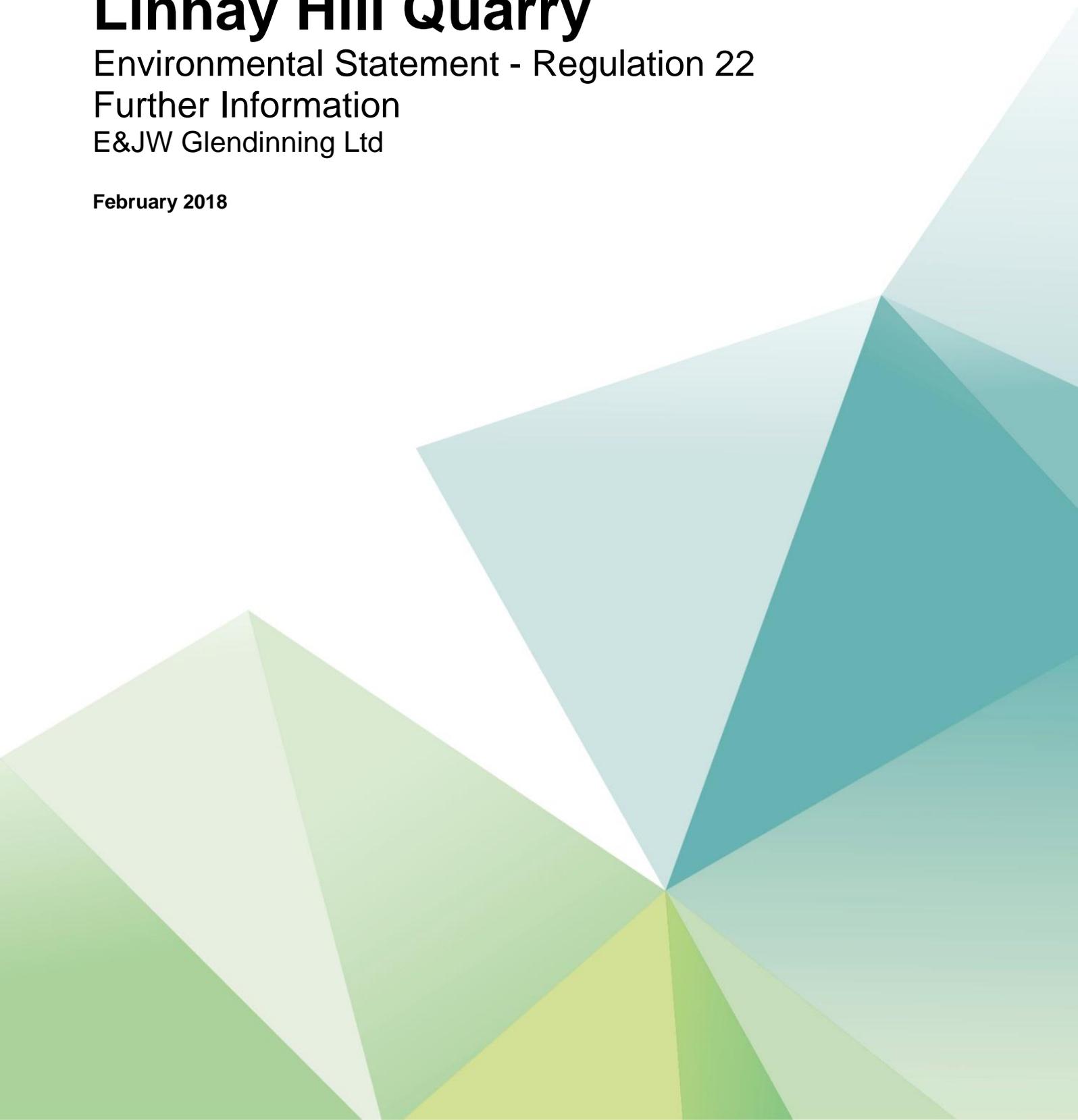


Proposed Extension to Linhay Hill Quarry

Environmental Statement - Regulation 22
Further Information
E&JW Glendinning Ltd

February 2018



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1. Introduction

Introduction

- 1.1. This document has been prepared in response to the Dartmoor National Park Authority's Request for Further Information under Regulation 22 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 (The EIA Regulations). The Regulation 22 Request was issued on 22 December 2016.
- 1.2. The Further Information has been requested to supplement the Environmental Statement (ES) prepared to accompany the planning application ref 322/16 for the extension of Linhay Hill Quarry, Ashburton.
- 1.3. The First Tranche of the Further Information was submitted in July 2017. This is the Second Tranche and provides information about proposed improvements to the Caton Slip road at Caton Cross.
- 1.4. In the first Tranche an interim response about the proposed improvements was provided explaining that as of the end of April 2017, initial proposals for improvements to the Caton Cross slip road had been prepared and had been safety audited by Highways England. A Scoping Request on the basis of these proposals had been submitted to Teignbridge District Council and a draft Scoping Opinion had been issued by Teignbridge District Council'.
- 1.5. This Regulation 22 Response contains copies of the final Scoping Opinion for the improvements to the slip road at Caton Cross and of the resulting planning application and accompanying Environmental Statement. It also includes the consequential changes in wording of the original ES for the quarry extension and the accompanying Planning Statement to incorporate the improvements into the overall proposals.
- 1.6. Responses to the remaining questions raised in the Regulation 22 Request will be provided at a future time after the required data has been collected and analysed.

2. Alternative Highways Scheme for Caton Lane

Introduction

- 2.1. The text in Chapter 4 of the DNPA Regulation 22 Request is reproduced in the box below. This is followed by a response about the submission of a planning application for improvements to the Caton junction slip road and accompanying Environmental Statement. A copy of the ES that accompanies the planning application is provided as appendix A to this Regulation 22 Response, with the NTS as appendix B. This Regulation 22 Response incorporates the Caton Cross slip road improvements into the overall proposals for the extension of Linhay Hill Quarry.

Regulation 22 Request: Alternative Highways Scheme for Caton Lane

Discussions have taken place between DNPA, Highways England and the applicant, regarding potential alternative options to the traffic order proposed by the applicant. This is in response to Highways England's recommendation that "further consideration is given to an engineering solution to resolve these issues, for example the closure of the A38 left turn into Caton Lane, as we are of the view that positive engineering control of vehicular usage of Caton Lane will be needed in order to ensure the safe operation of the strategic road network. It is anticipated that the new engineering options will require consultation with the residents of Caton, Devon County Council Highways Department and Highways England."

The applicant is now proposing an alternative scheme which is to modify the Caton Lane / A38 junction by widening the existing west bound slip road to create a second parallel deceleration lane serving Caton Lane. The land required for these alterations is highway land and also falls outside the red line application boundary for the current application. The proposals therefore need to be the subject of a separate planning application. The applicant has advised that this application is currently in preparation. The application site also falls just outside the Dartmoor National Park boundary so the application will need to be submitted to and determined by Teignbridge District Council.

These new proposals are likely to require some consequential changes to the current Linhay Hill Quarry extension planning application and supporting documents (including the Environmental Statement). Consideration should be given to the need for EIA for the new proposals. A formal screening request should be submitted to Teignbridge District Council. Consideration should also be given to the effect on the Linhay Hill Quarry application and associated Environmental Statement. Any changes to the current planning application and supporting documents will need to be coordinated and cross-referenced with the planning and environmental information to be provided with the new application. We request that the applicant provides a schedule of the amendments proposed for agreement by DNPA. The new application and the proposed changes to the existing submission will be consulted upon and this may give rise to further Regulation 22 requests.

Regulation 22 Response

- 2.2. The proposed improvements to Caton Cross are to take place entirely within the confines of the highway land adjacent to the A38 and will be undertaken by an approved contractor for highway works. In normal circumstances, the improvements would not be considered as EIA development, because they do not fall within the definition of any Schedule 1 projects, nor do they meet or exceed any of the thresholds for projects listed in Schedule 2 of the EIA Regulations. In normal circumstances, works within the confines of the highway would be "permitted development" under the terms of Part 9 of the GPDO 2015. However, as they are required in connection with the quarry extension, which itself is EIA development, permitted

development rights do not apply, so a planning application is required and in addition the improvements themselves become EIA development by virtue of the connection with the quarry extension.

- 2.3. Hence the slip road ES looks at the effects of the slip road improvements as a standalone project and in combination with the effects of the quarry extension.
- 2.4. A Scoping Request in respect of the slip road proposals was submitted to Teignbridge District Council and validated in March 2017, and a Scoping Opinion was issued in July 2017 under reference 17/00490/SO. A copy of the Scoping Request was included in the first Tranche Reg 22 Response. The Scoping Opinion is provided in an appendix to the ES for the Caton Cross slip road improvements.
- 2.5. The ES for the slip road improvements is provided in appendix A of this Reg 22 Response. The ES itself has several appendices, which are also provided within appendix A. The NTS is in appendix B.

Changes to the original version of the Main ES

- 2.6. In para 3.21 add a further bullet point at the end:
 - Improvements to the off-slip lane at Caton Cross to more safely accommodate any additional traffic that might use Caton Lane after Alston Lane is closed.
- 2.7. After para 3.56 insert 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 A of this Regulation 22 Response, with the NTS is in appendix B. The drawings showing the proposed improvement works are presented in appendix 2.1 of the ES and the key drawings are in the appendix to the NTS.

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.

Two trees will need to be removed as part of the works, and other trees may need to be trimmed. In addition about 160m² of undergrowth will be cleared to allow for the realigned footpath/ cycletrack. 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 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 A of this Regulation 22 Response, with the NTS is in appendix B. The drawings showing the proposed improvement works are presented in appendix 2.1 of the ES and the key drawings are in the appendix to the NTS.

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. A copy of that ES is presented in Appendix A of this Regulation 22 Response, with the NTS is in appendix B. .

It is considered that the improvements to the off slip at Caton Lane will result in **moderate benefits in terms of traffic safety and driver stress**, with **negligible effects on other aspects of traffic and access**.

2.11. In Table 11-5 amend the row for Caton Lane Traffic as follows

Caton Lane Traffic	An increase in traffic on Caton Lane of 35% was initially predicted. Although the number of vehicles was low the impact was considered to result in a slight dis-benefit. Mitigation is proposed in the form of a signage strategy, following which the traffic diversion is expected to result in an increase in traffic on Caton Lane of less than 30% and possibly a decrease. <u>Further proposed mitigation is improvement of the off slip at Caton Cross which will result in moderate benefits for road safety and driver stress.</u>	Permanent	Negligible <u>Moderate</u>
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2.12. Amend paras 11.191 and 11.192 as follows:

Highways England noted potential safety concerns with regard to additional vehicles turning left into Caton Cross, whilst the diversion calculation predicts no increase in this manoeuvre. Further the Road Safety Audit stated that it was unlikely that Caton Lane would represent a significant alternative route following the closure and concluded that any change in risk would be negligible. The audit also determined that any additional drivers approaching Caton Cross would have the benefit of the existing clear signage and road markings as is the case for first-time users at present. ~~It was therefore concluded that no mitigation was required with regard to Caton Cross.~~

The potential increase in vehicles travelling southwards on Caton Lane is low, equating to less than two additional vehicles per hour. This would represent an increase of approximately 35% in total traffic flow and was raised as a concern by some residents. Following consultation with residents it was considered appropriate to introduce a Signage Strategy to reduce / prevent vehicles from diverting to Caton Lane. This would include the introduction of a Traffic Regulation Order (TRO) prohibiting motor vehicles from entering Caton Lane except for access. In addition, following further discussions with Highways England it was agreed that improvements would be made to the off slip at Caton Cross to reduce potential conflict between any traffic that might divert onto Caton Lane southwards with traffic turning off the A38 towards Caton Lane.

2.13. Amend para 11.208 as follows:

The construction impacts of the scheme will be limited to the works for construction of Waye Lane link, ~~and~~ widening of Balland Lane, ~~and~~ alterations to the school bus turning circle and improvements to the slip road at Caton Cross and closure of Alston Lane as the extension of the quarry represents both the operational and construction phases of the development. Approximately 10 additional members of staff will be located at the quarry during the highway construction period, which is expected to take place over a period of about 1-2 years, with a further ten individuals required for the hedgerow relocation and overburden stripping.

It is envisaged that in the majority of cases construction vehicles will be stored on-site and so will generate only one arrival and one departure. Construction vehicles will be required to use appropriate routes to access the site as do existing quarry vehicles, which will include a requirement that all A38 traffic use the grade separated Ashburton junction in the vicinity of the quarry.

The impact of construction traffic associated with the Waye Lane highway works will be limited as the site compound will be located within the quarry site. Significant elements of the construction activities will take place offline and so will have no impact on existing highway users. In addition much of the construction activities will be directly accessible from the site compound without the need to use the

public highway. At some locations it is likely that Temporary Traffic Regulation Orders will be required that may introduce short-term closures and diversions for widening of Balland Lane, which will take place during school holidays.

The improvements to Caton Cross and closure of Alston Cross will require short term closures of the nearside lane of the A38 to allow the works to take place and provide for construction areas.

2.14. Change para 19.18 as follows:

Traffic and Access. The development proposal will not have any significant adverse environmental impacts in highway terms or on the existing public footpath Ashburton 16. (Proposals to extend the public footpath network have already been referred to above under social aspects of the development). Mitigation includes improvements to Balland lane (upgraded as described under social aspects), a TRO to restrict access to Caton Lane and implement a signing strategy, together with improvements to Caton Cross.

2.15. Amend Para 20.15 as follows

Examination of the cumulation of all types of effects from the project focusses on receptors, and then considers the development elements in the development Stages that will be located closest to these, and the different types of effects associated with that element. These are summarised below:

A. In years 1 and 2 there will be temporary combined effects on various nearby human and ecological receptors as the road works progress from Balland Lane, to Waye Lane, Alston Farm access and then Lower Waye access. In addition, there are the works to improve the off slip at Caton Cross. This will be followed by removal of Alston Lane and the existing access to Alston Farm at the beginning of Stage 1.

2.16. Any changes to the summary of effects in table 21.4 of the Main ES as a result of the proposed works to Caton Cross will be made in a future Regulation 22 Response, when all changes to this table will be presented together.

Regulation 22 Response Appendix

Appendix A Environmental Statement for Caton Cross Improvements, February 2018

Appendix B NTS of Environmental Statement for Caton Cross Improvements, February 2018

