

Appendix A.

Changes to Environmental Statement for Caton Cross Improvements and NTS

Caton Cross Improvements

Revisions to Environmental Statement
E&JW Glendinning Ltd

November 2018



Notice

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1. Introduction

- 1.1. This document sets out revisions to the Environmental Statement (ES) that accompanied the planning application submitted on behalf of E&JW Glendinning Ltd for improvements to the off-slip lane on the Exeter bound carriageway of the A38 at Caton Cross. The application was submitted to Teignbridge District Council in March 2018 ref no 18/00542/FUL. The revisions have been prompted by Highways England's consultation response to the original proposals dated 1 May 2018. A copy of Highways England's consultation response is presented in Appendix A to this document.
- 1.2. The revisions to the Caton Cross improvement proposals made as a result of Highway England's consultation response are
 - partial realignment of the footpath/cycleway to address concerns re levels and visibility.
 - changes to the construction arrangements
 - changes to the compensatory habitat planting to meet Highways England's requirements
 - more information about associated alterations to signage.
- 1.3. All changes are minor in nature and do not alter the conclusions about the significance of any effect in EIA terms, including the significance of cumulative effects when considered with the proposals in the Main application for the extension to Linhay Hill Quarry.
- 1.4. More specifically, the partial realignment of the footpath/cycleway relates to chainage 10 to 90 and involves positioning the footpath/cycleway adjacent to the lengthened slip road, rather than maintaining the narrow grass stand-off of about 1m from the slip road in the original proposals. This mirrors the arrangement on slip roads on other junctions on the A38. This change means that the footpath/cycleway does not need to be raised as much to avoid possible damage to tree roots, hence the required pedestrian visibility at the junction itself can be achieved without having to raise the footpath/cycleway at the crossing point. Thus the remaining length of footpath/cycleway from chainage 90 to the junction can remain on its current alignment and level. The realignment is shown in revised drawings presented in the revised Appendix 1.2.
- 1.5. This change reduces the extent of reconstruction involved in the improvements, meaning that the construction period can be reduced to 2-3 months and can be achieved by a combination of over-night closures, a two-week closure of the nearside lane of the A38 and potentially longer-term closures of the Caton Lane off-slip. An alternative route for the footpath/cycle track and arrangements for a temporary bus stop are suggested for the duration of the construction period.
- 1.6. The proposed compensatory habitat mitigation planting associated with the scheme has also been changed to meet the requirements of Highways England (HE). Thus, the proposed area of shrub planting is replaced by a single staggered row of shrub planting to provide compensation and additional connectivity for the losses associated with the junction proposals. Also, the replacement tree planting to the east is now omitted because it would have presented an ongoing maintenance issue to HE as the lower branches would continually need to be trimmed to ensure good forward visibility of the slip road under the advance direction sign for motorists about to turn off the A38. A revised planting drawing is presented in appendix 1.2.
- 1.7. It has been agreed with HE that associated changes to signage can be conditioned, but - in short - they relate to including advance warning of the Traffic Regulation Order on Caton Lane, and consolidating the brown tourism sign for Trago Mills with other advance warning signs nearby to avoid the former becoming obscured when the shrub planting grows.
- 1.8. With regard to the Road Safety Audit included in appendix 6.1 of the original ES, HE has advised that further RSA at Stage 1 is unlikely to provide any added value, as the issues concerned and changes made fall more within the scope of the Stage 2 RSA. Therefore, no change to Appendix 6.1 is required.

Procedural background

- 1.9. The revisions are submitted as ‘any other information’ as set out in Regulations 2 and 22 of the EIA Regulations which include provision for ESs to be revised or amended. ‘Any other information’ is defined as ‘*any other substantive information relating to the environmental statement and provided by the applicant or the appellant as the case may be*’.

Layout of the document

- 1.10. The original ES consisted of an ES report and appendices, plus a Non-Technical Summary. Changes to the original ES report are set out in the following chapters, with the chapter numbers corresponding to those in the original ES. Each paragraph of changed text is presented in aerial font to show that it was part of the original ES text with altered text shown in red and omitted phrases and sentences shown ~~struck-through~~. The numbers of additional paragraphs are sub-numbered to maintain the original paragraph numbers in respective parts of the text. Where no changes are made to a chapter this is stated.
- 1.11. Changes to the Non-Technical Summary are set out in chapter 13.
- 1.12. Equivalent changes are proposed to the Planning Statement, but only apply to chapter 2 and the list of scheme drawings in chapter 3 of the Planning Statement.

Changes to Chapter 1 and associated appendices

- 1.13. Para 1.26 is changed as follows to incorporate this document into the ES accompanying the Main application.

Relationship with ES accompanying the Main Application

- 1.26. As explained in paras 1.2 to 1.9 above, the improvements to the off-slip lane at Caton Cross arise as a result of the proposals to extend Linhay Hill Quarry, which is the subject of a separate ES. Whilst being prepared as a stand-alone document to accompany the planning application for the improvement works to be submitted to Teignbridge DC, it is intended that the Caton Cross Improvements ES **and this document** will itself become an appendix to the Main ES for the quarry extension as part of ‘Further Information’ under Regulation 22 of the EIA Regulations submitted to the DNPA.
- 1.14. An additional paragraph is provided after para 1.36 to describe the additional consultations held in preparation of the revised proposals.

Consultations

- 1.37 Following submission of the application, consultations were made with Highways England about how the layout of the improvements could be amended to address the concerns raised in HE’s consultation response of 1 May 2018. Consultations were also held with officers of Teignbridge Council, Devon County Council, the bus service operating company and a local cycling group to confirm their acceptance of the changes made.**

Changes to Appendix 1.2

- 1.15. The drawings in Appendix 1.2 are replaced by revised drawings, and an additional drawing summarising the slip road and footpath/cycleway changes is provided (drawing LINHAY-ATK-S0-C-DR-0020). The revised drawings are included in the replacement Appendix 1.2 in this report.

2. The Proposals

Changes to chapter 2

- 2.1. Changes to chapter 2 concern the drawings listed in Table 2-1 under the heading ‘Description of the proposed works’, and a revised drawing provided for the Arboricultural Report. The revised drawing is in the revised Appendix 2.1 at the end of this document. The main change is to the construction arrangements, with the period for closure of the nearside lane of the A38 reduced and arrangements for the bus stop and footpath/cycleway provided. Other incidental changes are also made.

Description of the proposed works

- 2.11. The proposed improvement works to Caton Cross are shown on the drawings provided in Appendix 1.2. These drawings are:

Table 2-1 Scheme Drawings (Those in italics have been revised since the application was submitted – those in red are additional drawings)

Drawing title	Drawing number
Site and Location Plan	LINHAY-ATK-GEN-T-PL-0004
Block Plan	LINHAY-ATK-S0-DR-C-1005
<i>Caton Cross Junction improvements - Proposed General Arrangement</i>	<i>LINHAY-ATK-S0-C-DR-0013</i>
<i>Caton Cross Junction improvements - Proposed Section Plan</i>	<i>LINHAY-ATK-S0-C-DR-0014</i>
<i>Caton Cross Junction improvements - Proposed Cross Sections 1 of 2</i>	<i>LINHAY-ATK-S0-C-DR-0015</i>
<i>Caton Cross Junction improvements - Proposed Cross Sections 2 of 2</i>	<i>LINHAY-ATK-S0-C-DR-0016</i>
<i>Caton Cross Junction improvements – Existing Situation</i>	<i>LINHAY-ATK-S0-C-DR-0017</i>
<i>Proposed Planting Plan</i>	<i>LINHAY-ATK-GEN-DR-L-0006</i>
Caton Cross Junction improvements – Proposed general Arrangement and Profile for 120m Driver – NMU visibility	LINHAY-ATK-S0-C-DR-0019
Caton Cross Junction improvements – Proposed Layout	LINHAY-ATK-S0-C-DR-0020

- 2.15. Reduction of the impact on existing trees and vegetation has been given a high priority in the design of the works and further losses have been avoided by ensuring that the realigned footpath/cycleway can be accommodated without excavating into existing ground levels to reduce impact on the root systems of retained trees. This has also assisted in eliminating the need for any cut into the embankment to achieve the required visibility for pedestrians ~~because the viewpoint is slightly raised from its current elevation.~~ Where new works are within the Root Protection Area (RPA) of trees, Cellweb or similar product will be used with porous surfacing as shown on drawing LINHAYATK-S0-C-DR-0013 in Appendix 1.2. Further details on Cellweb are provided in Appendix 2.2.

- 2.16. The proposals include replacement ~~tree and~~ shrub planting to compensate for the lost trees and undergrowth and to provide enhancement for wildlife. This is shown in a landscape planting plan which is included with the other drawings.in Appendix 1.2.
- 2.16a The alterations to the existing advance directional signing on the approach to Caton Cross will include advance warning of the Caton Lane TRO being added to the Advance Direction Signs on the A38, and combining the brown direction sign for Trago Mills with the junction warning sign to the south of the bus stop to rationalise their layout and ensure that the compensatory line of native shrub planting does not interfere with their visibility. Highways England has advised that the details of the alterations to the existing signs can be agreed by condition on the planning permission.

Construction

- 2.18. Construction works are anticipated to take approximately 2-3 months. Tree clearance may have to be a separate exercise as this can only take place outside the bird nesting season. The work will be undertaken in accordance with a Construction Environmental Management Plan (CEMP) and Road Safety Regime in accordance with appropriate standards for this type of work.
- 2.18a. The construction works will be undertaken using a combination of over-night closures, a two-week closure of the nearside lane of the A38 and potentially longer-term closures of the Caton Lane off-slip. The two-week closure would allow construction of the surface course, and other required works (e.g. drainage tie-ins and changes to the signage) will be undertaken at other times via the use of over-night closures. Some works will be undertaken in the verge behind a protective screen. The bus stop used as the construction compound. The night time working will mean that the works will be timed to take place to avoid periods of bat activity and traffic considerations mean that Christmas, Easter and the summer holiday periods also need to be avoided, but these considerations leave sufficient scope to undertake the works without undue constraint.
- 2.19 Following tree clearance, the area for the new off slip and realigned footpath/cycleway will be prepared as indicated on the drawings in Appendix 1.2. The next step will be laying the foundations and then the surface for the widened off slip lane, and footpath/cycleway, followed by white line painting. Ground restoration works and **compensation** planting will be carried out in parallel.
- 2.20. The appointed contractor will be instructed to minimise disruption to Caton Lane, with method statements for working activities provided to both HE and the local authority to agree upon any necessary closures and or Traffic Management arrangements. The Contractor will provide his programme of works in advance indicating if and when any closures are likely. It is envisaged that Caton Lane will be able to remain open for the majority of the construction contract with possible night time closures as appropriate to further minimise disruption.
- 2.20a The bus stop and footpath/cycleway will be closed for the duration of the works. Arrangements will be made for a temporary replacement bus stop, which is standard practice when bus stops need to be closed for highway construction works. The temporary replacement bus stop will be on the A383. An alternative route for the footpath and cycleway will be provided using local lanes and unclassified county roads to the south of the A38. The surface of the unclassified county road will be upgraded which can remain as a legacy improvement after the works are completed.

3. Policy Context

- 3.1. No changes to chapter 3 of the original ES are proposed

4. Need and Alternatives

Changes to chapter 4

- 4.1. No changes to the 'Need' part of chapter 4 of the original ES are proposed. The 'Alternatives' part is amended by addition of a short paragraph at the end referring to the revisions to the proposals the subject of this document.

Alternatives

4.29 Following submission of the application, the proposals were slightly amended to address concerns raised by Highways England. The changes are

- A partial realignment of the footpath/cycleway to address concerns re levels and visibility.
- changes to the construction arrangements
- changes to the compensatory habitat planning to avoid interruption to driver and signage visibility
- more information about associated alterations to signage.

5. Introduction to Impact Assessments

Changes to chapter 5

- 5.1. The only changes to chapter 5 of the original ES relate to the shortened construction period. The altered paragraphs are below.

Temporal Scope

- 5.3. The construction period for the slip road improvements is estimated to be about 2-3 months, subject to detailed programming of the appointed contractor and the seasonal requirements of the environmental management plan. The operation period will be ongoing and open ended thereafter.
- 5.4. The 2-3 month construction period for the slip road works will take place within Stage 0 of the extension proposals. It is proposed that the slip road works addressed in this ES and the TRO and signing Strategy proposed as part of the main application will be completed before the closure and removal of Alston Lane.

6. Effects on Traffic and Access

Changes to chapter 6

- 6.1. Changes to chapter 6 of the original ES are made to reflect changes to the construction arrangements. The changes are to paragraphs 6.60 and 6.62 under the heading ‘Construction Phases’; the row concerning Construction Phase in Table 6-3, and paragraph 6.79 under ‘Summary of Effects and Conclusions’.

Construction Phases

- 6.60 The construction phase is anticipated to take a period of approximately 2-3 months. **The construction works will be undertaken using a combination of over-night closures, a two-week closure of the nearside lane of the A38 and potentially longer-term closures of the Caton Lane off-slip. Some works will be undertaken via the use of over-night closures and by working in the verge behind a protective screen. It is envisaged that Caton Lane will be able to remain open for the majority of the construction contract with possible night time closures as appropriate to further minimise disruption. The bus stop will be used as the construction compound for the duration of the works.**
- 6.62 The construction of a nearside auxiliary lane is expected to have a moderate temporary dis-benefit via the introduction of Temporary Traffic Regulation Orders, **a temporary footpath/cycleway diversion and a temporary replacement bus stop.**

Residual Effects

- 6.2. The beneficial and adverse effects that will accrue with mitigation in place are set out in **Table 6-3**.

Table 6-1 Residual Effects

Impact	Description	Permanent / Temporary	Overall Residual Significance
Construction Phase	During the construction phase, it will be necessary to introduce Traffic Management in order to construct the nearside auxiliary lane. This is likely to include the closure of the nearside lane of the for a period of 2 weeks and will also necessitate the closure of the bus stop between Alston and Caton Cross and diversion of the footpath/cycleway for the duration of the works (estimated 2-3 months) . Closures of access to Caton Lane from the A38 for periods may be required.	Temporary/ Moderate Dis-benefit	Minor dis-benefit

Summary of Effects & Conclusions

- 6.79 The construction phase is anticipated to take approximately 2-3 months. **The construction works will be undertaken using a combination of over-night closures, a two-week closure of the nearside lane of the A38 and potentially longer-term closures of the Caton Lane off-slip.** It is envisaged that Caton Lane will be able to remain open for the majority of the construction period with possible night time closures. The appointed contractor will be instructed to minimise disruption and will agree necessary closures and Traffic Management arrangements with HE and the local highway authority. Residents of Caton will be kept informed.

7. Noise Assessment

Changes to chapter 7

7.1. The only changes to chapter 7 of the original ES relate to the shortened construction period. The altered paragraphs are below.

Potential Noise & Vibration Impact of Scheme: Construction Phase

7.57. The construction works associated with the proposed junction improvements will take approximately 2-3 months to complete.

Construction Phase: Potential Impact of Construction Off-site Traffic

7.68. There will be additional traffic movements during the construction period, however as identified above, given that the scheme is relatively small in scale this increase is anticipated to be not significant within the context of existing traffic flows on the local road network, and will be both temporary and of limited duration (i.e. approximately 2-3 months). Abnormal loads may be required during the construction works, e.g. delivery of plant, but will be infrequent and the timings suitably managed as far as practicable, to reduce the associated potential noise and vibration impacts.

Conclusion

7.111. There is potential for elevated noise and vibration levels during the construction phase of the proposed development, notably during the required site preparation and road surfacing; however, the impact of these activities will be small scale, localised, temporary in nature and of limited duration (e.g. approximately 2-3 months), and appropriately managed to minimise any impacts.

8. Landscape and Visual Effects

Changes to chapter 8

- 8.1. The changes to chapter 8 of the original ES relate to the shortened construction period and the proposed compensatory habitat planting. The altered paragraphs are below.

Site Context and Description

- 8.10. The proposals comprise the highway improvement works involving widening of the slip road at Caton Cross, associated relocation of the footpath/cycleway alongside the slip road and changes to road markings; and **one block** of landscape planting. An area of highway will also be used for a construction site during the **2-3** month construction period. Two trees and some 150m² of undergrowth will need to be removed for the slip road widening.

Mitigation

- 8.131. To offset the impact of vegetation removal it is proposed to replace the removed scrub vegetation with a **line** of new shrub planting to be situated within highway land to the west of the slip road works. ~~This area measures approximately 750m² and will be cleared of bramble vegetation and~~ The new shrub planting **will improve** the planting structure and wildlife connectivity function alongside the A38. The planting design proposals are conveyed on drawing LINHAY-ATK-GEN-DR-L-0006

- ~~8.132. In addition to the replacement shrub planting, the two trees to be removed will be replaced at a ratio of 2 to 1, to provide four new trees. Due to spatial constraints and to ensure visibility along the A38 and of directional signs is not hindered, the new trees will be located beyond Caton junction to the east of the existing large directional sign.~~

Residual Effects

- 8.135. With the addition of **the line of** new shrub planting to offset the loss of 150m² of scrub planting, ~~and the addition of replacement tree planting~~ in the vicinity of the highway works, the proposals are considered not likely to cause a noticeable alteration from the existing baseline landscape character condition.

9. Ecology

Changes to chapter 9

- 9.1. The changes to chapter 9 of the original ES relate to the shortened construction period and the changes in the compensatory habitat planting. The altered paragraphs are below.

Predicted Potential Impacts

- 9.133. The main biophysical changes associated with the proposed development that have potential to affect ecological resources positively or negatively (in the absence of any mitigation) in the site and its relevant surroundings are:
- Re-alignment of the existing Caton junction off-slip and adjacent pedestrian footpath/cycleway;
 - Clearance of vegetation from within the visibility splay; and;
 - Creation of habitats (native shrub ~~and tree~~ planting).
- 9.138 Taking each in turn:
- Short periods of night-time working will occur within the ~~2-3~~ month construction programme, which would result in additional night-time lighting of the roadside woodland edge along the A38. Depending on the timing of the works, this could potentially occur during the active season for bats. The roadside edge of the plantation woodland is currently relatively well-lit at night by headlights from passing vehicles, and the bat survey findings indicated that greater horseshoe bats predominantly used the field-side of the plantation. Given the density of the woodland and level change between the road-side and field-side of the plantation woodland, lighting for construction is not considered likely to result in significant changes to the light regime experienced on the field side of the plantation woodland.
- 9.141. Replacement ~~tree and~~ scrub planting is proposed within the Strategic Flyway to strengthen the connectivity of the broadleaved plantation woodland along the A38 cutting to woodland and scrub habitats to the west ~~and east~~ (refer to Figure 9.3). ~~To the west~~ This planting would widen the area of advance native tree and shrub planting already undertaken in relation to the proposed quarry extension. ~~and to the east it would strengthen the connection between the scrub and broadleaved woodland around Caton Cross and the farm underpass which was found to be used by bats including greater horseshoe crossing the A38 (refer to Appendix 9.4).~~

Nationally Designated Sites Mitigation and Enhancement

- 9.149. The proposed ~~tree and~~ scrub planting will result in a net increase in the area of ~~this buffer habitat~~, and will also improve the connectivity of local ecological networks.

Broad-leaved Plantation Woodland Mitigation and Enhancement

- 9.166. ~~A total of four native broadleaved trees (root ball specimens with a 10-12cm girth) would be planted within the Highways Estate to the east of the site and c750m²~~ A line of native shrub planting totalling c. 250m² will be introduced to the west of the site, ~~also~~ within Highways Estate. The proposed new planting would result in a net increase in the area of native broadleaved ~~woodland and~~ shrub by c. 100m².

Residual Effects

- 9.169. The net increase in ~~tree and~~ shrub planting would represent an overall ecological gain for this habitat type in the medium to long term, once newly created habitats have reached early maturity. This is considered to represent a significant permanent direct positive effect on a feature of importance at the **Local** scale in the medium to long term, equating to an effect of **neutral slight positive** significance.

Badger

Construction

Potential Adverse Impacts

9.173. The proposed carriageway and footpath/cycle-way works have the potential to result in short-term disturbance to the main and annex badger setts during the c. **2-3 month** construction period as a result of vehicle and pedestrian (contractor) activity and nocturnal lighting and could also potentially lead to entrapment of badgers in any deep excavations left open overnight.

Dormouse

Construction

Mitigation and Enhancement

9.184. Detailed mitigation proposals for dormice would be produced and measures would be subject to a Natural England European Protected Species licence which would ensure that any adverse effect on the conservation status of the local dormouse population is avoided. The approach to dormouse mitigation will be as follows:

- Habitat creation in the form of ~~:- four specimen native broadleaved trees would be planted within the Highways Estate to the east of the site, together with 750m² a line of native shrub planting (dogwood, hazel, hawthorn, holly and field rose) to the west of the site, also within the Highways Estate. The overall area of habitat creation proposed would result in a net increase in suitable habitat by 100m² would be five times the area of suitable habitat lost. All new planting and~~ would strengthen links to existing off-site scrub and woodland areas.

Residual Effects

9.185. The proposed works will result in a short term reduction in the area of suitable habitat for dormice until the mitigation ~~tree and~~ shrub planting matures to create a closed-canopy habitat (estimated to be c. 7-8 years). Given the small scale of habitat losses in comparison to the overall size of scrub and woodland habitats within the site and with the provision of dormouse nest boxes, this short term loss is considered unlikely to result in significant changes to the dormouse population present.

9.186. In the medium to long term, the new ~~tree and~~ shrub planting will increase the availability of suitable habitat, which would benefit the local dormouse population and may potentially result in a slight population increase. Overall, the proposals are predicted in the medium to long term to result in a significant positive, permanent, direct effect on a feature of ecological importance at the **Local** scale, equating to an effect of **slight beneficial** significance.

Bats

Construction

Potential Adverse Impacts

9.191. During the **two to three** month construction period, short periods of night-time working may be required which would necessitate the use of night-time lighting of the construction site. Depending on the timing of the works, this has potential to occur during the active season for bats resulting in short term degradation (through illumination) of the roadside woodland edge along the A38 for foraging and commuting bats. The roadside edge of the plantation woodland is currently relatively well-lit at night by headlights from passing vehicles, and the bat survey findings indicated that particularly light sensitive species of bats foraging and commuting along the woodland predominantly used the fieldside (northern edge) of the plantation. Given the density of the woodland and level change between the road-side and field-side of the plantation woodland, lighting for construction is not considered likely to result in significant changes to the light regime experienced on the field side of the plantation woodland and hence this is not considered to represent a significant negative impact.

Mitigation and Enhancement

9.194. New ~~tree and~~ shrub planting has been designed to strengthen the connectivity of the broadleaved plantation woodland on the A38 cutting to woodland and scrub habitats to the west ~~and east~~ (refer to Figure 9.3). ~~To the west~~ This planting would widen the area of advance planting already undertaken to the west in relation to the proposed quarry extension. ~~and to the east it would extend the scrub, hedgerow and broadleaved woodland around Caton Cross along the steep embankment leading to the farm underpass (the location of the highest levels of bat activity recorded and found to be used by bats crossing the A38 (refer to Appendix 9.4)).~~

Summary of Effects and Conclusions

Construction

9.217. Mitigation through avoidance has been employed through the careful design of the proposals, and localised short term temporary adverse effects of construction would be minimised (in terms of likelihood and significance) through careful control of construction activities through an industry standard CEMP. Proposed habitat creation in the form of ~~e. 750m² of tree and~~ a c. 250m² staggered line of shrub planting is considered to fully mitigate for the predicted impacts to important habitats, resulting in **no significant adverse effects**.

10. Other Impacts

10.1. No changes to chapter 10 of the original ES are proposed.

11. Cumulative Impacts

11.1. No changes to chapter 11 of the original ES are proposed.

12. Summary of Residual and Cumulative Effects

12.1. No changes to chapter 12 of the original ES are proposed.

13. Changes to the Non-Technical Summary

Changes to the Non Technical Summary

- 13.1. Changes to the original Non-Technical Summary (NTS) are proposed as set out below. Appendix 1 of the NTS now contains revised drawings of the proposals, including the Revised Landscape Planting Plan.

Description of the proposed works

- 2.3. The red line defining the extent of the application site includes the full extent of the improvement works, a construction area within the near side lane of the A38 highway to the south west of the junction, plus an area of highway verge for shrub planting to replace the undergrowth that needs to be cleared for the improvements. ~~To the east there is a separate area for replacement tree planting and further shrub planting.~~ The total area enclosed by the red line is 800m² (0.8ha).
- 2.10. Two trees and about 150m² of undergrowth will need to be removed, and other trees may need to be trimmed. The proposals include replacement ~~tree and~~ shrub planting to compensate for the lost trees and undergrowth and to provide enhancement for wildlife. This is shown in a landscape planting plan which is included in Appendix 1.

Construction and Phasing

- 2.11. Construction works are anticipated to take approximately **2-3 months** and will be carefully managed to minimise disruption to Caton Lane. It is envisaged that Caton Lane will be able to remain open for the majority of the construction contract with possible night time closures as appropriate to further minimise disruption. The local residents will be informed in advance.

Noise Assessment

- 6.1. There is potential for elevated noise and vibration levels during the construction phase of the proposed development, notably during the required site preparation and road surfacing; however, the impact of these activities will be small scale, localised, temporary in nature and of limited duration (e.g. approximately **2-3 months**), and appropriately managed to minimise any impacts.

Ecology

Construction

- 8.3. Mitigation through avoidance has been employed through the careful design of the proposals, and localised short term temporary adverse effects of construction would be minimised (in terms of likelihood and significance) through careful control of construction activities through an industry standard CEMP. Proposed habitat creation in the form of ~~e.750m² of tree and a line of~~ shrub planting **c 250m² in extent** is considered to fully mitigate for the predicted impacts to important habitats, resulting in no significant adverse effects.

Dust

- 9.22. Effects from dust during construction of the improvements are anticipated to be minimal, as the areas affected are small and incorporate no-dig techniques. Also normal good working practices will be employed. The ES for the quarry extension identified a moderate temporary effect from dust during the **2-3 month** construction period for Bund 1b which will occur some ten years after construction of the improvements.

Appendices

Appendix A – Highways England’s consultation response of 1 May 2018.

Changes to ES Appendices and Figures

Revised Figure 9.3

Revised Appendix 1.2 – Revised planning application drawings of Caton Cross Improvements

Revised Appendix 2.1 – Revised drawing for Arboricultural Report

Revised Appendix 10.2 – Cross section through bund and improvement works with revised drawing

Changes to NTS Appendix 1

Revised NTS Appendix 1 – Revised Caton Cross Improvements Drawings