

Proposed Extension to Linhay Hill Quarry

Environmental Statement - Regulation 22 Any Other Information re Improvements to Caton Cross

November 2018

Introduction

This document has been prepared under the terms of Regulation 22 of the EIA Regulations 2011 and comprises 'Any Other Information' – defined in the Regulations as '*any other substantive information relating to the environmental statement and provided by the applicant or the appellant as the case may be*'.

Background

A planning application for Improvements to Caton Cross was submitted to Teignbridge District Council in March 2018.

As the Improvements were required in conjunction with the proposed extension to Linhay Hill Quarry, a document was prepared setting out the changes to the Environmental Statement that accompanied the planning application for the extension to Linhay Hill Quarry as a result of the proposed Improvements to Caton Cross. This document was submitted to the Dartmoor National Park Authority in February 2018 as Further Information under Regulation 22 of the EIA Regulations 2011 .

Minor revisions have now been made to the proposals for the Improvements to Caton Cross and as a result a small change to the text on page 4 of the February 2018 Regulation 22 document is required. The change is shown on the attached sheet.

Attendant changes to the separate ES for the Caton Cross Improvements are also required and a document describing these changes has been submitted to Teignbridge District Council. A copy of this document is contained in Appendix A of this Regulation 22 Any Other Information.

Further information about the revisions to the proposals are available on the applicant's website www.linhayhillquarryextension.co.uk and also from Teignbridge District Council under planning application no 18/00542/FUL.

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 and the pedestrian/cycleway will have porous surfacing.

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 landscaping scheme which is included with the other drawings.”

2.8. After para 6.102 add the following:

The options for improvements to the junction at Caton Cross

“A number of variations to the design of the improvements at Caton Cross were explored with the aim of ensuring that Highways England’s road safety concerns were addressed whilst reducing the loss of trees and other vegetation. Options explored possible reconfigurations of the junction, and the preferred option was then further refined in particular regarding the required pedestrian visibility at the junction to ensure that the number of trees and extent of undergrowth that need to be removed was minimised.”

2.9. In para 11.6 add a further bullet point at the end

- Improvements to the off slip at Caton Cross (as mitigation)

2.10. After para 11.159 add a new sub heading and text as follows:

“Improvements to off slip lane at Caton Cross

In tandem with the Traffic Regulation Order (TRO) for Caton Lane, improvements to the off-slip lane at Caton Cross have been developed in response to concerns raised by Highways England in its initial consultation response to the proposal to close Alston Lane. The concerns stem from the possibility that despite the TRO a small number of southbound traffic movements could divert to Caton Lane and thence onto the A38 via Caton Cross, which would add to existing safety concerns arising from the current layout of the Caton junction.

At present there is no separate diverge taper for Caton Lane and as a consequence it is not clear whether traffic entering the off-slip is destined to take the Caton turning, or continue on to Goodstone Cross. In the consultation response to the Main application, Highways England also noted the limited available space on exit between the A38 and the narrow section of Caton Lane that only allows the passage of a single vehicle.

It was agreed with Highways England that these concerns were best addressed by improving the off-slip to separate the two off slips and to provide additional space for traffic turning off the A38 into Caton Lane.

Although the improvements would normally be Permitted Development under Part 9 of the GPDO 2015, because they are required in connection with the quarry extension, which itself is EIA development, permitted development rights do not apply. Therefore a planning application is required and in addition the improvements themselves become EIA development by virtue of the connection with the quarry extension.

The improvement works are entirely within the confines of the highway land adjacent to the A38 and lie outside the Dartmoor National Park. Hence, they are the subject of a separate planning application to Teignbridge District Council. A copy of the ES that accompanies the application is presented in Appendix 2.2 of this Regulation 22 Response. The drawings showing the proposed improvement works are shown in appendix 2.1 of the ES.

The improvements provide a nearside auxiliary lane of approx. 120m in length for Caton Cross which will enable left turning traffic to decelerate off the main through carriageway, while separating the turning to Caton Cross from the off slip for Goodstone Cross by the use of hatching on the road surface. Separate road marking arrows will be provided on the surface of the A38 for the Caton off-slip and Goodstone off-slip to show the respective junction turnings, supplemented with appropriate signage. Pedestrian/cyclist visibility westwards at the junction is 120m. Vehicle visibility for emerging vehicles is 215m. The carriageway for the Caton off slip will be surfaced in high PSV material to improve grip.

This junction design is based on an approach similar to improvements that have recently been implemented at the Exeter-bound junction of the A38 at South Brent to separate the off slip for the Filling Station with that for the B3372 and South Brent.

The traffic and access impacts of these improvements are described and assessed in chapter 6 of a separate ES prepared for the improvement works which is presented in a separate appendix to this ES.