

A12 Chelmsford to A120 widening scheme

TR010060

DEVELOPMENT CONSENT ORDER CHANGE APPLICATION CONSULTATION

Junction 19 Slip Road Technical Note

Rule 113 and 114
Infrastructure Planning (Examination Procedure)
Regulations 2010

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1 Introduction

1.1 Background

- 1.1.1 An application seeking a development consent order (DCO) for the A12 Chelmsford to A120 widening scheme (the proposed scheme) was submitted by National Highways to the Secretary of State for Transport via the Planning Inspectorate on 15 August 2022 and accepted for Examination on 12 September 2022
- 1.1.2 The Examination started on 12 January 2023 and is expected to finish on 12 July 2023.
- 1.1.3 Since the DCO application was made, National Highways has continued to engage and refine designs to identify opportunities to further improve the proposals. As a result of this, National Highways are consulting on changes to the proposed scheme during the Examination stage to address interested parties' suggestions and implement improvements to the proposed scheme.
- 1.1.4 This targeted DCO change application consultation reflects design changes to the DCO application that we are proposing. These changes are as a result of the continued design evolution, detailed design progressing in parallel with the application, and continued engagement with stakeholders, interested parties and our delivery partners.
- 1.1.5 Map books have been created to support the consultation which show the key DCO drawings which would be affected by the proposed change.
- 1.1.6 The DCO application can be found on the Planning Inspectorate's website at the following link
<https://infrastructure.planninginspectorate.gov.uk/projects/eastern/a12-chelmsford-to-a120-widening-scheme/>
- 1.1.7 References to the DCO application or subsequent documents submitted during the Examination will be made in this report, the document reference number will be written in square brackets and all documents with a reference number can be found in the Examination Library on the Planning Inspectorate's website.

1.1 Changes being made

- 1.1.8 In the DCO application, traffic wanting to travel between the Beaulieu Park Radial Distributor Road and the northbound A12 would use a segregated left-turn lane, which connected to the existing Junction 19 Northbound On-slip Road. This merge was proposed to use an offside merge, which would require traffic to join the offside lane 2 of the Junction 19 Northbound On-slip Road.
- 1.1.9 It is proposed that this arrangement could be improved by connecting the link from the Beaulieu Park Radial Distributor Road directly to the A12 northbound carriageway. This proposed merge will be more conventional, in that the merging slip road would join the nearside lane 1 of the A12.
- 1.1.10 The proposed new merge is sufficiently far from the existing junction merge and overall improves safety for road users due to the more conventional layout.

There are no changes to the arrangement for walkers, cyclists or horse riders as a result of this refinement. There are consequential changes to the utility diversions in this area including the removal of the diversion of a buried water main that is no longer required.

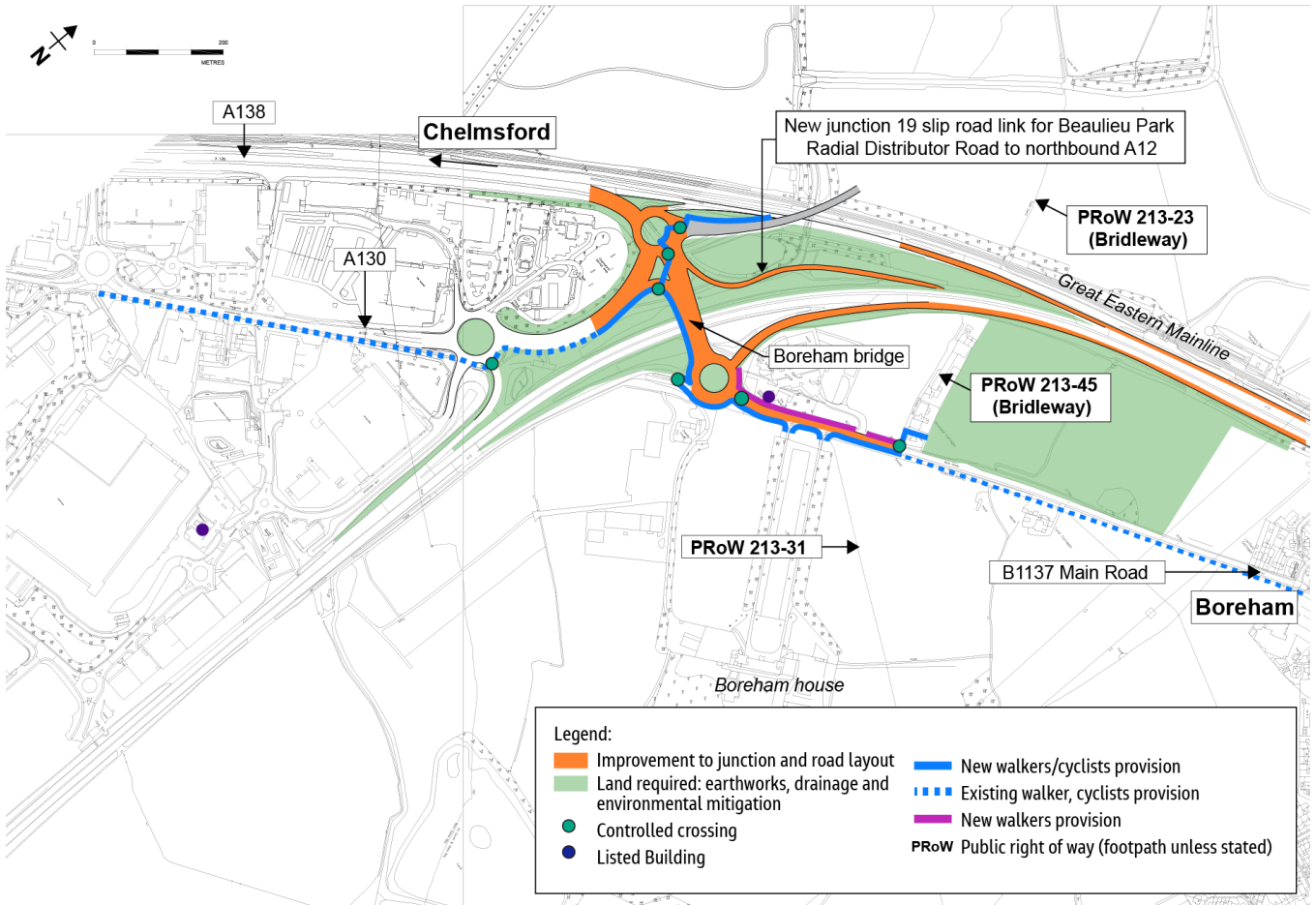


Plate 1.1 Junction 19 – Redesign of north bound on slip road

1.2 Reason behind changes

1.1.11 As part of the detailed design process which is happening in parallel with the DCO examination, the configuration of the northbound slip road at junction 19 has been refined to allow traffic to merge directly with the A12. This new design improves the safety for road users when joining the A12 northbound at junction 19.

2 Impacts

2.1 Land take

2.1.1 There is no change to the land take as a result of this change.

2.2 Drainage Design

2.2.1 The change in slip road position has some consequences to the proposed highway drainage design, resulting in a change to the highway drainage catchments and associated attenuation requirements in and around Junction 19. It is noted that the changes to the proposed highway drainage including any design refinement for the proposed attenuation ponds will be within the proposed scheme limits of deviation and will be refined through detailed design. There will not be any impact on the flood risk assessment from that explained in the Flood Risk Assessment Report [APP-162].

2.3 Traffic

2.3.1 As described above, the proposed change would mean that traffic from the Beaulieu Park Radial Distributor Road wanting to join the A12 northbound at junction 19 would join the A12 directly via a new slip road, rather than joining via the existing northbound slip road. This would mean a slightly different journey for that traffic, and the traffic on those slip roads would change as a result.

2.3.2 However, traffic modelling work predicts that this change would not result in other unaffected drivers changing which routes they take for their journeys. Only the two slip roads and the short section of A12 between the slip roads would see a change in traffic numbers. There would be almost no change in traffic on any other roads. The traffic model does predict very slight changes in traffic on some roads, but these are so extremely small that they have been dismissed as 'model noise' and not taken forward for detailed assessments of environmental impacts or capacity calculations.

2.3.3 As there are no significant changes in traffic using the roundabouts within junction 19, there would be no effect on the operational performance of the junction as reported in the Transport Assessment.

2.4 Environment

2.4.1 The below sections describe the predicted environmental impacts of the new design of the slip road at junction 19, with reference to the conclusions in the assessment chapters of the Environmental Statement submitted as part of the DCO application (chapters 6 to 16 of the Environmental Statement, DCO examination library reference [APP-073 to APP-083]).

2.4.2 Each section addresses the change in potential impacts, change in proposed mitigation measures, and changes to the assessment of likely significant effects as a result of the new design.

Chapter 6: Air quality

Potential impacts

- 2.4.3 The air quality assessment undertaken for the Environmental Statement is based on modelling impacts to a set of predefined human health, ecological and pollution climate mapping (PCM) receptors (see Environmental Statement Appendix 6.5: Air quality modelling results [APP-104]). The new design of the slip road at junction 19 has no material effect on the traffic forecast in the opening year 2027 and the subsequent impact on air quality at the nearest relevant receptor R14 (see Environmental Statement Figure 6.9 [APP-213]). As the operational traffic remains unchanged from what was assessed in the Environmental Statement, and the receptors are unaffected, then the potential impacts would remain as reported in Environmental Statement Chapter 6: Air quality, Section 6.9 [APP-073].
- 2.4.4 The potential impact of emissions from construction traffic in the peak construction year 2025 would not change from what was assessed in the Environmental Statement as a result of the new design.

Potential impacts from dust during construction would not change.

Design, mitigation and enhancement measures

- 2.4.5 No additional mitigation measures, beyond standard mitigation for dust management, have been proposed on the basis that there would be no likely significant air quality effects, in accordance with the Design Manual for Roads and Bridges (DMRB) LA 105 (see Chapter 6: Air quality, paragraph 6.10.6 [APP-073]). The new design of the slip road at junction 19 has no material effect on this outcome, and therefore no change to mitigation is required.

Assessment of likely significant effects

- 2.4.6 As the potential impacts would not change due to the new design of the slip road at junction 19, there would be no change to the significant effects for human health, ecological, or PCM receptors (see Chapter 6: Air quality, Section 6.11 [APP-073]).

Chapter 7: Cultural heritage

Potential impacts

- 2.4.7 The impacts on cultural heritage assets that would be caused by the proposed scheme at junction 19 are considered within the assessment of effects presented in Environmental Statement Chapter 7: Cultural heritage [APP-074] and Appendix 7.9: Cultural heritage impact assessment summary tables [APP-117].
- 2.4.8 The proposed changes to the alignment of the slip road at junction 19 would be of a similar scale to those already assessed, so there would be no change to the significance of effects on cultural heritage assets to those described in the Environmental Statement.
- 2.4.9 There is no change in impact on Boreham House from the new design.

Design, mitigation and enhancement measures

- 2.4.10 No change to design, mitigation and enhancement measures would be required as the effects on cultural heritage assets from construction and operation of the revised slip road at junction 19 would not differ from those previously assessed.

Assessment of likely significant effects

- 2.4.11 The changes from the new design would not be at a level that would generate any new or different likely significant effects to those already reported for the proposed scheme, and there is therefore no change to the reported residual significance of effects reported in Section 7.11 of Chapter 7: Cultural heritage [APP-074].

Chapter 8: Landscape and visual**Potential impacts**

- 2.4.12 The landscape effects that would be caused by the proposed scheme at junction 19 are considered within the assessment of effects on local landscape character area B21 Boreham Farmland Plateau, presented within Environmental Statement Appendix 8.2: Landscape effects schedule [APP-120]. There would be slightly more loss of vegetation between the A12 and the A138 to accommodate the new design when compared with the loss of vegetation that would be necessary to accommodate the design assessed in the Environmental Statement. However, the vegetation that would be lost to accommodate the new design is not designated or recognised as veteran, ancient or notable and is assessed as low quality and low value within Environmental Statement Appendix 8.4 Arboriculture impact assessment [APP-122]. There would be no further landscape effects than what was assessed as the changes would be localised, and the assessment of impacts on B21 Boreham Farmland Plateau within the Environmental Statement considers the full extent of the proposed scheme where it falls within B21 Boreham Farmland Plateau, including proposals along the A12 mainline, the wider proposals at junction 19 and the proposals at junction 21 east of Hatfield Peverel. As such, the overall conclusions on landscape impacts reported within Environmental Statement Chapter 8: Landscape and visual [APP-075] and Appendix 8.2: Landscape effects schedule [APP-120] would not change as a result of the new design.
- 2.4.13 Visual effects have been assessed through the application of representative viewpoints located at publicly accessible viewpoints, a proportionate approach which is supported by the Guidelines for Landscape and Visual Impact Assessment, Third Edition (GLVIA3) and DMRB LA 107 Landscape and Visual Effects, Revision 2. Although representative viewpoints 1 and 2 consider views towards junction 19, the new design would not be readily evident from the viewpoints due to intervening landform and vegetation and the wider proposals at junction 19 (refer to Environmental Statement Figure 8.5 [APP-221], which includes photomontage from viewpoint 2 towards junction 19). Therefore, the visual impacts assessed within Chapter 8: Landscape and visual [APP-075] and Appendix 8.3 Visual effects schedule [APP-121] would not change as a result of the new design.

Design, mitigation and enhancement measures

- 2.4.14 The new design affects the landscape mitigation presented on sheet 2 of the Environmental masterplan, part 1 [APP-086]. Proposed mitigation planting has been revised to reflect the new layout. The revisions comprise minor adjustments to the proposed mitigation, and do not materially affect the mitigation that would be delivered. The updated sheet of the Environmental Masterplan showing the revised planting forms part of the Consultation Materials (Map Book 1).

Assessment of likely significant effects

- 2.4.15 Consistent with the explanation presented above that the new design would not affect the landscape and visual impacts reported within the Environmental Statement, the landscape and visual effects reported within Chapter 8: Landscape and visual [APP-075], Appendix 8.2: Landscape effects schedule [APP-120] and Appendix 8.3: Visual effects schedule [APP-121] would not change as a result of the new design.

Chapter 9: Biodiversity**Potential impacts**

- 2.4.16 The new design of the junction 19 slip road would not change the assessment of effects with respect to sensitive ecological receptors assessed within Environmental Statement Chapter 9: Biodiversity [APP-076].
- 2.4.17 There would be no material change to traffic forecast in the opening year 2027 and so there would be no change to the assessment of air quality impacts on ecology receptors as presented in Environmental Statement Appendix 9.15: Assessment of air quality impacts on ecology receptors report [APP-139].
- 2.4.18 There would be no change regarding the proximity of the revised works to badger setts compared with the original proposed works. As such, there would be no change in impact or change to the Draft Badger Licence [APP-141] for the proposed scheme. The significance of effect in relation to this species would not change from that assessed in the Environmental Assessment.
- 2.4.19 There would be a slight increase in vegetation loss between the A12 and the A138 to accommodate the new design of the junction 19 slip road. However, there would be no loss of ancient or veteran trees, important hedgerows or priority habitat from the new design, nor would there be any loss of trees with potential bat roosting features or barn owl nest sites. As such, the significance of effects assessed in Chapter 9: Biodiversity [APP-076] would not change due to the new design.

Design, mitigation and enhancement measures

- 2.4.20 No new effects on sensitive receptors have been identified from the new design of the junction 19 slip road, and as such there are no changes to the mitigation proposed within Section 9.10 of Chapter 9: Biodiversity [APP-076].

Assessment of likely significant effects

- 2.4.21 Given the potential impact from the new design of junction 19 would be the same as the design assessed in the Environmental Statement, the effects of

construction and operation would remain consistent with the findings presented within Section 9.11 of Chapter 9: Biodiversity [APP-076].

Chapter 10: Geology and soils

Potential impacts

- 2.4.22 The new junction 19 slip road design does not affect agricultural land take as the junction is located on non-agricultural land.
- 2.4.23 A brick pit and an industrial area (minor land quality constraints) are located close to the boundary of the new slip road location but are not within the soil disturbance area associated with the new slip road.
- 2.4.24 There are no geological receptors in this location.
- 2.4.25 The new design does not result in any changes to the potential impacts reported in Section 10.9 of Environmental Statement Chapter 10: Geology and soils [APP-077].

Design, mitigation and enhancement measures

- 2.4.26 The new junction 19 slip road design does not necessitate any changes to be made to the design, mitigation and enhancement measures reported in Section 10.10 of Chapter 10: Geology and soils [APP-077]. No specific mitigation measures were identified for junction 19, beyond standard measures for managing soil during construction, and therefore no change to this is required with the new design.

Assessment of likely significant effects

- 2.4.27 There is no change to the likely significant effects reported in Section 10.11 of Chapter 10: Geology and soils [APP-077] as there are no changes to the potential impacts associated with the junction 19 slip road.

Chapter 11: Material assets and waste

Potential impacts

- 2.4.28 The new design does not result in any changes to the potential impacts reported in Section 11.9 of Environmental Statement Chapter 11: Material assets and waste [APP-078]. This aspect does not assess the impacts associated with specific design elements at a local level, and instead focuses on assessing the impacts of materials consumption, minerals sterilisation and waste disposal in absolute terms.

Design, mitigation and enhancement measures

- 2.4.29 The new design does not necessitate any changes to be made to the design, mitigation and enhancement measures reported in Section 11.10 of Chapter 11: Material assets and waste [APP-078]. No additional mitigation measures were identified for this aspect in relation to junction 19, and therefore no change to this is required with the new design.

Assessment of likely significant effects

- 2.4.30 While the new design is likely to result in negligible, yet indeterminate, changes to the total materials consumption, minerals sterilisation and waste disposal

reported in Section 11.11 of Chapter 11: Material assets and waste [APP-078], any changes are considered insignificant in the context of the entire proposed scheme.

- 2.4.31 The changes from the new design would not be at a level that would generate any new or different likely significant effects to those already reported for the proposed scheme, and there is therefore no change to the reported residual significance of effects for the material assets or waste matters of this aspect.

Chapter 12: Noise and vibration

Potential impacts

- 2.4.32 The closest construction receptor to the proposed works is R1, which is representative of receptors to the east of junction 19 (this is shown on sheet 1 of Environmental Statement Figure 12.3 [APP-230]). For the works involving the construction of this new slip road there were no impacts predicted to be above the significant observed adverse effect level (SOAEL). The works for the revised slip road would be no different in terms of noise impacts, and so no impacts above SOAEL would be predicted.
- 2.4.33 Although the alignment of the new slip road is in places moving closer to sensitive receptors, the traffic flow on the slip road is low compared to that of the A12 mainline and is not expected to contribute to the noise level predicted at the nearest sensitive receptors. There would therefore be no change to the magnitude of change at the closest sensitive receptors.

Design, mitigation and enhancement measures

- 2.4.34 No specific construction mitigation measures beyond standard mitigation measures were identified for the works associated with the construction of the slip road, and no change to this is required with the new alignment.
- 2.4.35 During operation, there were no mitigation measures identified as there were no significant adverse effects around junction 19. There is no change to the potential impact with the new design, and therefore no change to operational mitigation is required.

Assessment of likely significant effects

- 2.4.36 During construction, there were no significant adverse effects identified in Environmental Statement Chapter 12: Noise and vibration [APP-079] at the closest sensitive receptors for the works associated with the construction of the junction 19 slip road. The revised alignment would not change this and so there would be no significant adverse effect from the revised works, and hence the conclusions of the Environmental Statement do not change.
- 2.4.37 The operational noise around junction 19 is not expected to change with the new alignment of the slip road, and so the conclusions in Chapter 12 of the Environmental Statement [APP-079] do not change.

Chapter 13: Population and human health

Potential impacts

- 2.4.38 The proposed revision to the junction 19 slip road would reduce land-take from a parcel of land between the existing A12 and the existing A12 on-slip at junction 19, which is identified in Environmental Statement Appendix 13.3: Land Use and Accessibility Assessment Tables [APP-155] as belonging to Agricultural Landholding 2 (shown on Environmental Statement Figure 13.2 [APP-237]). However, this impact would not affect agricultural land use as the land is currently being used for construction activities associated with the Beaulieu Park development and land use change was expected in this area from agricultural land to mixed use development.
- 2.4.39 No notable change in impact is identified from the new design on private property and housing, community land and assets or development land and business as these types of land use would not be directly affected by the new design in this location.
- 2.4.40 No impacts on walkers, cyclists or horse riders are expected from the new design.
- 2.4.41 No change in impact on human health is anticipated from that assessed within the Environmental Statement on the basis that there is no change in health determinants impacted on from the new design.

Design, mitigation and enhancement measures

- 2.4.42 The new design would not affect mitigation proposals set out in Environmental Statement Chapter 13: Population and human health [APP-080]. This is because there would be no change of impact to land use, accessibility or health determinants from the new design.

Assessment of likely significant effects

- 2.4.43 There is no change in the significance of effect conclusions in Chapter 13: Population and human health [APP-080] from the new design as it does not result in a notable change to impacts on land use, accessibility or health determinants identified in the Environmental Statement.

Chapter 14: Road drainage and the water environment

Potential impacts

- 2.4.44 The change in slip road position has some consequences to the proposed highway drainage design, resulting in a change to the highway drainage catchments and associated attenuation requirements in and around junction 19. It is noted that the changes to the proposed highway drainage, including any design refinement for the proposed attenuation ponds, will be within the proposed scheme limits of deviation and will be refined through detailed design.
- 2.4.45 The new design does change the total catchment area discharging to the mainline drainage as reported in Section 14.9 of Environmental Statement Chapter 14: Road drainage and the water environment [APP-081]. However, the water receptors that would be impacted are already identified as part of

existing assessed catchments S1-OU1, S1-OU11 and S1-OU12 and there would be no new receptors.

- 2.4.46 Within the Water Quality Assessment Report [APP-158], catchment outfalls S1-OU1, S1-OU11 and S1-OU12 are assessed to show no significant impacts to the water environment without embedded mitigation. It should also be noted that as a form of enhancement, these outfalls are designed to have water quality treatment ponds.
- 2.4.47 The new design does not impact any watercourses, areas of Flood Zone 2 or 3 or major surface water flow paths and therefore would not change impacts on hydromorphology or flood risk.
- 2.4.48 The proposed changes to the junction 19 slip road would not increase impacts to the groundwater environment or associated receptors. The original design required a moderately deep cutting, anticipated to be in permeable material and would have potentially generated a wide area of groundwater drawdown. The proposed revision is more closely aligned with an adjacent cutting associated with junction 19 and requires less depth of excavation. Consequently, it would generate a less extensive area of groundwater drawdown.

Design, mitigation and enhancement measures

- 2.4.49 There would be no changes to design, mitigation and enhancement measures reported in Section 14.10 of Chapter 14: Road drainage and the water environment [APP-081] for hydromorphology.
- 2.4.50 With regard to water quality, there would be minimal changes in the sizes of the proposed 'enhancement' ponds treatment volume (increased for the mainline and decreased for the changed slip road catchment). It is expected these changes will be included within the existing footprint of the ponds.
- 2.4.51 The groundwater mitigation measures presented in Chapter 14: Road drainage and the water environment [APP-081] are considered to remain valid, and therefore no changes to the measures presented in the Environmental Statement for potential groundwater impacts are required.
- 2.4.52 There is no change to the flood risk mitigation required as there is no change in flood risk with the new design. The drainage design within this area will be altered, based on the same design principles reported in Environmental Statement Chapter 14: Road drainage and the water environment [APP-081] to ensure no further mitigation will be required.

Assessment of likely significant effects

- 2.4.53 The changes from the new design would not be at a level that would generate any new or different likely significant effects to those already reported for the proposed scheme, and there is therefore no change to the reported residual significance of effects for the water environment reported in Section 14.11 of Chapter 14: Road drainage and the water environment [APP-081].

Chapter 15: Climate

Potential impacts

- 2.4.54 The proposed changes to the junction 19 slip road would not substantially influence the quantities of materials required to construct the proposed scheme, nor substantially affect traffic flows with the proposed scheme in place. As such, the proposed changes would not have a material impact on the magnitude of estimated changes in greenhouse gas (GHG) emissions associated with the proposed scheme.
- 2.4.55 Furthermore, the proposed changes would not alter the vulnerability of the proposed scheme to future changes in climate.

Design, mitigation and enhancement measures

- 2.4.56 The mitigation measures presented in Environmental Statement Chapter 15: Climate [APP-082] are considered to remain valid, and therefore no changes to the measures presented in the Environmental Statement are required.

Assessment of likely significant effects

- 2.4.57 As neither emissions of GHGs nor the vulnerability of the proposed scheme to climate change would be affected by the proposed changes, then the conclusions set out in Chapter 15: Climate [APP-082] remain unchanged.

Chapter 16: Cumulative effects assessment

Potential impacts

- 2.4.58 In accordance with Environmental Statement Chapter 16: Cumulative effects assessment [APP-083], material assets and waste and climate have been scoped out of the assessment of cumulative effects.
- 2.4.59 The remaining individual topic sections above have been reviewed in order to identify any changes to individual topic effects before then considering how any such changes may contribute to changes in cumulative effects. The findings of this review are shown in Table 2.1.

Table 2.1 Cumulative effects

Topic	Potential for cumulative effects
Air quality	There would be no change to the air quality effects reported in Environmental Statement Chapter 6: Air quality [APP-073]. Therefore, there would be no change to the cumulative effects reported in Environmental Statement Chapter 16: Cumulative effects assessment [APP-083].
Cultural heritage	There would be no change to the effects reported in Environmental Statement Chapter 7: Cultural heritage [APP-074]. Therefore, there would be no change to the cumulative effects reported in Environmental Statement Chapter 16: Cumulative effects assessment [APP-083].

Topic	Potential for cumulative effects
Landscape and visual	There would be no change to the landscape and visual effects reported in Environmental Statement Chapter 8: Landscape and visual [APP-075]. Therefore, there would be no change to the cumulative effects reported in Environmental Statement Chapter 16: Cumulative effects assessment [APP-083].
Biodiversity	There would be no change to the landscape and visual effects reported in Environmental Statement Chapter 9: Biodiversity [APP-076]. Therefore, there would be no change to the cumulative effects reported in Environmental Statement Chapter 16: Cumulative effects assessment [APP-083]
Geology and soils	There would be no change to the likely significant effects reported in Environmental Statement Chapter 10: Geology and soils [APP-077]. Therefore, there would be no change to the cumulative effects reported in Environmental Statement Chapter 16: Cumulative effects assessment [APP-083].
Noise and vibration	There would be no change to the likely significant effects reported in Environmental Statement Chapter 11: Noise and vibration [APP-079]. Therefore, there would be no change to the cumulative effects reported in Environmental Statement Chapter 16: Cumulative effects assessment [APP-083].
Population and human health	There would be no change to the likely significant effects reported in Environmental Statement Chapter 12: Population and human health [APP-080]. Therefore, there would be no change to the cumulative effects reported in Environmental Statement Chapter 16: Cumulative effects assessment [APP-083].
Road drainage and the water environment	There would be no change to the likely significant effects reported in Environmental Statement Chapter 14: Road drainage and the water Environment [APP-081]. Therefore, there would be no change to the cumulative effects reported in Environmental Statement Chapter 16: Cumulative effects assessment [APP-083].

Design, mitigation and enhancement measures

- 2.4.60 No new or different cumulative effects are predicted from the new design, hence no design, mitigation and enhancement measures are required.

Assessment of likely significant effects

- 2.4.61 There is no change to the reported assessment of cumulative effects in Chapter 16: Cumulative effects assessment [APP-083] due to the new design.

Overall environment conclusion

- 2.4.62 There would be slight changes to the potential impacts from junction 19 due to the realigned slip road. This includes a slight increase in the amount of vegetation that would be lost, and a slightly reduced impact on groundwater. However, the change in impacts would not be on a scale or magnitude to change the significant effects reported in the Environmental Statement. There

are therefore no new or different likely significant effects arising from the new design.

3 Conclusion

- 3.1.1 By changing the alignment of the segregated left turn lane for traffic from the A131 Radial Distributor Road to the northbound A12, from joining the existing junction 19 northbound on slip road as proposed within the DCO application, to join the northbound A12 mainline itself, there is expected to be an overall improvement to the safety of the junction. The impacts of this new design have been assessed from an environmental perspective and the effects of construction and operation of the scheme would remain consistent with the findings presented within the relevant chapters of the Environmental Statement.