PEGASUS GROUP

Harborough Local Plan review

Examination in Public

Hearing Statement for Matter 10 – Design of Developments and Management of Impacts Policy DM06: Transport and Accessibility

On behalf of Ashfield Land (Harborough)

Representor Ref: ID7425

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1. Introduction

1.1. Pegasus Group is instructed by Ashfield Land (Harborough) Limited (hereafter 'Ashfield Land') to respond to the Harborough Council Local Plan Examination 'Panel Note 8: Stage 2 Matters, Issues and Questions (MIQs)' dated 21 September 2026, which has been produced by the Inspectors appointed to hold an independent examination of the Harborough Local Plan ('the Plan') (March 2025).

1.2. This Statement relates to Examination in Public Matter 3 – Amount and Distribution of Development.

1.3. Ashfield Land has a specific land interest east of the A5 (referred to as A5 East or A5 East Logistics Park) totalling 16.52 hectares. The Site, which is identified on the Site Location Plan at Appendix 1 straddles the boundary between Harborough District and Rugby Borough, with the majority falling within Harborough District.

1.4. The Site has the capacity to deliver around 60,000sqm of Use Class B8 employment floorspace along with a roundabout access off the A5 and other benefits. It is subject to a current outline application, submitted to both Harborough District Council (ref: 25/01543/OUT) and Rugby Borough Council (ref: R25/0936) for

'Outline planning permission (all matters reserved except for access) for up to 60,000sqm of employment floorspace within Use Class B8, a new roundabout site access off the A5, amended site access from Gibbet Lane, plus landscaping, sustainable drainage, earthworks and all other associated works and infrastructure'

1.5. A Site Layout Plan (ref: 23504-UMC-ZZZZ-SI-DR-A-0612) and a Parameters Plan (ref: 23504-UMC-ZZZZ-SI-DR-A-0510) are included at Appendix 2 showing how the Site can accommodate the development proposed. Representations have been made to all stages of the Harborough Local Plan in respect of the proposed development at the Site.

1.6. Representations have also been made to the emerging Rugby Borough Local Plan at the appropriate times.

1.7. This Statement provides comments that respond to the Matters Issues and Questions posed by the Inspectors in respect of Matter 3 – Amount and Distribution of Development with reference to whether the Plan, as submitted is sound when tested against the 'tests of

soundness' set out at Paragraph 35 of the National Planning Policy Framework (December 2023 against which the Plan is being examined).

2. Matter 10: Design of Developments and Management of Traffic Impacts Policy DM06: Transport and Accessibility

Issue 1: Directing Development to the Right Place

Q6. Is it appropriate to defer transport impacts such as consideration of the impact of developments on the SRN to planning application stage? For example, with reference to allocations MP1 and MP2, there is a clear issue of existing congestion on the A5 with the Gibbet Road Roundabout working at 98% capacity [INF-NLP2]?

2.1. Ashfield Land's interests at A5 East can assist in delivering upgraded infrastructure at the Gibbet Hill roundabout.

2.2. The current outline planning application includes detailed highways work which has involved collaboration with National Highways, Leicestershire County Council Highways and Warwickshire Highways Authority and which has considered the impact of the proposed development on the Gibbet Hill roundabout.

2.3. The development can deliver mitigation to Gibbet Hill roundabout to address the impact of the development including localised widening on the approaches to increase entry width but could also contribute to wider improvement measures, indeed opportunities have been discussed directly with Warwickshire County Council and in principle it has been agreed that contributions can be made to wider upgrade works that will both mitigate the impact of the proposed development at A5 East, and also improve the situation in this locality as a whole, in accordance with the National Highways aspirations.

2.4. The details of this are still being considered and discussed as part of the application but notwithstanding, the development of Ashfield Land's land interests at A5 East Logistics Park can mitigate their own highways impacts through direct improvements and/or contributions to wider improvements in this locality.

2.5. As set out in our Matter 3 statements, the development of Ashfield Land's interests would therefore contribute to both a need for additional strategic employment floorspace, and also help deliver mitigation that is a whole Plan matter.

2.6. With that in mind, the identification of Magna Park and land south of George House (MP1 and MP2) as strategic allocations should not be found sound without some idea of the mitigation and infrastructure required to be delivered as a result of the development of the allocations, particularly as 340,000sqm of strategic floorspace is nearly 6x the size of the proposed A5 East Logistics Park development, which can identify and deliver suitable mitigation.

2.7. As drafted, the MP1 and MP2 allocations make no reference to the requirements for the delivery of upgraded infrastructure in order to be able to be acceptable at planning application stage and if they are being relied on to deliver the Gibbet Hill roundabout improvements, in whatever form that takes, this should be set out in the plan, and the impact of that cost on the viability of the schemes understood, to establish whether this is a reasonable requirement that will be effective and therefore sound.

2.8. Table 6.5 of the Errata in Doc EMP-NLP 6 stats that Magna Park has *"significant corridor capacity constraints which require strategic intervention to unlock capacity. There is currently no National Highways improvement scheme identified."*

2.9. There is also a clear acknowledgement in SCG-NLP25 (SoCG between National Highways and Harborough District Council) that development at Magna Park will impact the Strategic Road Network, yet there is no identification in the Plan how the developments can mitigate those impacts, particularly on the A426/A5 Gibbet Hill roundabout.

2.10. NPPF para 86 states that planning policies should, (Chapter 6), *"…seek to address potential barriers to investment, such as inadequate infrastructure…"*. Paragraph 108 requires plan-making to address the impact of traffic and transport infrastructure, including identifying opportunities for mitigating any adverse effects. And at the heart of the NPPF at paragraph 11, the application of the presumption of sustainable development means that *"all plans should … align growth and infrastructure."*

2.11. The deferment of any highways mitigation including the Gibbet Hill roundabout to the Development Management process is unsound, and also unnecessary as there is evidence available that sets out mitigation options.

2.12. Midlands Connect, the Sub-National Transport Body for the region has outlined the need for upgrades to the Gibbet Hill roundabout and National Highways opened a consultation on 23

September 2026 (which runs to 17 November 2026)[1] on options for improvements, and it is acknowledged in the consultation document that *"the junction is part of a key freight corridor in the UK."*

2.13. The consultation brochure is included in Appendix 3, but it is clear that all three presented options will require additional land and significant infrastructure works.

2.14. What is also clear, that the chosen option will need to be costed and funded. There is no mention of this in the consultation document or in the emerging Local Plan, the March 2026 Infrastructure Delivery Plan (Doc INF-NLP 2) makes no reference to the infrastructure improvements required to deliver these strategic employment allocations in the identified Infrastructure Schedule yet given the scale of improvements required it would be a reasonable assumption that both employment and residential allocations may well be required to contribute.

2.15. Neither the Local Plan Viability Report (Jan 2025) (Doc INF-NLP 3), nor the Market Conditions Update Addendum (Feb 2026) (Doc INF-NLP 4) mention the strategic employment allocations or how infrastructure requirements may impact their delivery.

2.16. The letter from Matthew Pennycook (Minister of State for Housing and Planning) to the Interim Chief Executive of the Planning Inspectorate (PINS) dated 15 July 2026, is acknowledged in terms of viability considerations for the Local Plan. But that letter suggested that where matters of viability are not so significant that they undermine the soundness of the Plan, or where market conditions could change the position in any event, Inspectors can leave them to be dealt with at application stage.

2.17. The delivery of 340,000sqm of strategic employment floorspace and the required infrastructure upgrades is so significant that it could undermine the soundness of the Plan. The infrastructure costs are likely to be significant and should be referred to in the Plan's viability considerations, and in the draft Policy allocations.

2.18. Notwithstanding, there are other sites in the vicinity (such as A5 east as set out in the introduction to this statement) which it has been demonstrated through the application

[1] A5 Gibbet Hill Options Consultation - National Highways - Citizen Space - National Highways - Citizen Space

process, can contribute to the delivery of strategic employment land (as set out in our Matter 3 statements) to meet need, but which can also contribute to the delivery of infrastructure improvements to this key junction.

Appendix 1

Site Location Plan

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General Notes

- This document is to be used for the stated purpose only and should not be used for any other.
- Dimensions are all in millimetres, unless stated otherwise.
- It is the recipients responsibility to print this document to the correct size & scale.
- All relevant drawings and specifications should be read in conjunction with this document.
- Scaling of this document is not recommended.

North

Document Scale(s)

50m SCALE 1:2500

Project Name

Gibbet Lane, Shawell

Employer	Project Address
Ashfield Land	**Gibbet Lane Shawell**

RIBA Workstage	Suitability
1 - Preparation and Brief	**S2 - Information**

Drawn	Checked	Created	Size
JJM	**JJM**	**16/06/2025**	**A1**

UMC Project Reference	Scale	LOD	LOI
23504	**1:2500**	**1**	**1**

Document Title

Site Location Plan

Document Reference

23504 - UMC - ZZZZ - SI - DR - A - 0511

Revision Note

Redline boundary updated

Issue Date	Status	Current Revision
25.07.2025		**P04**

Appendix 2

Site Layout Plan, Parameters Plan

Gibbet Ln
A5
Unit 300
Unit 200
Unit 100
2F Offices
2F Offices
Bin Storage
Cycle Shelter
Cycle Shelter
Cycle Shelter

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North

Document Scale(s)

10m SCALE 1:2000

Key:

- Development Area (Use Class B8)
- Landscaping zone
- Estate road
- Attenuation
- Bus Terminal
- Indicative boundary landscaping
- Existing Woodland Retained
- Proposed Highways Roundabout

Planning Site Area	16.92ha
Development Area	11.30ha
Number of Units	2 - 4
Maximum flexible industrial, storage and distribution floorspace - B8	60,000sqm
Finished Floor Level	124-126m AOD (+/- 1m)
Maximum Building Height	148m AOD (+/- 1m)

Project Name

Gibbet Lane, Shawell

Employer	Project Address
Ashfield Land	**Gibbet Lane Shawell**

RIBA Workstage	Suitability
1 - Preparation and Brief	**S2 - Information**

Drawn	Checked	Created	Size
JDS	**JJM**	**19/05/2025**	**A1**

UMC Project Reference	Scale	LOD	LOI
23504	**1:2000**	**1**	**1**

Document Title

Parameters Plan

Document Reference

23504 - UMC - ZZZZ - SI - DR - A - 0510

Revision Note

Updated to suit current layout

Issue Date	Status	Current Revision
19.05.2025		**P04**

Appendix 3

A5 Consultation Brochure

national highways

A5 Gibbet Hill Options consultation

Consultation brochure

September 2026

Investing in your roads

At National Highways we connect people and places across the country. We improve major roads and motorways to keep people moving now and in the future.

We want to make sure all our major roads are more reliable, durable, and most importantly, safe.

We know how important reliable and safe journeys are for everyone who uses the A5. That's why we're looking at ways to improve how traffic moves through the Gibbet Hill junction, reduce delays and make everyday travel safer and more predictable.

In this brochure we explain our proposed approach for easing congestion on the A5 at Gibbet Hill and we want your feedback. Your responses will help to shape the design and inform the decision on a preferred option for the project.

What are pipeline projects?

As well as specifying major enhancements that are planned to commence and complete construction during the third road period, Road Investment Strategy 3 (RIS3) also highlights the schemes which National Highways will develop during the third road period as part of the major enhancements pipeline.

The A5 Gibbet Hill scheme is one of nine schemes in the pipeline that will be developed during the third road period between 2026-2031 to start construction early in the fourth road period, beyond 2031. This is subject to the business cases demonstrating they are consistent with National Highways' and wider government objectives and are value for money, affordable and deliverable.

This brochure can also be viewed online at:
https://nationalhighways.citizenspace.com/he/a5-gibbet-hill-consultation
It is important that you submit your response by
11.59pm on Tuesday 3 November 2026.

How investment decisions are made

Decisions about whether the A5 Gibbet Hill scheme ultimately receives funding will be made following a detailed assessment of its benefits, costs and deliverability.

The strategic objectives set out by the Department for Transport (DfT) as part of RIS3 are as follows:

- Grow the economy
- Improve safety for all
- Deliver a level of network performance that meets customers' needs
- Deliver a technology enabled and enabling network
- Ensure a resilient network that is planned and managed for the long term
- Deliver improved environmental outcomes

All of these and other factors will be considered to help us select a preferred option.

The feedback we receive as part of this consultation will inform decision making and future design considerations.

The final decision on whether to deliver the scheme is made by the DfT based on the assessment work carried out by National Highways.

Why is the project needed?

The A5 Gibbet Hill roundabout is a known congestion location on our road network. It regularly experiences long queues on all main approaches.

Congestion is expected to worsen due to major planned developments including Magna Park, Daventry International Rail Freight Terminal, and housing growth in Rugby and Lutterworth. These pressures are expected to worsen congestion.

The junction currently experiences congestion that is restricting economic growth, with stakeholders identifying it as a barrier on planned and future development.

The junction is part of a key freight corridor in the UK. It serves both long-distance and local traffic journeys and acts as a diversion route for the M1 and M6.

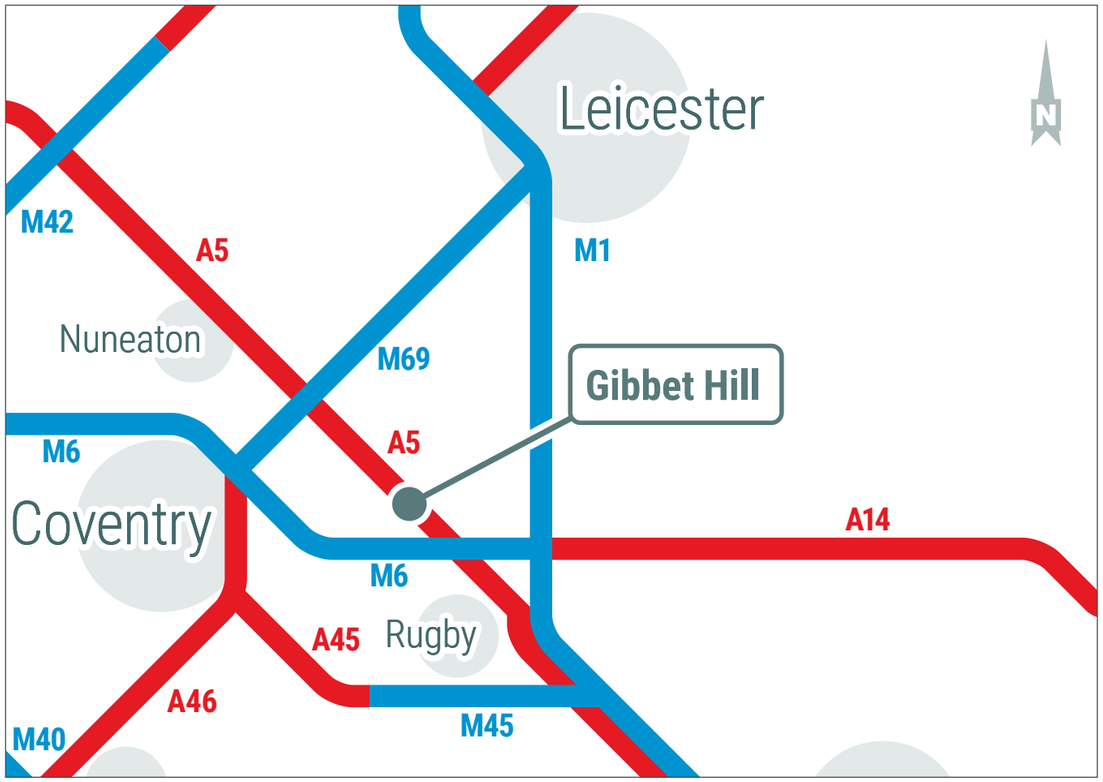
The roundabout causes congestion through nearby villages like Shawell, transferring problems to local roads. Journey time reliability is poor due to high traffic volumes and slow-moving vehicles.

Other issues include overrunning on verges, poor pedestrian access near the services, and restricted visibility on two arms of the roundabout.

There is strong evidence to support that improvements to the junction will boost the local and regional economy, as well as to support continued growth.

Project location map

A5 Gibbet Hill



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Project aims

The project aims to address the issues identified at A5 Gibbet Hill and to deliver improvements for those who use and rely on the A5. They are:

- Support economic and housing growth in the East Midlands by improving journey time reliability
- Support economic and housing growth in the East Midlands by reducing journey time delays and improving connectivity
- Enhance network resilience for long distance traffic using the A5 by reducing journey time delays

Find out more and have your say

We'd like to hear what you think, so please share any concerns, ideas, or local knowledge that you may have.

The consultation will run from **Wednesday 23 September to Tuesday 3 November 2026**, and there are many ways to tell us what you think.

Why not come along to one of our public consultation exhibitions or visit our website to find out more.

Why are your comments important?

This consultation will help inform the selection of a preferred option for the scheme. It will also inform elements of the detailed design for the selected option. At this stage, we are seeking your views on what matters most to you, and what factors you believe should be considered in selecting the preferred option.

Your comments will help us better understand the local area and any potential impacts our scheme may have on you, local businesses, and the community. We'll listen to and consider all feedback received as we further refine our proposals after this consultation.

The scope and physical extent of the scheme, as well as the overall scheme aims, have already been established and are not part of this consultation.

How to respond

There are lots of ways for you to view our proposals, ask questions and get involved in our consultation.

Online: Complete the response form online at: ***https://nationalhighways.citizenspace.com/he/a5-gibbet-hill-consultation***

Hard copy: Complete a consultation response form (available at our events, at local venues or on request) and return it by post to: **FREEPOST A5 GIBBET HILL**

In-person: Complete a copy of our printed feedback form and give it to a member of staff at one of our consultation events.

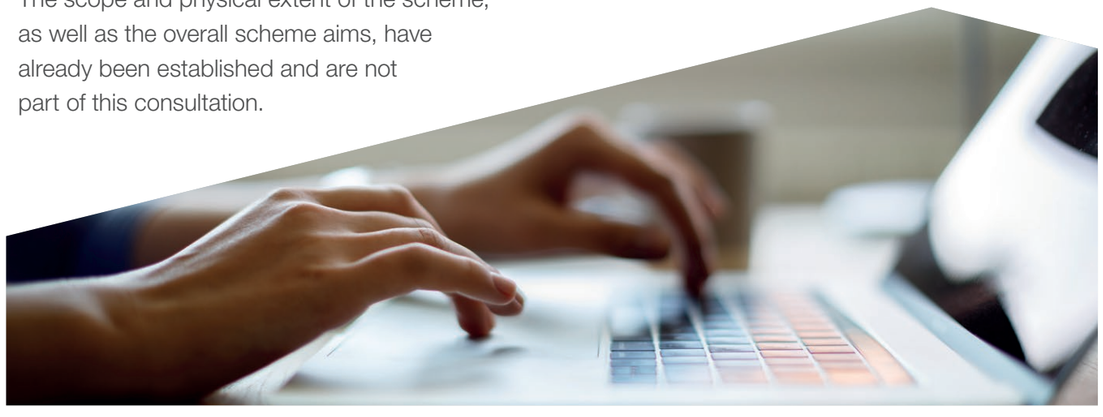
All responses must be returned by **11.59pm on Tuesday 3 November 2026**. Responses received after this date may not be considered.

You can view all our consultation materials and submit your feedback at:

https://nationalhighways.citizenspace.com/he/a5-gibbet-hill-consultation

This can be accessed at any time throughout the consultation period.

Please scan for more **info**



Public consultation exhibitions

You can come to one of our public consultation exhibitions and have your say. Here you'll be able to find out more about the scheme, view our consultation materials, and speak to members of the project team who will be happy to answer any questions you may have. We'll be holding consultation exhibitions at the following locations, dates, and times:

Event 1

Wednesday 7 October 2026

Holiday Inn Rugby, Crick, Northampton, Northamptonshire. NN6 7XR
2pm-8pm

Event 2

Saturday 17 October 2026

Cotesbach Village Hall, Main Street, Cotesbach, Leicestershire, LE17 4HZ
10am-4pm

Where to get a paper copy of this brochure and response form

Consultation brochures and response forms will also be available at the following local venues from Wednesday 23 September (availability will depend on opening times).

Venue	Address
Rugby Library and Information Centre	Little Elborow Street, Rugby. CV21 3BZ.
Lutterworth Library	George Street, Lutterworth. LE17 4ED.
Lutterworth Leisure Centre	Coventry Rd, Lutterworth. LE17 4RB.
Magna Park Lutterworth	The Estate Office, Harrier Parkway, Magna Park, Lutterworth. LE17 4XT.

You can also request a paper copy of the consultation brochure and response form free of charge by contacting us on the contact details set out below and providing your postal address. A copying charge may be applied for requests for large quantities of documents or for printed copies of our other consultation materials.

Consultation materials can be made available in alternative formats, such as translations into other languages, large print, or Braille, on request. Please contact us using the details outlined below.

How to contact us

Call **0300 123 5000** to speak to our customer contact centre or request a call back from the project team.

Alternatively you can email:
A5GibbetHill@nationalhighways.co.uk

When getting in touch, please include the reference
'A5 Gibbet Hill Consultation'
to help us track your enquiry.
THANK YOU

The Options

We have looked at different ways to improve A5 Gibbet Hill and have assessed the performance of a range of potential options, considering:

- Impact on journey times and reliability
- Impact on road safety
- Impact on the environment
- Impact on communities and road users
- Cost to build

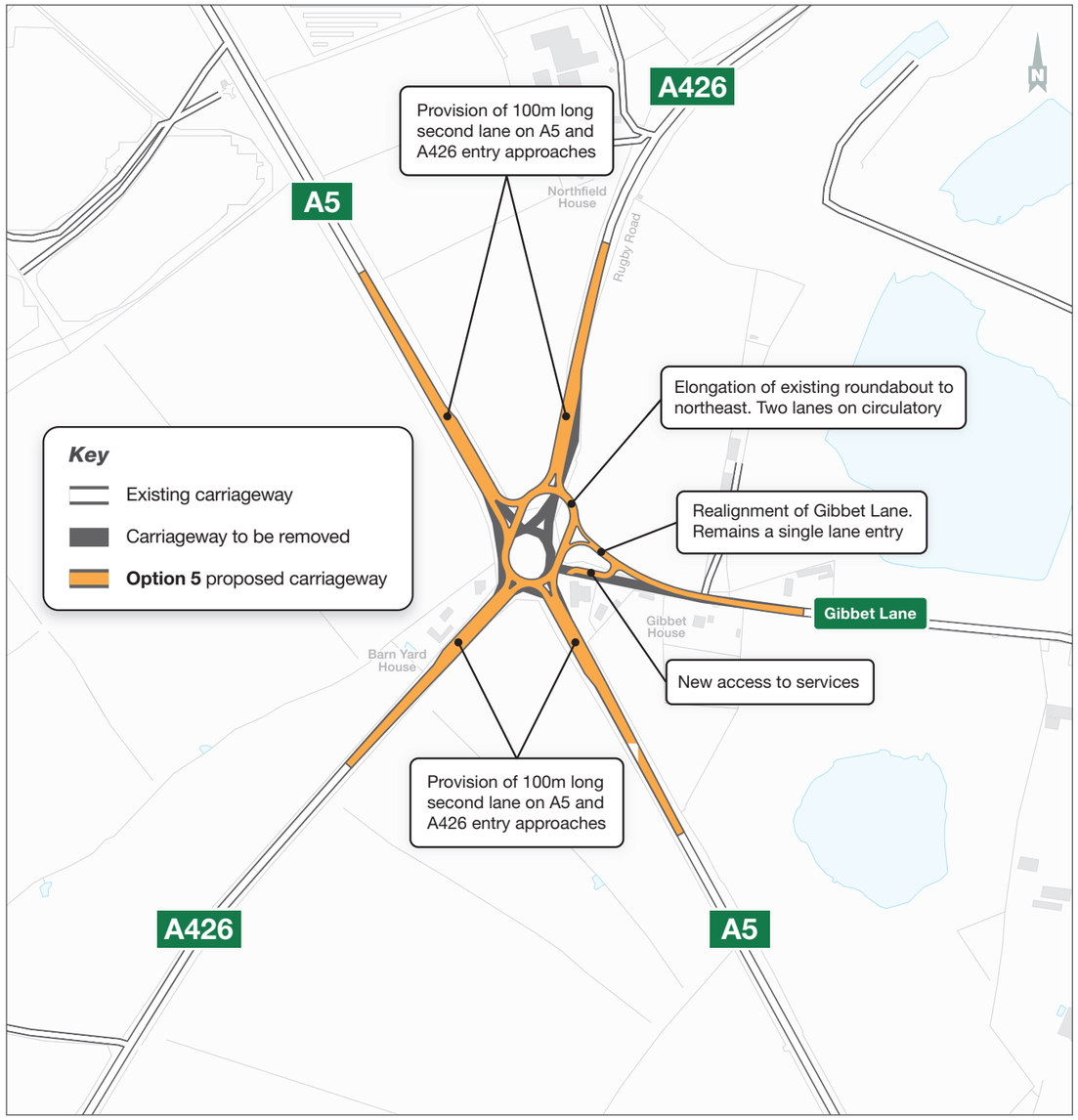
Following this assessment, a number of options were discounted as they performed less well against these considerations. For further information on Discounted Options, please see page 18.

The remaining options presented in this brochure – called Option 5, 6 and 11 – have been identified as the most suitable for further consideration.

This section of the brochure provides an overview of these three options, including their key features as well as their potential benefits and impacts.

Option 5

A5 Gibbet Hill



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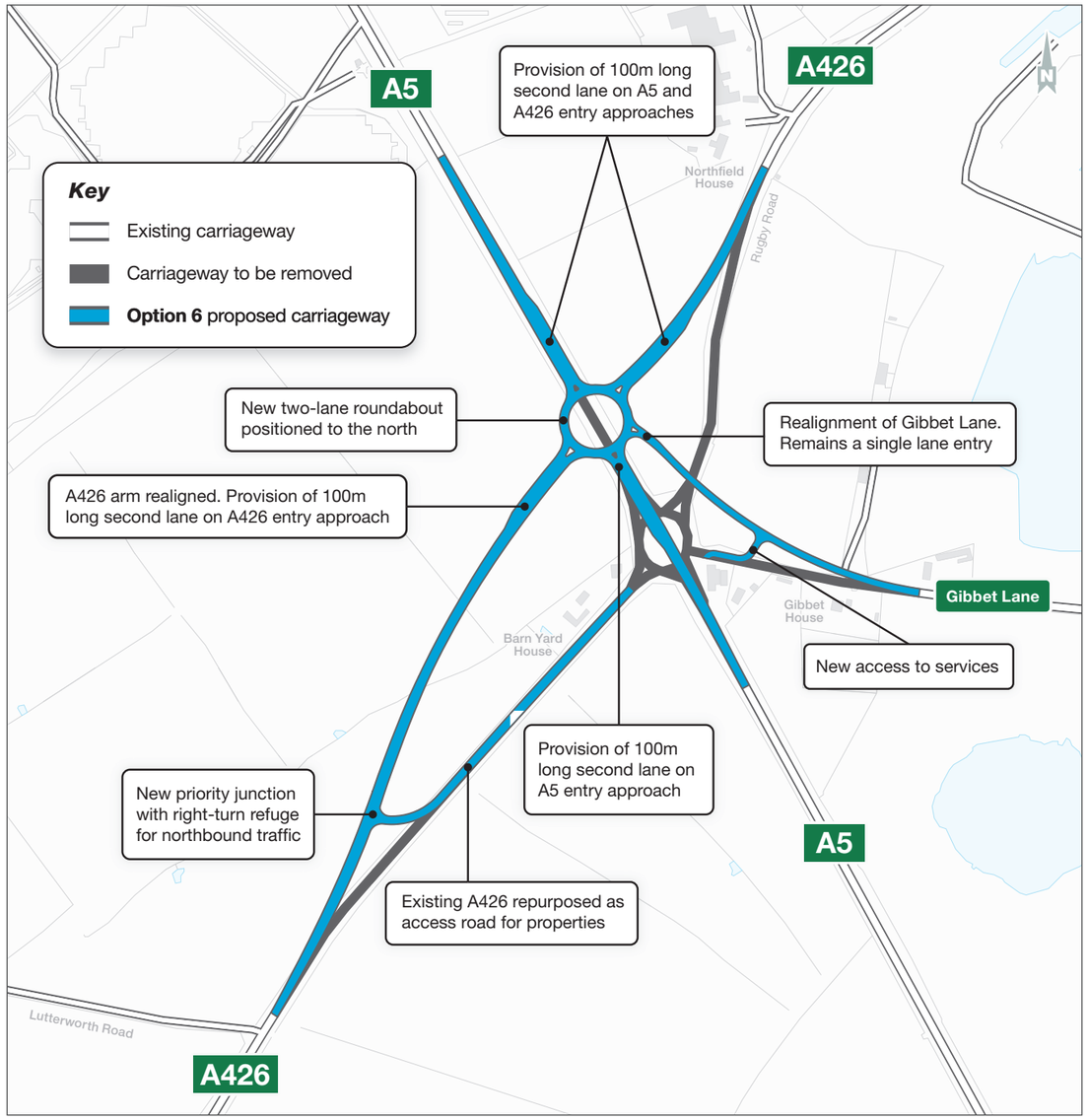
Option 5 proposes an elongation of the existing roundabout to the northeast, realigning Gibbet Lane to fit the new layout. It provides two lane entry and exits on the A5 and A426 arms.

Gibbet Lane remains a single-lane entry and exit. This option meets congestion and queuing goals across all arms, offering time savings and queue reductions.

Option 6

A5 Gibbet Hill



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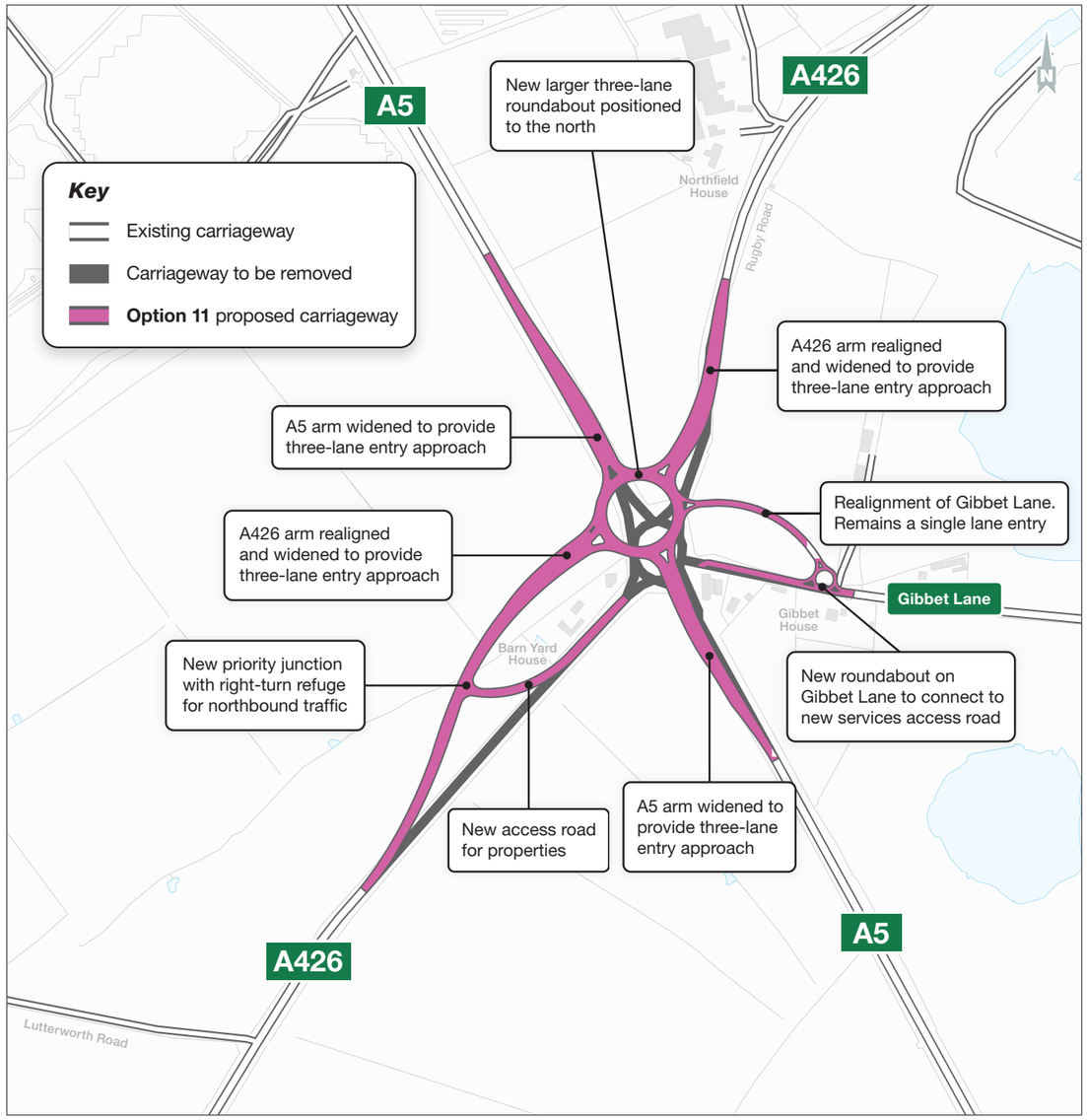
Option 6 provides a new roundabout to the north of the current junction, with all approach arms realigned to the new position.

It provides two lane entry and exits on the A5 and A426 arms. Gibbet Lane remains single-lane entry and exit.

This option meets congestion and queuing goals on the A5 and A426 arms but leads to a slight increase in queue length and journey time on Gibbet Lane.

Option 11

A5 Gibbet Hill



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Option 11 introduces a significantly larger roundabout to the north of the current junction, with three lanes on the roundabout and on the A5 and A426 entry arms. The option will realign the A426 and Gibbet Lane entry arms to fit the new layout.

It also includes a new smaller roundabout on Gibbet Lane to maintain access to the services and adjacent properties.

This option meets congestion and queuing goals across all arms, offering time savings and queue reductions.

Benefits and impacts of the proposed options

In assessing the benefits and impacts of our proposed options, we look at a variety of features.

Table 1 below provides a summary and comparison of the key benefits and impacts of the three options. The table simplifies the technical information gathered to date. The scores are based on the combined findings of a range of different assessments.

Each topic includes a range of potential impacts, which may be both positive and negative. For more detailed information on all of the topics summarised in the table, please go to page 13.

The development of these options is still at an early stage. The information we're sharing will continue to develop as we carry out more surveys and assessments. We're assessing the environmental impacts in-line with national guidance.

What we learn from these surveys and further technical work, along with your feedback, will help shape the next steps for the scheme.

Table 1 Benefits and impacts of the options

Feature	Option 5	Option 6	Option 11
Transport			
Journey times and congestion	★★	★★	★★
Road safety	★★	★	★★
Walking, cycling, and horse-riding provision	★	★	★
Environment			
Air quality	o	o	o
Noise	xxx	xxx	xxx
Cultural heritage	x	x	x
Landscape	xxx	xxx	xxx
Biodiversity	xx	xx	xx
Road drainage and water environment	o	o	o
Soils	xxx	xxx	xxx
People and communities	x	x	x
Carbon emissions	o	o	o
Combined effects	xxx	xxx	xxx
Economy			
Construction duration	2 years	2 years	2 years
Construction disruption	xxx	xx	xx
Land	x	xx	xx
Cost	££ million	£££ million	£££ million
Value for money (value for money represents the combination of all whole life costs and benefits)	Option 5 has monetised benefits between options 6 and 11 and has the lowest cost, resulting in high value for money	Option 6 has the lowest monetised benefits and has the highest cost, resulting in low value for money	Option 11 has the highest monetised benefits and has an overall cost between Option 5 and 6, resulting in medium value for money

Key | ★★★ large positive impact | ★★ moderate positive impact | ★ slight positive impact | **o** neutral impact | **x** slight negative impact | **xx** moderate negative impact | **xxx** large negative impact |

Transport

Journey times and traffic congestion

The A5 Gibbet Hill currently experiences significant congestion and poor journey time reliability, with queueing on all approaches during peak periods. This issue is heightened by the conflicting movements at the roundabout and a high proportion of Heavy Goods Vehicles (HGVs).

All three scheme options are designed to improve traffic flow and reduce congestion. We've carried out traffic modelling to see how the options would affect traffic in the local area.

Option 5 provides improvements to the existing roundabout through widening the approaches and increasing separation between the entry arms. This delivers journey time savings, reduces queue lengths and improves traffic flow through the junction.

Options 6 and 11 introduce more substantial changes through the construction of a new roundabout to the north of the existing junction, providing a greater increase in capacity. These options generate similar or slightly improved journey time reductions compared to Option 5.

By significantly increasing entry capacity and improving alignment, they allow higher traffic volumes to pass through the junction and reduce queuing more effectively.

Option 11 provides the greatest improvement in traffic flow due to its larger layout and additional lanes, delivering the strongest enhancement in journey time reliability and overall network resilience. For all options, the improvements are expected to encourage increased use of the A5 corridor, reflecting better journey conditions and reduced delay. While this results in higher flows on both the A5 and A426, all three scheme options reduce congestion.

Road safety

A safety assessment of the collisions at A5 Gibbet Hill between 1 January 2020 and 31 December 2024 shows five recorded slight injury collisions which are likely related to the congestion often experienced at the junction. Anecdotal evidence suggests that a number of near misses and damage-only collisions also occur at the junction but are not recorded in the data used in our safety assessment.

There were three serious and one fatal collisions on the approaches to the roundabout within the studied area. These collisions are not related to, or concentrated in one location. They are spread across the A5 and A426, with some involving head on collisions.

Design options at the roundabout will increase capacity and ease congestion, reducing the likelihood of poor driver behaviour, providing improvements to road user safety.

Walking, cycling and horse-riding provision

There is currently no provision for walkers, cyclists or horse-riders at the roundabout, but there are a number of off-road routes (including Public Rights of Way) in the vicinity of the roundabout. As we develop the designs, we'll look closely at the routes already used by walkers, cyclists and horse riders to see if there are any improvements that can be incorporated into the design.

We would also aim to maintain access for walkers, cyclists and horse-riders during construction as far as possible.

If you use the junction as a pedestrian, cyclist or horse rider, we'd like to hear your views on how our options could include facilities for people travelling in these ways.

Environment

An assessment of the environmental impacts of these options has been undertaken ahead of this consultation. The following is a summary of the key findings relating to the main environmental topics. Further information is available in the Non-Technical Summary of the Environmental Assessment Report, which can be accessed via our Citizen Space consultation page.

We have an ambitious plan to become net zero for carbon, which you can read more about here: **https://nationalhighways.co.uk/netzerohighways/**

Air quality

We have used air quality information and traffic data to understand how each option could affect nearby communities. Our early assessment considers the area around the scheme, the affected road network, and the closest homes and businesses.

During construction, dust and emissions from vehicles, machinery and construction activities may be produced for short periods. We do not expect these to cause significant air quality effects, as measures would be put in place to manage dust and emissions.

All scheme options have the potential for changes in vehicle emissions on roads both in the immediate vicinity and on the wider road network as a result of changes in traffic flow and road alignment.

All three scheme options have similar potential impacts on Local Wildlife Sites (LWS). Each option passes through the Watling Street Trackway LWS and is within 200 metres of Shawell Quarry Extension, Gibbet Lane/Watling St Hedge LWS and Green Lane Spinney Hedgerows LWS, meaning these sites could be affected by changes in road traffic emissions.

However, for all options, baseline pollutant concentrations are relatively low, and forecast levels remain well below air quality limits.

Road traffic emissions are expected to reduce over time due to improved emissions controls and an increased proportion of electric vehicles. This means that by the expected opening year, potential adverse air quality impacts associated with changes in traffic flows would have reduced, compared to the present day.

Noise

There are no Noise Important Areas (NIA) within the study areas for any of the scheme options. There are four dwellings which would be impacted by all three options.

All options have the potential for significant adverse construction effects on these residences during the construction phase. Mitigation measures would be necessary to manage these impacts.

All options have the potential for changes in road traffic noise during the operation phase, although it is considered unlikely that these changes would be significant.

Cultural heritage

Our cultural heritage assessment identifies the Tripontium Roman Station Scheduled Monument, a late 1st to 5th century Roman town on the line of the Watling Street Roman Road. The site is located approximately one kilometre southwest of the scheme.

There are multiple non-designated archaeological remains within the 300 metre study areas of the scheme option boundaries. Coton House, a Grade II* Listed country house is located within one kilometre of Options 6 and 11 boundaries. The Option 6 boundary is also located within one kilometre of the Grade II Listed stable block within the grounds of Coton House, and associated gardens and parkland.

Our options would not result in changes to the setting of designated heritage assets. There is a small possibility that previously unknown archaeological remains could be discovered during construction works. If this happens, appropriate steps would be taken to protect and manage any findings in consultation with the relevant heritage organisations.

Landscape

We have assessed how the options could affect views and the surrounding landscape around the project area.

The landscape is predominantly rural, gently rolling farmland with mixed arable and pastoral land, hedgerows, and limited woodland. Key features in the area include the River Swift, villages (e.g. Shawell, Churchover), and transport corridors, which reduce tranquility and increase light pollution locally.

There are no national landscape designations locally, but other notable features include the Tripontium Roman Station Scheduled Monument, Shawell Conservation Area and numerous listed buildings. Vegetation belts, woodland, and landform often restrict long-range views.

During construction, Option 5 would result in the least landscape and visual impact, as works are largely confined to the existing road corridor, with effects mainly arising from localised vegetation removal and increased visibility of works. In contrast, Option 6 would have the greatest impact, with construction extending further into the surrounding landscape, creating more widespread disturbance and visual intrusion.

Option 11 would have impacts similar to Option 6 but slightly reduced, as the footprint is smaller. Mitigation measures would be included to make the scheme more visually attractive and better integrated into its surroundings. New planting, including trees, shrubs and hedgerows, would also be introduced along the road to replace vegetation lost during construction. These features would help soften views of the road, provide screening for nearby dwellings, and make the scheme blend more naturally with the landscape, while also restoring habitats for local wildlife.

Biodiversity

We have assessed how the options could affect local habitats and wildlife. It highlights that all options may potentially impact biodiversity resources, including those relating to designated sites, ancient woodland, ancient/veteran trees, other notable habitats and protected/notable species.

All options also have the potential for significant effects in relation to the Watling Street Trackway LWS during the construction phase. This is due to the proposed footprint of all three options covering a large proportion of the LWS which may result in a permanent loss of habitat and negatively impact the integrity of the site. Mitigation measures would be needed to minimise these impacts.

There are slight adverse effects predicted post-construction due to a potential increase in air pollution and nitrogen deposition to protected sites and habitats in the area, potential changes to bat and bird flight paths and commuting routes, and a reduction in habitat for species. Mitigation measures would be needed to minimise these impacts.

Road drainage and the water environment

We have assessed how the options could affect local water environment and drainage systems. This shows that the options have similar impacts and there is no significant risk of flooding. Surface water ponding and flow paths are present around the scheme. All options have the potential for impacts on the water environment, requiring mitigation measures to manage runoff and prevent pollution.

Soils

We have looked at how the options could affect geology, soils, agricultural land, and potential contamination in the area.

There are potential sources of contamination within the scheme area, such as historic landfills and services. During construction, there is a risk that works could disturb contaminated soils or create pathways for pollutants to reach land or water. These risks would be managed through appropriate construction measures.

The footprint of the option relates to the amount of land affected.

Option 5 has the smallest footprint and affects the least amount of agricultural soils. Option 6 has the largest footprint and most affect. Option 11 has a land affect between options 5 and 6.

People and communities

For all options, there would be potential temporary impacts on quality of life due to a combination of construction noise, dust, visual intrusion and construction traffic affecting a small number of residents and local businesses.

Potential temporary impacts on quality of life for vehicular users, including business travellers and tourists, would occur due to temporary traffic management on the A5 and A426 during construction.

There could be occasional disruption to access for farmers, residents, local businesses, walkers, cyclists and horse-riders on the local road network depending on construction and access requirements. Mitigation measures would be needed to manage these impacts.

Several Public Rights of Way (PRoW) and recreational routes are near the options, including footpaths, bridleways, and restricted byways. PRoW intersected by the options may require diversion or re-routing during construction or post construction.

Carbon emissions

A Whole Life Carbon (WLC) assessment has been carried out for each of the three options to understand the relevant carbon emission estimates.

Option 5 has the lowest construction phase emissions because it modifies the existing roundabout with some minor realignment and widening of the entry arms.

Option 6 requires construction of a new roundabout with realigned approaches. It is estimated to result in the highest construction phase carbon emissions.

Option 11 requires construction of a bigger roundabout with some realignment of approaches. Option 11 has carbon emissions between options 5 and 6.

Post-construction, Option 5 has the lowest emissions whilst Option 6 is the highest emitting option. Option 11 is in between the two.

Combined, this results in Option 5 being the lowest WLC option, followed by Option 11 and then Option 6 as the highest.

Potential carbon reduction opportunities will be investigated and implemented in future design stages.

Combined effects

For all options, there is the potential for significant combined adverse effects during construction on:

- Residents close to the option
- Users of community facilities, public open space and routes used by walkers, cyclists and horse-riders
- Agricultural land holdings
- Emerging developments and planning applications

As the scheme progresses, potential cumulative effects will be assessed in more detail.

Economy

Construction duration and impacts

We've looked at how the project could be built and how long construction might take. For all three options, construction is likely to last approximately two years. During this time there would be some temporary disruption to traffic on the roads surrounding the A5 Gibbet Hill Junction.

Construction of Option 5 would mean some temporary disruption on the A5, A426 and Gibbet Lane as the junction is modified to form its new elongated shape. This would include narrow lanes, lower speed limits and changes to usual lane layouts. Traffic would continue to be able to travel through the area during the works, but drivers should expect slower journeys and queueing at busy times while the new layout is constructed.

Option 6 and Option 11 have greater sections of construction works which could take place in the adjacent fields, which reduces how often we would need to work on the existing roundabout and its approaches. Even so, the A5, A426 and Gibbet Lane would still see some narrow lanes, lower speed limits and changes to usual lane layouts when the existing road network is connected to the new roundabouts. Drivers should expect slower journeys and queueing at busy times while these new connections are constructed.

All options are likely to require occasional lane closures or full junction closures with suitable diversion routes to safely construct the scheme. Exact details would be developed during future design stages.

Land take

The land surrounding the scheme is predominantly agricultural forming part of a couple of large agricultural landholdings. There are also several businesses and a few residential properties within the area all of which have been considered during the development of options.

All options require some permanent third party land take to accommodate the scheme. Option 6 requires the most land take, Option 5 requires the least and Option 11 is between the two.

Much of the land required for the scheme is agricultural. There will also be changes to how some residential properties and businesses access their landholdings because of the proposed road layout changes. If you have been identified as someone with any interest in land that may be impacted by one of our proposed options, we will have contacted you directly prior to this consultation.

Discounted options

In addition to the three options presented, we have explored a wide range of alternative options for the scheme which we assessed against the following:

- Whether or not the options meet the scheme's objectives
- How the options impact road safety
- How much options cost to build
- How options impact the environment
- How the local community could be affected

At-grade options (no new bridges or structures)

We assessed several at-grade options, including throughabout layouts, cross-roads and staggered-T junctions. These options were discounted because traffic modelling showed that they did not perform well under future traffic conditions. In many cases, the junction would still operate over capacity at peak times, meaning congestion and delays would remain, or any benefits would be short-term due to future traffic growth.

Signalised options on at-grade junctions

We also assessed signalised at-grade options including signalising the existing junction. These were discounted as the traffic modelling showed that they did not perform well under future traffic conditions, and in some instances performed worse than the existing roundabout. This was because the signals caused more congestion and removed the free-flow from the junction, resulting in more queuing delays.

Grade-separated options (with bridges or structures)

We also explored a grade separated layout for this junction. This was discounted because it would have been disproportionately expensive for the benefit it would provide.

Next steps

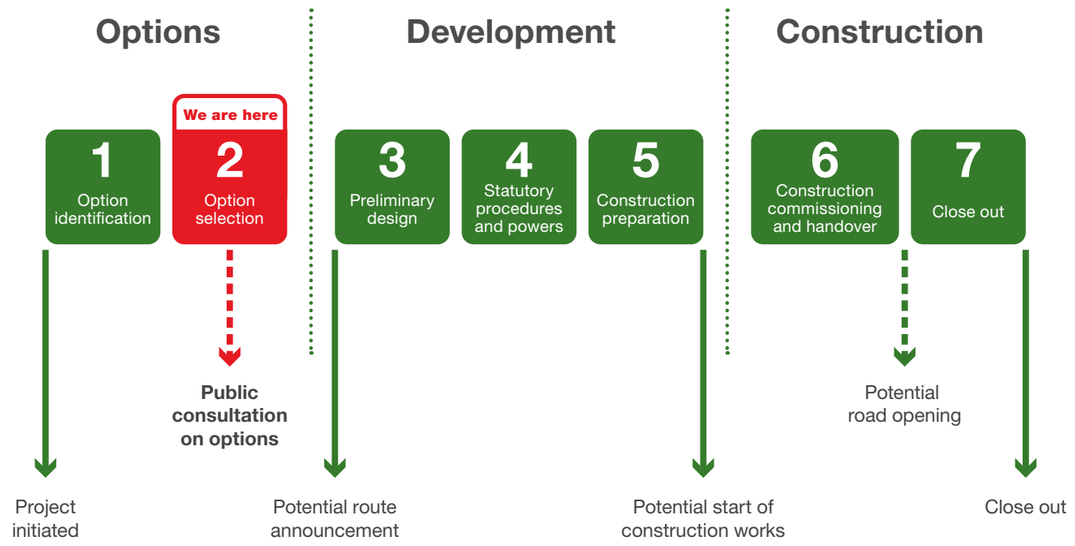
Once the consultation has closed on **3 November 2026**, we will:

- Make sure potential impacts on the community and environment have been fully considered.
- Refine the options designs, incorporating your comments where possible and complete our assessment work.
- Analyse all responses, consider feedback and highlight our findings in a public consultation report, which will explain our analysis and how you influenced our proposals.
- Publish a summary consultation report within 12-weeks of the consultation closure. A full report will be published with the announcement of the preferred option. These will be available to view on our website: **https://nationalhighways.citizenspace.com/he/a5-gibbet-hill-consultation** later next year.

If we receive approval from the DfT to proceed to preliminary design Stage 3, we will announce a preferred option via a Preferred Route Announcement.

- We will develop the design in more detail, carry out more environmental assessments and look at further steps we could take to reduce environmental impacts.
- We will also determine the consenting route required to build our preferred option, which is similar to planning permission for this type of project.

If the scheme were to be approved for the next stage of design, there may be further opportunities to have your say.



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