

# M20 Junction 10a

## TR010006

### Environmental Statement

### Chapter 1 Introduction

APFP Regulation 5(2)(q)

Revision A

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and  
Procedure) Regulations 2009



**Volume 6.1**  
July 2016



M20 Junction 10a

TR010006

# **Environmental Statement**

## **Chapter 1 Introduction**

Volume 6.1



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# 1 Introduction

## 1.1 The Proposed Scheme ‘The Main Scheme’

- 1.1.1 In March 2010, the Secretary of State announced the ‘Preferred Route’ for the proposed M20 junction 10a at Ashford, Kent. The Proposed Scheme is required to accommodate traffic generated by the proposed future growth of Ashford and includes a new junction to the south east of the existing M20 junction 10 and a proposed new link road to the A2070 (see Figure 1.1 Location Plan, Volume 6.2).
- 1.1.2 Ashford has been identified as a major growth area for the South East in the Government’s Sustainable Communities Plan, with the provision of 31,000 additional homes and 28,000 new jobs in the area by 2031. The existing M20 junction 10, south of Ashford, suffers from congestion and delays, especially in peak periods, caused mainly by conflict between strategic and local traffic. It is predicted that the existing M20 junction 10 will suffer from increased congestion and long delays in the future, if additional capacity is not provided.
- 1.1.3 The proposed scheme consists of a new gyratory roundabout over the M20 motorway, to the west of Mersham and approximately 700m south east of the existing junction 10, and a new dual carriageway link road to the existing A2070 Southern Orbital Road (SOR) to the west of St Marys Church, Sevington. The scheme includes demolition of the existing M20 Highfield Road Bridge, construction of 2 new bridges over the motorway each carrying 3 traffic lanes, 4 new slip roads to cater for all movements to and from the motorway, closure of the existing east facing slip roads at junction 10, a new footbridge across the motorway, a new footbridge to replace the existing footbridge over the A2070 at Church Road, a new retaining wall at Kingsford Street, and demolition of 1 residential and 2 business properties, of which 1 property houses 3 business tenants. The Proposed Scheme is referred to as the ‘Main Scheme’ throughout this Environmental Statement (ES).

## 1.2 The Alternative Scheme

- 1.2.1 This ES considers the Main Scheme with the addition of an access to the proposed adjacent Stour Park development, which would comprise a three-arm roundabout located midway along the proposed A2070 link road. This access junction is referred to throughout the ES as ‘The Alternative Scheme’.
- 1.2.2 Friends Life Ltd is currently applying for planning consent from Ashford Borough Council (ABC) under the Town and Country Planning Act (TCPA) 1990 (as amended) for the Stour Park business park development, which would be located immediately to the south of the proposed A2070 link road (ABC application reference 14/00906/AS).

- 1.2.3 Whilst Stour Park does not form part of the Nationally Significant Infrastructure Project application for which this ES has been prepared, should it gain approval from ABC there would, in order for Stour Park to be fully developed, be a need for an access in the form of a roundabout to be provided to Stour Park from the new A2070 link road.
- 1.2.4 A new roundabout at this location would need to be constructed by Highways England because of the nature of the road being proposed. However, as the junction would only be required to facilitate the commercial development Highways England will seek full reimbursement of its cost from the developer.
- 1.2.5 As it is likely that the Stour Park development would be determined and potentially granted consent during the course of the DCO application it would therefore be brought forward in the same timeframe as the Main Scheme. Consequently it is considered prudent by Highways England to include the Alternative Scheme in the application for a DCO to prevent the need to amend the DCO at a later date, should it be granted.
- 1.2.6 The Stour Park development, if granted planning permission, would comprise a mixed use scheme of up to 140,000m<sup>2</sup> Class B8 (storage and distribution) use, up to 23,500m<sup>2</sup> of B1a / B1c Business (of which a maximum of 20,000 m<sup>2</sup> of B1a), up to 15,000m<sup>2</sup> of B2 (general industry), up to 250m<sup>2</sup> of A1 (retail shops) and 5,500m<sup>2</sup> of sui generis (development that does not fall within any particular class use) to accommodate Kent Wool Growers. The development would also have ancillary and associated development, including utilities and transport infrastructure, car parking and landscaping.
- 1.2.7 Throughout the ES if reference is made to 'the Scheme' it means the Main Scheme and the Alternative Scheme.

### **1.3 The Proposed Scheme Promoter**

- 1.3.1 The promoter of the Main Scheme and the Alternative Scheme is Highways England, a government company charged with operating, maintaining and improving England's motorways and major A roads.

### **1.4 The Consenting Regime**

- 1.4.1 Both the Main Scheme and the Alternative Scheme meet the criteria to be considered as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 (the Act).
- 1.4.2 The M20 junction 10a is a 'highways' NSIP under section 22(1) (b) of the Act (as amended) because it is an alteration of a highway that is wholly within England, where the Secretary of State (SoS) is the Highway Authority.
- 1.4.3 As the Scheme is an NSIP, Highways England is required to make an application for a DCO to the Planning Inspectorate. If granted, the DCO would provide the necessary authorisation to allow either the Main or Alternative Scheme to be constructed.

- 1.4.4 This ES has been submitted as part of the application to the Planning Inspectorate for consent, alongside a number of other documents (see Section 1.7). More information about the Planning Act 2008 and the process for applying for a DCO can be found on the Planning Inspectorate's National Infrastructure Planning website: <http://infrastructure.planningportal.gov.uk/>. Whilst a DCO is being submitted for both the Main Scheme and the Alternative Scheme, the DCO, if granted, would only allow consent for 1 of the 2 schemes; the A2070 link road would either be built with or without the access roundabout. If the access roundabout is not constructed as part of the Scheme and is required at a later date, a separate consent would be required.
- 1.4.5 The government has produced a series of National Policy Statements (NPS), including 1 on National Networks<sup>1</sup>. The National Road and Rail Networks NPS sets out "*the Government's vision and policy for the future development of nationally significant infrastructure projects on the national road and rail networks*". The NPS provides guidance for promoters of NSIPs and also provides the basis for examination by the Examining Authority (the Planning Inspectorate in this instance) and decision making by the Secretary of State. The Scheme's compliance with the NPS is set out in the Case for the Scheme, DCO submission document number 7.1.

## **1.5 Other Regulatory Regimes and Consents**

- 1.5.1 In addition to the DCO, there are certain regulatory regimes and consents that need to be followed or obtained to allow the Scheme to proceed including:
- Assessment of Implications on European Sites, the Habitat Regulations Assessment.
  - Requirements for European protected species licences.
  - A licence under the protection of Badgers Act 1992.
  - Flood Risk Activity Permit and Abstraction licence
- 1.5.2 The way in which these other regulatory regimes and consent requirements have been, or are to be addressed, is set out in DCO submission document number 3.3, Consents and Agreements Position Statement.
- 1.5.3 In order to meet the requirements of the other regulatory consents and regimes, the following assessments have been produced in addition to the ES:
- Assessment of Implications on European Sites, the Habitat Regulations Assessment (DCO submission document number 6.6).
  - Flood Risk Assessment (FRA) (DCO submission document number 6.3).
  - Water Framework Directive assessment (WFDa) (DCO submission document number 6.3).

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<sup>1</sup>National policy statement for national networks, Department for Transport, 17 December 2014, available online at <https://www.gov.uk/government/publications/national-policy-statement-for-national-networks>, accessed 23/03/2016.

- Contaminated Land Desk Study and Preliminary Interpretative Report (DCO submission document number 7.4).
- Statement of Statutory Nuisance (DCO submission document number 6.4).

## **1.6 The Project Team**

- 1.6.1 The Mott MacDonald Sweco Joint Venture (MMSJV) has been appointed by Highways England to undertake the preliminary design for the Scheme. MMSJV is undertaking the engineering design and environmental assessment. AECOM has been appointed by Highways England to undertake the traffic modelling requirements of the Scheme.
- 1.6.2 Together, Highways England, MMSJV and AECOM make up the project team.

## **1.7 The Structure of the Environmental Statement**

- 1.7.1 This ES is structured as follows:
- Environmental Statement main text setting out the environmental assessment in chapters (DCO submission document number 6.1).
  - Environmental Statement figures, including drawings, photos and other illustrative material (DCO submission document number 6.2).
  - Environmental Statement technical appendices (DCO submission document number 6.3).
  - Non-Technical Summary (DCO submission document number 6.).
- 1.7.2 The Non-Technical Summary is a plain language summary of the content and conclusions of the ES.
- 1.7.3 The main text of the ES has been written to be easily understood and with minimal use of technical terms. Where the use of technical terms is unavoidable, every effort has been made to provide an explanation. A glossary of technical terms and abbreviations is also included in Chapter 18 Glossary and Chapter 19 Abbreviations, Volume 6.1.
- 1.7.4 Following this introduction, Chapter 2 The Proposed Scheme, Chapter 3 Consideration of Alternatives, and Chapter 4 EIA Methodology, Volume 6.1, provide background information to the Scheme and explain the design, consultation and Environmental Impact Assessment (EIA) processes.
- 1.7.5 Chapters 5 to 14, Volume 6.1, describe the assessment of impacts for each of the environmental topics: Air Quality, Cultural Heritage, Landscape, Nature Conservation, Geology and Soils, Materials, Noise and Vibration, Community and Private Assets, Effects on All Travellers and, Road Drainage and the Water Environment. The ES considers both the Main Scheme and the Alternative Scheme on a topic by topic basis with each specialist chapter considering the development of the M20 junction 10a and A2070 link road and associated works, both with and without the Stour Park access roundabout.

- 1.7.6 Chapter 15 Consideration of Combined and Cumulative Impacts, Volume 6.1, considers the inter-relationships between the impacts of both the Main Scheme and the Alternative Scheme identified for different topics, and also between the impacts of the Scheme and impacts of other planned developments. For the avoidance of doubt, it is only in this chapter that the Stour Park development itself is considered.
- 1.7.7 Chapter 16 Conclusions and Summary Table, Volume 6.1, presents the conclusion and a summary of the ES findings. Chapter 17 presents an Outline Construction Environmental Management Plan (Outline CEMP), Volume 6.1. Chapter 18 is a glossary and Chapter 19 is a list of abbreviations, Volume 6.1. References are provided throughout the text as footnotes.
- 1.7.8 Health Impact Assessment (HIA) has been integrated into the EIA process and as such, a separate HIA chapter or report has not been produced. A navigation document has been prepared to identify where the usual outcomes of an HIA can be found in this ES. The navigation document is provided in Appendix 4.3, Volume 6.3.
- 1.7.9 Although this ES is a stand-alone report, there are other documents that have been produced by the MMSJV to support the NSIP application, and which are relevant to the EIA process. All documents that have been referred to in this ES are referenced within the text as footnotes.
- 1.7.10 In addition to this ES, an Assessment of Implications on European Sites, Habitats Regulations Assessment, Flood Risk Assessment (FRA) and Water Framework Directive assessment (WFDa) have been carried out in order to support information presented within this ES. In order to adequately assess the scheme, the following approach has been taken.
- A single Assessment of Implications on European Sites, the Habitat Regulations Assessment has been produced, which assesses both the Main Scheme and the Alternative Scheme.
  - A single FRA has been produced, which assesses both the Main Scheme and the Alternative Scheme.
  - A single WFD assessment has been produced, which assesses both the Main Scheme and the Alternative Scheme.
  - European Protected Species and Notable Species licences have been produced separately for the Main Scheme and Alternative Scheme, for Great Crested Newt, Badger and Dormice.

## **1.8 Environmental Statement Availability**

- 1.8.1 This ES, together with other application documents, will be published on Highways England's Project webpage:
- <http://www.highways.gov.uk/roads/road-projects/M20-Junction-10a>
- 1.8.2 If the NSIP application is accepted, all application documents, including this ES, will be published on Planning Inspectorate's website:

- <http://infrastructure.planningportal.gov.uk/>

1.8.3 This ES will also be available to view electronically for the duration of the Examination Stage of the NSIP application process at the following locations:

- Kent County Council Offices.
- Ashford Borough Council, Civic Centre, Civic Centre, Tannery Lane, Ashford, TN23 1PL.
- Ashford Central Library, Church Road, Ashford, TN23 1AS.

1.8.4 A hardcopy of the ES will also be available at the Civic Centre (address above). Copies of the ES may also be requested from Highways England using the contact details below. A CD copy can be provided free of charge. Paper copies of the Non-Technical Summary can also be provided free of charge. Paper copies of the ES main text, figures and appendices are available, subject to a charge for printing. Highways England can be contacted at the address below for prices.

1.8.5 Highways England can be contacted:

- By email [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)
- In writing: The M20 junction 10a Project Team, Highways England, Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ
- By telephone on 0300 123 5000

## **1.9 Availability of Further Information About the Scheme.**

1.9.1 Any requests for further information about the Scheme should be made in writing to the M20 junction 10a Project Team at the address above (Section 1.8.5).