or PM peak hour is increased by less than 30 vehicles.

6.3.12. The final step is to determine the significance of a traffic impact by considering its magnitude alongside the sensitivity of the receptor in question, as referenced in **Table 6.4** below. A significance of effect categorised as Minor or below is viewed as acceptable and mitigation measures need not be considered. Effects with greater significance trigger mitigation being considered.

Table 6.4: Significance of Effect Matrix

Magnitude of Impact	Sensitivity of Receptor			
	Very High	**High**	**Medium**	**Low**
Major	Substantial Adverse/ Beneficial	Substantial Adverse/ Beneficial	Substantial-Moderate Adverse/ Beneficial	Moderate Adverse/ Beneficial
Moderate	Substantial Adverse/ Beneficial	Substantial-Moderate Adverse/ Beneficial	Moderate Adverse/ Beneficial	Moderate-Minor Adverse/ Beneficial

Minor	Moderate Adverse/ Beneficial	Moderate-Minor Adverse/ Beneficial	Minor-Adverse/ Beneficial	Minor-Negligible
Negligible	Negligible	Negligible	Negligible	Negligible

CONSULTATION

6.3.13. TT was engaged by Hodgetts Estates in January 2022 to advise on transport and highway matters in relation to Proposed Development.

6.3.14. The outline planning application (ref: PAP/2021/0663), submitted to NWBC and validated on 2 December 2021 was initially supported by a TA, Framework Travel Plan and a corresponding ES transport chapter (ES Volume 2, Chapter 6) produced by Bancroft Consulting. The 'Bancroft TA' was then superseded by a 'Revised TA' (**Appendix 6.2**), prepared by TT (dated February 2023) which was based on new traffic surveys carried out in March 2022, and, as set out in the agreed (with NH and WCC) Modelling Strategy. A TRANSYT 16 model of the A5 between and including its junctions with the M42 (Junction 10) in the east and the junction for the Core 42 Industrial Estate in the west was used to assess the impact of the Proposed Development. Through subsequent discussions with SCC the impact at the two Pennine Way/A5 roundabouts was also assessed using Junctions10. The Revised TA sets out the background to the Modelling Strategy, the development of the TRANSYT 16 model, its validation and the assessment of the impact of the development on the A5, using Reference Case and Local Plan traffic flows, as well as on the A5/ Pennine Way junctions.

6.3.15. The Revised TA set out the details of a proposed traffic signal junction on the A5 to serve the development site and the TRANSYT 16 model showed that it operated within acceptable queue and delay parameters.

6.3.16. The Revised TA also set out the accessibility of the site to journeys by walking, cycling and by public transport. Significant improvements in the pedestrian, cycling and wheeling linkages between the site, Dordon and Tamworth were proposed by upgrading the facilities along the A5 and around the north side on M42 Jn10, as well as to public rights of way through the site from Birchmoor to the A5 and to Dordon. The walking and cycling provision was underpinned by a WCHAR in accordance with GG142. A public transport strategy was developed, and it was agreed with Stagecoach that the 766 Tamworth-Nuneaton bus service will divert into the site to provide convenient bus access.

6.3.17. Although the March 2022 traffic surveys had been agreed with WCC and NH for use in the TA, Government guidance in December 2022 indicated that traffic flows in 2022 may be still unstable following the Covid 19 pandemic, and new traffic surveys were requested. Although the extent of the network to be assessed had been agreed with WCC and NH, NH requested that the TRANSYT 16 model was extended to include the A5/Long Street junction, 'Dordon Roundabout'. SCC requested that the two A5/ Pennine Way roundabouts were also included in the TRANSYT model.

6.3.18. Based on the Government guidance, WCC advised that the base traffic data in the A5-Atherstone Paramics model could no longer be relied upon, but that the committed development flows and proposed development traffic flows could be used. The use of development flows and committed development flows was agreed provided that the committed development flows were updated to

2023 in accordance with the survey data. WCC advised that they had commenced the development of an A5 Paramics model which included the section between M42 Jn10 and M69 Jn1.

6.3.19. A Consolidated Modelling Note was prepared which set out the approach to TRANSYT modelling, the extent of the network to be assessed, the traffic survey data required, and the derivation of the committed development traffic flows to be used in the assessment. The Modelling Note has been agreed by WCC, NH and SCC.

6.3.20. Traffic surveys were originally scheduled for March 2023, however extensive road works on the A5 meant that the earliest that the surveys could be undertaken was 4 July 2023. The date of the survey and the survey results have been agreed with WCC, NH and SCC.

6.3.21. The 2022 validated TRANSYT 16 model was extended to include the two A5/ Pennine Way roundabouts, and Dordon Roundabout and was revalidated. A Baseline TRANSYT Validation Report was issued to WCC, NH and SCC in August 2023. In February 2023, NH agreed the 2023 TRANSYT 16 Validation Model. Because WCC and SCC do not operate TRANSYT 16, both Authorities are taking NH's lead.

6.3.22. In late December 2022, Department for Transport Circular 01/2022 "Strategic Network and the Delivery of Sustainable Development" was published. NH advised that although the application was lodged prior to the Circular coming into force, because the transport modelling was being revised, the provisions of the new Circular would apply. To comply with the Circular a Vision was developed for the site and was agreed with NH as part of the Vision Based Travel Plan. As required by the Circular, the Transport Assessment Addendum (TAA) (**Appendix 6.1**) commenced with the Vision.

6.3.23. Circular 01/2022 requires that the residual traffic impacts of a development are assessed. The residual impacts being those which include for the effects of the travel plan and other sustainable transport measures aimed at reducing vehicular traffic. A Vision Based Led Travel Plan (**Appendix 6.4**) was produced and agreed with NH in January 2024. Since the residual traffic flows were very similar to the agreed vehicular trip generation, NH agreed that the TRANSYT modelling should be based on the agreed vehicular trip generation.

6.3.24. The TAA report was issued in December 2023 which;

- Updated and extended the Road Safety assessment to include the extended network and to include recent accident data up to 23 October 2023,
- Updated the site access junction visibility based on the 2023 85th percentile surveyed traffic speeds and predicted queuing from the updated TRANSYT 16 assessment,
- Updated the Operational Assessment using the updated TRANSYT 16 assessment.
- The other sections of the Revised TA dated February 2023 remain unchanged.

6.3.25. The TAA assessed a 2026 and 2033 Reference Case scenario (no Local Plan developments or associated infrastructure) with the M42 Junction 10 improvements and site access junction. The TAA demonstrated the proposed works are sufficient to accommodate the full development proposal. The TAA did not assess when the works to the M42 Junction 10 are required.

ASSUMPTIONS AND LIMITATIONS

6.3.26. For the proposed employment area, it is difficult at present to gauge the programme delivery, numbers of construction vehicles and split between HGVs and LGVs until further information is known. This information will become available during subsequent planning stages.

6.4 BASELINE CONDITIONS

DEVELOPMENT SITE AND LOCAL HIGHWAY NETWORK

6.4.1. The details of the development site and the local highway network can be viewed within the Revised TA at **Appendix 6.2**.

WALKING/CYCLING

6.4.2. The design of the access road into the proposed development includes suitable provision for pedestrians and cyclists. There are 3.0m wide foot/cycleways either side of the access road and along the A5, the foot/ cycleway is increased to 3.0m with a 2.0m separation strip in compliance with CD143 “Design For Walking, Cycling and Horse-Riding.”

6.4.3. Externally, enhancements will be made to the pedestrian/ cycle path on the A5 eastbound carriageway together with improving the pedestrian and cycle facilities on the northern part of the M42 Jn10. Signalised crossings will replace uncontrolled crossings on the north facing slips and also on Green Lane. From Green Lane to the A5/ Pennine Way north roundabout the existing narrow footway/cycleway will be widened and improved providing a key link into Stoneydelph and onwards to Tamworth.

6.4.4. The site will provide connections onto the existing Public Bridleways and Public Footpaths adjacent to the site (AE45, AE46 and AE48). In addition, these ways will also be upgraded to make them wider and with higher quality surfaces, providing excellent connectivity from the site to/from Birchmoor, with connections to Tamworth, and to/from Polesworth and Dordon. Footpath AE46 will be upgraded and diverted to provide a more direct route between Birchmoor/Polesworth/Tamworth and the A5 opposite the entrance to Birch Coppice Business Park. There will also be new footpaths/cycleways (new Public Rights of Way), running parallel with the A5 between the site (at Footpath AE46) and Dordon (at Barn Close) and between Footpath AE46 and the A5 opposite the entrance to Core 42 Business Park. All of these will significantly enhance the sustainable routes available to both local residents in the area and also employees of both the development site and surrounding employment centres.

6.4.5. All of the new and improved existing Public Footpaths, Bridleways, cycleways and pavements will be designed to be the Equalities Act 2010 compliant, to provide access to all (subject to the agreement of WCC Rights of Way Team).

6.4.6. The facilities that can be accessed by foot and by bike are discussed in depth in the Revised TA (**Appendix 6.2**) and as concluded in that report, the proposed development has good levels of accessibility on foot and by cycling to a range of useful local destinations.

PUBLIC TRANSPORT

6.4.7. The available buses and associated timetables and the most recent list of bus services available to employees at the proposed development can be seen in the Revised TA. Details of the nearby Polesworth rail station, Wilnecote rail station and the Birmingham Intermodal Freight Terminal at Birch Coppice Business Park are also outlined in the Revised TA.

BASELINE TRAFFIC FLOWS

6.4.8. It was agreed with WCC, NH and SCC that traffic surveys would be undertaken on the 4 July 2023.

6.4.9. The future baseline year of 2026 (referred to as Reference Case in the TAA, **Appendix 6.1**) has been assessed with the committed developments that will be built out at that time. The future baseline year of 2033 has also been assessed as a Reference Case scenario with all committed developments fully built out. A further 2033 Local Plan future baseline assessment has been carried out which includes all committed developments, local plan allocations and local plan highway infrastructure improvements. These scenarios result in an increase in traffic flows on the roads in the area. The Revised TA (**Appendix 6.2**) and the TAA (**Appendix 6.1**) include all three assessments in the future baseline as a "No Development" scenario. The trip rates and traffic assignment used for the committed developments and Local Plan allocations have been agreed with WCC, NH and SCC.

6.4.10. If the Proposed Development was not to come forward, then there are a number of highway improvement schemes that would not be delivered. Many of the proposed highway improvement schemes provide benefits to the junctions by accommodating the effects of committed developments and Local Plan allocations traffic, and, without the improvements the local highway network and SRN would operate less efficiently.

6.4.11. Should the Proposed Development not come forward, then a number of accessibility enhancements and their associated wider community benefits would not be delivered. There are a number of pedestrian and cycle improvements which would not be delivered which have wider community benefits.

6.5 POTENTIAL EFFECTS

6.5.1. This section details the potential impacts of the Proposed Development on the surrounding road network during the construction stage and once in operation.

6.5.2. Specifically taking into consideration the IEMA guidance, the following transportation-related effects have been considered:

- Construction Traffic (During construction stage)
- Parking requirements (During construction and operational stages)
- Driver delay/network capacity (During operations stage)
- Severance of pedestrians and cyclists (During construction and operations stages)
- Traffic Accidents (During construction and operations stages)

EMBEDDED MITIGATION

Design Measures

6.5.3. The proposed development has a range of design measures embedded that have been identified through the iterative design process in order to minimise adverse traffic effects. These are discussed in detail in the Revised TA (**Appendix 6.2**) and TAA (**Appendix 6.1**) and in summary include:

1) The provision of access into the site by all modes of transport from the A5 Watling Street.
2) The access road includes segregated pedestrian footways and cycleways either side of the road.
3) The provision of cycle parking in accordance with NWBC cycle parking standards.
4) The provision of car parking in accordance with NWBC parking standards.
5) Electrical vehicle charging and "rapid" charging facilities on site for cars, LGV's and HGV's.

6) Shower and changing room facilities provided at all units and publicly accessible facilities at the ancillary Hub Office.

7) A bus turning area within the site to allow bus penetration to the proposed development.

8) A 150 space lorry park to address an identified strategic need and an alternative to inappropriate roadside parking.

Construction Environmental Management Plan

6.5.4. During the construction phase, construction traffic management details will be included within a Construction Environmental Management Plan (CEMP), which will be submitted to NWBC for approval prior to the commencement of development. The CEMP will be prepared bespoke to the Proposed Development and will establish the following construction management details:

a. Working periods on the site.

b. Construction access and temporary traffic signs.

c. On-site parking arrangements for construction workers.

d. Routing of construction vehicles.

e. Construction traffic control in respect of PRoWs and cyclists.

f. Wheel washing facilities and dust sheeting of loads as appropriate.

6.5.5. The anticipated core construction working hours will be between 07:30am and 18:00pm weekdays and 08:00am and 13:00pm on Saturdays. Site workers are expected to arrive between 07:00am and 09:00am and depart between 17:00pm and 19:00pm. The construction site will not operate on Sundays and Bank or Public Holidays. The construction site will be operational during the school holidays.

6.5.6. The agreed strategy will be implemented at the commencement of the construction stage.

Framework Travel Plan

6.5.7. A Framework Travel Plan (FTP) (**Appendix 6.3**) has been produced in support of the Proposed Development which includes a number of measures to encourage sustainable travel amongst employees at the Proposed Development. The prime objective of the FTP is to reduce the numbers of single occupancy car trips by encouraging the use of more sustainable modes of travel such as journeys on foot, by bike, or by public transport.

Vision Based Travel Plan

6.5.8. A Vision Based Travel Plan (**Appendix 6.4**) has also been produced in support of the Proposed Development in response policies set out in DfT circular 01/2022 to show how the vision can be achieved, and includes suitable multi-modal (person) trip rates, clear targets and commitments to manage down the traffic impact of development and maximise the accessibility of the site by walking, wheeling, cycling, public transport and shared travel. The Vision Based Travel Plan set a challenging target of 18% car driver reduction over a five-year period. The Vision Based Travel Plan has been agreed by NH.

Public Transport Strategy

6.5.9. A Public Transport Strategy (PTS) (**Appendix 6.5**) has been produced to support the Proposed Development. The PTS is to extend the Stagecoach 766/767 services into the site. The 766/ 767 bus service provides connections to a number of residential areas which draw employees by both car and bus to the area in which the site lies. These areas include Tamworth, Dordon and Atherstone. The 766/767 already serves Birch Coppice as a diversion from the A5 and clearly is considered to provide a suitable level of service to this large employment site.

6.5.10. A bus turning area is proposed within the site, which would be located approximately 200m from the A5/site access junction. The proposed bus turning area would be deliberately located close to the site access junction to reduce the length of the diversion and thereby reduce the impact on existing passengers. The length of the diversion from the site access junction into the site and back out onto the A5 would be approximately 400m.

6.5.11. The whole of the site would be within a 400m walk of the proposed bus stop at the bus turning area, which accords with local policy requirements for new developments. The bus extension and proposed bus turning area has been agreed in principle with WCC's Transport Operations team and with Stagecoach. The Proposed Development complies with local and national standards and, if approved, would provide attractive sustainable public transport travel options for employees travelling to and from the site.

DURING CONSTRUCTION

6.5.12. The objective with any site is to develop with a balance of cut/fill so as not to export significant volumes of soils off-site or to import significant volumes of soils to the site. However, there is an excess of topsoil on this site which will need to be exported. As a result, a moderate number of lorry movements for earthworks are anticipated.

6.5.13. There will be HGV movements associated with the delivery of construction materials, such as steel, concrete etc, as well as the removal of waste in skips. Many of these will be made by rigid lorries, for example concrete deliveries and skip lorries, and some will be by articulated lorries, for example and bricks. Some deliveries will be by transit-type vans/LGVs.

6.5.14. Construction traffic will be routed to/from the M42 Junction 10 and via the A5 Watling Street.

Potential Effects on Construction Traffic

6.5.15. The potential build programme is not known at this stage, however, subject to the grant of planning permission, it is envisaged that the infrastructure/enabling works would be undertaken in 2024, with construction of buildings to take place between 2024/2025 – 2025/2026, and the opening year anticipated to be 2025/2026.

6.5.16. Whether the Proposed Development is delivered in phases is dependent on the type of occupiers and ultimately whether it will be a single or multi-unit scheme, and this may greatly alter the potential build programme and opening year for particular buildings.

6.5.17. The site lies off the Strategic Route Network (the M42) and A-Class road, the A5, and hence is ideally placed for construction vehicles to gain access to and egress from the site with the minimum possible impact on the surrounding environs.

6.5.18. As discussed above, an agreed CEMP will be in place for the construction of the proposed development and will help mitigate for the impacts of construction traffic.

6.5.19. **Table 6.5** below summarises the potential effects of traffic predicted to be generated during the construction stage of the Proposed Development have been derived with the CEMP in place and whether they then trigger the need for mitigation.

Table 6.5: Potential Effects of Construction Traffic

Link	Sensitivity	Magnitude	Effect	Mitigation
M42	High	Negligible	Temporary Negligible	No consideration required
A5 Watling Street	High	Negligible	Temporary Negligible	No consideration required

6.5.20. It is important that the amenity for residents is considered. For example, using the routes described above for HGVs means the fewest number of residential properties are affected by those vehicles.

Construction Traffic Assessment of Potential Effects

6.5.21. As described in the above section, with a CEMP in place, the potential traffic impacts during the construction stage do not trigger mitigation measures for highway reasons.

6.5.22. The significance of effect of construction traffic, with a CEMP in operation is *Temporary Negligible*.

Potential Effects on Parking Requirements

6.5.23. During the construction stage there will be an increase in demand for car parking as a result of construction workers needing to gain access to the site. In order to ensure that the local road network is not affected, suitable provision for construction vehicle parking will be made on site and will be included in the CEMP.

Parking Requirements Assessment of Potential Effects

6.5.24. The significance of effect of the construction stage on parking requirements in the locale, with the on-site parking provided above, is *Temporary Negligible*.

Potential Severance of Pedestrians and Cyclists

6.5.25. The additional traffic generated during the construction stages might increase the delays encountered by pedestrians and cyclists on the road network. They may find it more difficult to establish precedence when seeking to cross some local roads.

Pedestrian and Cyclist Severance Assessment of Potential Effects

6.5.26. As described above, traffic impacts during the construction stage are *Temporary Negligible*, and therefore will not have any noticeable effect on the delays encountered by pedestrians and cyclists on the local road network.

6.5.27. The significance of effect of the construction stage on severance of pedestrians and cyclists is *Temporary Negligible*.

Potential Effects on Traffic Accidents

6.5.28. The extra traffic generated during the construction stages might increase the likelihood of an accident occurring on the road network. In particular, there will be an increase in the number of HGVs.

Traffic Accident Assessment of Potential Effects

6.5.29. As described above, traffic impacts during the construction stage are *Temporary Negligible*, and therefore will not have any noticeable effect on accident numbers on the local road network.

6.5.30. As part of the embedded mitigation, a CEMP will be in place for the duration of the construction phases which will help to mitigate for the impacts of construction traffic. A Banksman may be employed where there could be potential conflict between construction vehicles and pedestrians.

6.5.31. The significance of effect of the construction stage on accidents is *Temporary Negligible*.

DURING OPERATION

Potential Effects on Parking Requirements

6.5.32. Employees and visitors to the employment units require adequate car parking on site to ensure vehicles do not overspill onto nearby roads such as the A5, Cockspur Street, Birchmoor Road or the adjoining residential streets. Parking needs to be sufficient so it can accommodate employees and visitors.

Parking Requirement Assessment of Potential Effects

6.5.33. Car parking has been provided in broad accordance with guidelines set out within the NWBC Local Plan (2021).

6.5.34. Appropriate levels of cycle parking and Electric Vehicle (EV) charging will be provided at the Proposed Development.

6.5.35. The significance of effect of the operation stage on parking requirements in the locale, with the on-site parking as described above, is *Negligible*.

Potential Effects on Driver Delay/Network Capacity

6.5.36. For the most part driver delay is encountered at junctions, and therefore consideration of this category has been made with reference to the Operational Assessment chapter of the Revised TA (**Appendix 6.2**). A more detailed breakdown of the impacts of traffic generated by the Proposed Development can be obtained from the Revised TA.

6.5.37. TT have assessed a number of junctions on the local road network as agreed with NH, WCC and SCC, and have identified those which require mitigation.

6.5.38. Following the methodology described earlier in this section, the sensitivity of the traffic receptor, in this instance a junction, has been established and the magnitude of impact on that receptor has been predicted to determine the significance of any potential effects. The sensitivity of the junction has been established based on the highest classification of connector road, and likewise the magnitude of impact is taken as the busiest of the AM or PM peak hours.

6.5.39. **Table 6.6** below summarises how the potential effects of traffic predicted to be generated by the Proposed Development on driver delay/network capacity at these junctions has been derived and whether they then trigger the need for mitigation.

Table 6.6: Potential Effects on Driver Delay/Network Capacity

Junction	Sensitivity	Magnitude	Effect	Mitigation
M42 Junction 10, 6-arm grade separated signalised interchange	High	Major	Substantial – Adverse	Requires consideration
A5/ Proposed site access, 3-arm signalised junction	High	Major	Substantial – Adverse	Required consideration
A5/ Birch Coppice, 4-arm signalised junction	High	Moderate	Substantial – Moderate Adverse	Requires consideration
A5/ Core 42, 3 arm signalised junction	High	Moderate	Substantial – Moderate Adverse	Requires consideration
A5/ Pennine Way northern roundabout	High	Moderate	Substantial – Moderate Adverse	Requires consideration
A5/ Pennine Way southern roundabout	High	Moderate	Substantial – Moderate Adverse	Requires consideration
A5/ Long Street/ Gypsy Lane roundabout	High	Moderate	Substantial – Moderate Adverse	Requires consideration

Driver Delay/Network Capacity Assessment of Potential Effects

6.5.40. As shown in **Table 6.6** the significance of potential adverse effects on the junctions as a result of the Proposed Development is predominantly *Substantial Adverse* and *Substantial Moderate Adverse*. Consideration is to be given to those junctions to determine if mitigation is required. This is addressed in the next section.

Potential Severance of Pedestrians and Cyclists

6.5.41. Consideration of this category has been made with reference to the Revised TA (**Appendix 6.2**). The Proposed Development will have its greatest traffic impacts on the roads most local to the site. It is deemed reasonable that the greatest potential severance will be the A5 and M42 Interchange.

Beyond these roads, the traffic impacts of the development site are reduced in actual and relative terms, and so again no further consideration is given of those. Pedestrians and cyclists may choose to travel to and from Tamworth via Cockspur Street and Green Lane which does not carry any development generated traffic.

6.5.42. As illustrated in the Revised TA, there are residential areas and local facilities reached via the A5 and the M42 Junction 10. Residential areas in Tamworth can be reached via foot and by bike where employees may live and are accessed via the A5 and M42 Interchange and areas in Dordon can be reached via the A5.

6.5.43. The M42 and A5 act as a point of severance between the development site and Tamworth. Both severance points are referenced in the Warwickshire LCWIP, which are discussed in more detail in the 'Policy Context' section above.

6.5.44. The sensitivity of the traffic receptor, in this instance pedestrians and cyclists who are vulnerable users, has been taken as high for the A5 and the M42. The magnitude of impact on that receptor has been predicted to determine the significance of any potential effects. The magnitude of impact is taken as the AM or PM peak hours which are busiest for traffic on the network.

6.5.45. The change in total flow along the link is as described above for driver delay/network capacity.

6.5.46. **Table 6.7** below summarises how the potential effects of traffic predicted to be generated by the Proposed Development on severance of pedestrians and cyclists have been derived and whether they then trigger the need for mitigation.

Table 6.7: Potential severance of pedestrians and cyclists

Junction or Road	Sensitivity	Magnitude	Effect	Mitigation
A5 Watling Street	High	Major	Substantial Adverse	Requires consideration
A5 Fazeley – Two Gates – Wilnecote Bypass	High	Major	Substantial Adverse	Requires consideration
M42	High	Major	Substantial Adverse	Requires consideration

Pedestrian and Cyclist Severance Assessment of Potential Effects

6.5.47. As shown in **Table 6.6**, the significance of effect on pedestrians and cyclists as a result of the proposed development are as high as *Substantial Adverse* on the A5 and M42. Consideration of mitigation is required on these roads and is addressed in the next section.

Potential Effects on Traffic Accidents

6.5.48. Consideration of this category has been made with reference to the Highway Safety chapter of the TAA (**Appendix 6.1**). The TAA reviews in detail records for personal injury accidents on the road network local to the site to establish if there are any common clusters or causes, and then consider if the traffic impacts due to the Proposed Development may adversely affect those trends. The accidents in the most recent 3 years for which data is available were assessed and comprises accidents which occurred from 1 January 2018 to 31 December 2019 and from 1 January 2022 to 23 September 2023. Accidents which occurred in 2020 and 2021 have been excluded because of the effects of the Covid-19 pandemic.

6.5.49. The Proposed Development will increase traffic flows on the surrounding road network. The frequency of accidents that occurred on the wider road network assessed in the TAA (**Appendix 6.1**) is relatively low. In most cases the accidents resulted from driver or pedestrian error which can be difficult to address with engineering measures.

6.5.50. There were twenty-eight accidents at the M42 Junction 10 or on the approach roads during the assessment period. There were no significant clusters and contributory factors appear to be driver error rather and inadequate highway design.

6.5.51. The proposed highway improvements discussed in the 'Mitigation Measures' section below, which are the A5 speed limit reduced to 50mph and improved pedestrian/cycle facilities and crossings. These measures will offer a safety benefit to all road users. It is therefore expected that the increase in traffic due to the proposed development will not result in an unacceptable increase highway safety risk, and there may be some betterment to some user classes.

6.5.52. Mitigation measures for highway safety reasons are not required at any of the junctions assessed.

Traffic Accident Assessment of Potential Effects

6.5.53. The significance of the effect of the Proposed Development on traffic accidents is *Minor-Adverse*.

CUMULATIVE SCHEMES

6.5.54. WCC, SCC and NH have identified a number of committed developments and Local Plan allocations which have been included within the assessment work in the Revised TA (**Appendix 6.2**) and TAA (**Appendix 6.1**) to support the Proposed Development. The plan at (**Appendix 6.6**) shows the location of the committed developments and Local Plan allocations.

6.5.55. The construction traffic associated with the committed developments and Local Plan allocations are expected to have very little effect on the area surrounding the Proposed Development. The committed developments and Local Plan allocations area at varying distances from the Proposed Development and are not expected to result in significant construction vehicle movements on the roads in the immediate surrounds of the Proposed Development. It is expected that each of the committed developments and Local Plan allocations will produce a CEMP which will establish the numbers, routing and times of delivery vehicles and develop a strategy to mitigate for the impacts of construction traffic. With a CEMP in place for each development, the significance of effect of construction traffic on the Proposed Development will be *Negligible*.

6.5.56. It is anticipated that adequate parking will be provided at each of the committed development and Local Plan allocation sites. Therefore, it is not expected that there will be car parking on roads surrounding the Proposed Development. It is concluded that the significance of effect of the

construction stage on parking requirements in the locale, with the on-site parking provided as described above, is *Negligible*.

6.5.57. The number of construction vehicle movements associated with each of the committed developments is expected to be relatively low on the roads surrounding the Proposed Development, with many of the schemes coming forward located some distance from the Proposed Development. The allocated site H4, which is shown on the plan at (**Appendix 6.6**), is likely to generate the highest volume of traffic on roads local to the Proposed Development but the M42 and A5 already carry high volumes of daily traffic, making their effects less noticeable. The significance of effect of the construction traffic on severance of pedestrians and cyclists will be *Negligible*.

6.5.58. It is anticipated that each of the committed developments will provide an adequate amount of parking within the site when it becomes operational and the effect of the committed developments on parking requirements in the locale, with on-site parking provided will be *Negligible*.

6.5.59. The Revised TA (**Appendix 6.2**) and TAA (**Appendix 6.1**) has assessed all junctions with committed developments and Local Plan allocations flows included in the models and a number of junctions operate over capacity, but with mitigation measures implemented, described below, the junctions operate at an acceptable level. Therefore, the significance of effect of the committed developments on driver delay/network capacity on the local road network is *Negligible*.

6.5.60. It is expected that the cumulative increase of traffic from committed developments and Local Plan allocations on the roads surrounding the Proposed Development will have little impact on the prevailing accident trends. The accompanying TAs for committed developments have not identified mitigation measures for highway safety reasons. It is expected that a Transport Assessment will be submitted for each of the and Local Plan allocation sites which will draw similar conclusions for the junctions assessed as part of the TAs for the Proposed Development. The significance of effect of the committed developments and Local Plan allocations on traffic accidents have been deemed *Minor* at worst.

6.6 MITIGATION MEASURES

INTRODUCTION

6.6.1. This section outlines how consideration has been made of whether the potential effects described in the previous section trigger the need for mitigation measures as part of the Proposed Development. For those effects which require addressing the means of mitigation have been described.

DURING CONSTRUCTION

6.6.2. Taking into account the Potential Effects identified within Section 6.5 above, the following is concluded in respect of the requirement for additional mitigation and monitoring for the Proposed Development:

- Construction Traffic – the potential effect has been identified as *Negligible* therefore no further mitigation is required.
- Parking Requirements – the potential effect has been identified as *Negligible* therefore no further mitigation is required.
- Pedestrians and Cyclists – the potential effect has been identified as *Negligible* therefore no further mitigation is required.

- Traffic Accidents – the potential effect has been identified as *Negligible* therefore no further mitigation is required.

DURING OPERATION

6.6.3. Taking into account the Potential Effects identified within Section 6.5 above, the following is concluded in respect of the requirement for additional mitigation and monitoring for the Proposed Development:

- Parking Requirements – the potential effect has been identified as *Negligible* therefore no further mitigation is required.
- Traffic Accidents – the potential effect has been identified as *Minor/Adverse (Not Significant)* therefore no further mitigation is required.

6.6.4. As discussed in the Potential Effects section, there are a number of junctions where the significance of effect of the Proposed Development's traffic impacts on Driver Delay/Network Capacity requires further consideration, which is provided below.

Driver Delay/Network Capacity

6.6.5. Measures to mitigate for the traffic impacts of the Proposed Development on the surrounding road network have been investigated and determined in the TAA (**Appendix 6.1**). The measures have been tested for a worst-case scenario of the future year of 2033 including all committed and Local Plan developments identified by WCC, SCC and NH.

Site Access

6.6.6. The Proposed Development is to be served from a new access on the A5 to the south of the Proposed Development. It comprises a new signalised junction from the A5 and includes widening on the A5 to provide 3 approach lanes on the eastern approach, and 3 lanes on the western approach. The Proposed Site Access is shown in drawings 784-B033920-TTE-00-ZZ-PL-H-0002-P02 within the TAA (**Appendix 6.1**).

6.6.7. The TAA demonstrates that the proposed A5 Watling Street/ Site Access junction works within capacity in a future year of 2033 and the significance of effect of the Proposed Development on driver delay/ network capacity at the junction is *Negligible*.

Wider Road Network

6.6.8. At **Table 6.6** above the following junctions which were identified as requiring consideration for mitigation and have been assessed in the TAA (**Appendix 6.1**). Four of the junctions require no improvement schemes and can accommodate traffic generated by the Proposed Development. These are summarised below:

- A5/Birch Coppice, 4 arm signalised junction
- A5/Core 42, 3 arm signalised junction
- A5 Pennine Way Northern roundabout
- A5 Pennine Way Southern Roundabout

6.6.9. In the 2026 Reference Case scenario a mitigation scheme was devised to address the queuing issues on the A5 eastbound approach to M42 Jn10. It comprises widening the A5 eastbound approach to provide 3 lanes and widening the circulatory carriageway at Green Lane to 4 lanes, together with signal controlled pedestrian and cycle facilities across Green Lane and the M42 north

facing slip roads, and pedestrian/ cycleway improvements on the A5 between Pennine Way and Brown Lane.

6.6.10. It is a similar situation in the 2033 Reference Case scenario, whereby the proposed M42 J10 mitigation scheme is sufficient to mitigate impacts of the Proposed Development generated traffic.

6.6.11. The 2033 Local Plan No Development TRANSYT assessment includes a mitigation scheme at Junction 10 as shown at the plan titled 'Phil Jones Associates 02853-01 Rev A' attached at (**Appendix 6.1**) which includes a southbound segregated left turn slip road arrangement, together with widening of the southern overbridge to 4 lanes. The Local Plan mitigation also includes widening of the A5 eastbound lane to provide 3 lanes.

6.6.12. In addition, the A5/Long Street/Gypsy Lane (Dordon roundabout) junction will be upgraded as part of the A5 Dordon to Atherstone project, which was identified as ID6 in the North Warwickshire Infrastructure Delivery Plan, dated March 2018. An illustrative drawing of the traffic signal junction Dordon Roundabout was included in Appendix C of the Vectos Strategic Transport Assessment, which, and for ease of reference, is contained at (**Appendix 6.1**). A scheme for A5 Dordon – Atherstone has been developed by WCC through the Housing Infrastructure Grant (HIG) in 2019, provided by the Department for Levelling Up, Housing and Communities. The application is supported by NH. There is uncertainty of the scheme being progressed and NH advised that the Local Plan models should be tested with the current proposal in the Local Plan (ID6), that is the signalised junction arrangement. In order to accurately model the traffic signal junction, TT have prepared an indicative traffic signal junction layout based on the Vectos illustrative drawing but with a new dual carriageway to the east as in the Option A sketch shown in the A5 Dordon to Atherstone project report, dated 21 February 2023. TT Drawing 784-B033920-TTE-00-ZZ-SK-H-0009 Rev P01 (**Appendix 6.1**) shows the indicative traffic signals scheme and proposed staging sequence. The Local Plan No Development TRANSYT model includes the coding of this arrangement.

6.6.13. The 2033 Local Plan With Development TRANSYT model is based on the 2033 Local Plan No Development model. The Local Plan improvements as per the Phil Jones Associates Drawing are included except for the left turn slip from the M42 southbound off-slip to the A5 east which is removed. The improvements to the A5 west and North West sector of the circulatory carriageway are taken from the TT proposals which are very similar in capacity terms to those on the Phil Jones Associates drawing, but the TT scheme includes signal controlled pedestrian/ cycle crossings of the north facing slip roads (as required by DMRB) and Green Lane. It also provides a single lane feed to the M42 northbound opposed to two lanes on Phil Jones Associates plan. The only other slight difference is the A5 westbound approach to Junction 10. The TT drawing lengthens the offside flared approach as a result of introducing the proposed site access junction.

6.6.14. Overall, the Proposed Development does not result in a significant constraint to the delivery of Local Plan allocated sites, and will deliver some of the highway improvements needed to accommodate the Local Plan allocations on the highway network which if not otherwise delivered would constrain delivery of Local Plan allocated sites in any case.

6.6.15. Although further improvements are not considered necessary, a potential additional mitigation scheme has been considered to reduce the queues and delays on the A5 eastbound approach in particular for the PM peak period. The problem in the PM peak is unequal lane usage, with the A5 eastbound nearside lane has a lower use than the other 3 lanes. By allocating some A5 eastbound traffic to the nearside lane the queues and delays on the A5 eastbound approach can be reduced.

To have 3 lanes with A5 traffic requires 3 allocated lanes on the north overbridge and 3 lanes on the A5 eastbound exit. The proposed A5/ Site access junction already proposes 3 lanes on its eastbound approach. TT Drawings 784-B033920-TTE-00-ZZ-SK-H-0010-P01 and 784-B033920-TTE-00-ZZ-SK-H-0011-P01 (contained at **Appendix 6.1**) shows the suggested lane allocations on the A5 eastbound approach to M42 Jn10, on the north overbridge and a widening of the A5 eastbound exit to 3 lanes.

6.6.16. With the additional mitigation the impact of the Proposed Development is less, is not severe and does not significantly constrain the delivery of Local Plan allocations or highway improvement schemes and will deliver some of the highway improvements needed to accommodate the Local Plan allocations on the highway network.

6.6.17. The significance of effect of the Proposed Development on driver delay/network capacity on the wider road network, with the mitigation measures provided at the M42 Junction 10 as described above, is *Negligible*.

Severance of Pedestrians and Cyclists

6.6.18. Measures to mitigate for traffic impacts of the Proposed Development on severance of pedestrians and cyclists have been considered in the Revised TA (**Appendix 6.2**) and TAA (**Appendix 6.1**) and a number of pedestrian and cycle connectivity improvement schemes have been developed for the site. The Revised TA and TAA includes full details of the connectivity proposals.

6.6.19. **Table 6.8** below summarises how those development effects which trigger the mitigation to be considered have been addressed.

Table 6.8: Mitigation for Effects on Severance of Pedestrians and Cyclists

Junction or Road	Type of Mitigation	Drawing Number (Appendix)	Resulting Residual Effect
A5 Watling Street	Controlled signalised crossing of A5 at site access junction. Provision of 3.0m wide cycleway from site access junction connecting to the existing A5 opposite Core 42 near Dordon. Provision of 3.0m wide cycleway from the site access junction to M42 Jn 10.	B033920-TTE-00-ZZ-PL-H-0003 Rev P02 784-B033920-TTE-00-ZZ-PL-H-0004-P02 784-B033920-TTE-00-ZZ-PL-H-0005-P02 (**Appendix 6.1**)	Minor Adverse
A5 Fazeley – Two Gates – Wilnecote Bypass	Shared use surface between Green Lane and A5 Pennine Way roundabout.	B033920-TTE-00-ZZ-PL-H-0001 Rev P04 (**Appendix 6.1**)	Minor Benefical

	Signal controlled pedestrian and cycle crossing of the Green Lane approach.		
Pennine Way Northern Roundabout	Vegetation trimmed back and existing footway converted to a 2.5m shared use with tactile paving and dropped kerbs providing an uncontrolled crossing towards Pennymoor Road.	B033920-TTE-00-ZZ-PL-H-0001 Rev P04 (**Appendix 6.1**)	Minor Adverse
M42 Junction 10 – 6 arm grade separated signalised interchange	Improved pedestrian and cycle facilities on northern overbridge of Jn10 with signalised crossings at northbound on-slip and southbound off-slip	B033920-TTE-00-ZZ-PL-H-0001 Rev P04 (**Appendix 6.1**)	Minor Adverse

6.6.20. The impacts on the A5 Watling Street are *Minor/Beneficial* owing to the substantial reduction in delays on the A5 eastbound.

6.6.21. The significance of effect of the Proposed Development on severance of pedestrians and cyclists is *Minor Adverse* at worst.

6.7 RESIDUAL EFFECTS

INTRODUCTION

6.7.1. This section summarises the traffic impacts of the Proposed Development, the benefit of the mitigation measures brought forward as a result and the residual effects after mitigation.

EFFECTS ON DRIVER DELAY/NETWORK CAPACITY

6.7.2. As discussed in the section above, a traffic signals arrangement at the A5/site access junction has been tested with full committed development and Local Plan traffic in a future year of 2033 and the junction works within acceptable parameters in terms of queues and delay.

6.7.3. The M42 Junction 10 has also been tested with full committed development and Local Plan traffic in a future year of 2033 and with junction improvement measures in place, works within capacity.

Driver Delay/ Network Capacity Assessment of Potential Effects

6.7.4. The significance of effect of the Proposed Development on driver delay/network capacity on the site access junction and the wider road network, with the mitigation measures provided at the M42 Junction 10 as described above, is *Negligible*.

SEVERANCE OF PEDESTRIANS AND CYCLISTS

6.7.5. As discussed in the section above, a tranche of pedestrian and cycle enhancement schemes are proposed on the A5 and M42 Junction 10.

Pedestrian and Cyclist Severance Assessment of Potential Effects

6.7.6. The significance of effect of the Proposed Development on severance of pedestrians and cyclists is *Minor Beneficial*.

CUMULATIVE IMPACTS

6.7.7. The Potential Effects assessment did not identify any significant effects. The Residual Effects are mainly *Negligible* and at worse *Minor* Adverse (Not Significant).

6.8 SUMMARY

6.8.1. This chapter of the ES, prepared by TT on behalf of Hodgetts Estates, has considered the likely or potential impacts of the Proposed Development on the environment in respect of transport and access.

6.8.2. The transportation implications of the Proposed Development have been assessed in accordance with the relevant national and local policy documents, published guidance, and consultation with NH, WCC, SCC and Stagecoach.

6.8.3. Specifically, the potential traffic impacts on the surrounding road networks during construction and after completion have been assessed.

6.8.4. Construction of the development is likely to be commenced in 2024/2025. The site lies adjacent to the Strategic Road Network (the M42 and A5) and hence is ideally placed for construction vehicles to gain access to and egress from the site with the minimum possible impact on the surrounding environs.

6.8.5. During the construction phase the traffic impacts will be *Temporary Negligible* with a CEMP in place.

6.8.6. A tranche of pedestrian and cycle improvement schemes have been developed which will reduce the impacts of the Proposed Development on pedestrian and cycle severance and public transport improvements will enhance the current accessibility of the site.

6.8.7. A Workplace Travel Plan will be implemented as part of the Proposed Development during operation. The prime objective of the Workplace Travel Plan is to reduce the numbers of single occupancy car trips by encouraging the use of more sustainable modes of travel such as journeys on foot, by bike, or by public transport.

6.8.8. The significance of effect of the development on driver delay/network capacity on the wider road network, with the mitigation measures provided at the M42 Junction 10 is *Negligible*.

6.8.9. During the operational phase the majority of traffic impacts on the receptors are *Negligible* and with mitigation in place are *Minor/Adverse (Not Significant)* at worse.

6.8.10. **Table 6.9** below summarises the traffic impacts of the Proposed Development, the benefit of the mitigation measures brought forward and the residual effects after mitigation. Also shown is the confidential level of each prediction.

Table 6.9: Residual Effects

Summary Description of Identified Impact	Significance of Effect (most frequent)	Mitigation	Resulting Residual Effect (worst case)	Confidence Level
During Construction				
Traffic on A5 and M42	Negligible with embedded CEMP	None required	Temporary Negligible	Medium
Parking Requirement	Negligible with embedded CEMP	None required	Temporary Negligible	High
Severance of Pedestrians and Cyclists	Negligible with embedded CEMP	None required	Temporary Negligible	Medium
Traffic Accidents	Negligible with embedded CEMP	None required	Temporary Negligible	Medium
During Operation				
Parking Requirement	Negligible with embedded provision of parking in accordance with local parking standards	None required	Negligible	High
Driver Delay/ Network Capacity (Access Junctions)	Substantial - Adverse	Traffic signals arrangement at A5/ Site Access junction	Negligible	High
Driver Delay/ Network Capacity (wider road network)	Substantial - Moderate Adverse	Junction improvements at M42 Jn10/ A5	Negligible	Medium

Severance of Pedestrians and Cyclists	Substantial Moderate Adverse	Tranche of pedestrian and cycle improvement schemes on the M42 Junction 10 and the A5	Minor Beneficial	Medium
Traffic Accidents	Substantial - Adverse	Junction improvements	Minor Adverse (Not Significant)	Medium

6.8.11. The Proposed Development meets the sustainable objectives of NPPF and its residual traffic impacts are not severe. On those bases there is no justifiable transportation reason why planning consent should be withheld.

6.9 ABBREVIATIONS AND DEFINITIONS

- CEMP – Construction Environmental Management Plan
- DfT – Department for Transport
- EIA – Environmental Impact Assessment
- ES – Environmental Statement
- EV – Electric Vehicle
- FTP – Framework Travel Plan
- HGV – Heavy Goods Vehicle
- IEMA – Institute of Environmental Management and Assessment
- LTN – Local Transport Note
- NCN – National Cycle Network
- NH – National Highways
- NPPF – National Planning Policy Framework
- PRoW – Public Right of Way
- PTS – Public Transport Strategy
- SCC – Staffordshire County Council
- SRN – Strategic Road Network
- TA – Transport Assessment
- TAA – Transport Assessment Addendum
- TT – Tetra Tech

Enclosure 4

ES VOLUME 3 – REPLACEMENT APPENDICES ASSOCIATED WITH CHAPTER 6 (HIGHWAYS, TRAFFIC AND TRANSPORT)

Enclosure 5

ES VOLUME 2, CHAPTER 11 (NATURE CONSERVATION AND BIODIVERSITY) - ECOLOGICAL ADDENDUM

Enclosure 6

ES VOLUME 3 – REPLACEMENT APPENDIX 11.2 (BIODIVERSITY IMPACT ASSESSMENT) ASSOCIATED WITH CHAPTER 11 (NATURE CONSERVATION AND BIODIVERSITY)

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