## EIA Quality Mark Case Study

### M20 Junction 10A DCO – ES Review

<table>
<thead>
<tr>
<th>Key Issues:</th>
<th>Purpose of the project:</th>
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<td>Temple provided environmental support to Ashford Borough Council throughout the DCO process including reviewing the Environmental Statement, attending Hearings, preparing Written Summaries and agreeing the Statement of Common Ground. Key issues included the following:</td>
<td>Temple provided Ashford Borough Council with an independent review of the Environmental Statement prepared for the proposed M20 Junction 10A NSIP scheme, throughout the DCO process, from pre-examination to determination and will continue to support post-decision in the drafting of appropriate planning conditions. Our advice was specifically focused on key issues such as noise &amp; vibration, traffic management, air quality, ecology and landscape management.</td>
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**Air Quality:** should the scheme be granted permission it would unlock a number of other schemes in the area and enable the future growth of Ashford. Given the nature of the scheme it was considered that exceedances to the EU air quality limit values would be likely. As such, monitoring air quality once the scheme is operational is critical.

**Landscape:** in the past highways have often created a barrier to communities and one of the main objectives of the scheme was to ensure that any land take does not isolate areas of remnant landscape but contributes to the creation of attractive views and vistas.

**Noise:** as above, operational monitoring was recommended as part of our review on whether nearby properties will be exposed to significant noise levels during the night-time.

**Description of the project:**

The M20 Junction 10A scheme is required to accommodate traffic generated by the proposed future growth of Ashford and includes a new junction to the south of the existing M20 Junction 10 and a new link road to the A2070.

The M20 Junction 10A and A2070 Link is a ‘highways’ Nationally Significant Infrastructure Project (NSIP) under section 22(5) of the Planning Act 2008 (as amended) as it is an improvement of a highway that is wholly within England, where the Secretary of State (SoS) for Transport will determine the DCO.
EIA Learning Outcomes

Lessons learnt:

To ensure the DCO process is effective, it is important to agree as much as possible ahead of the Examination. This was the case for the proposed scheme which meant that very little further information and/or clarifications were requested, allowing Temple to review and audit the likely significant effects identified rather than chasing outstanding documents.

This enabled issues to be resolved quickly ensuring the prescribed timescales were adhered to and consent to be granted by the DfT on time.

Lessons learnt continued:

During the Examination there were specific landscape details which could not be agreed. Instead of extending time or increasing the number of Hearings it was agreed that Temple would work directly with the Applicant’s landscape consultant to ensure the proposed mitigation was adequate and the assessment robust.

One of the key mitigation measures recommended by Temple to be implemented was ensuring that any planting integrates development into the wider landscape through the use of native planting typical of the area but also increased the planting of distinct groups of plants to enhance and create a sense of place.

Even though the proposed scheme was relatively straightforward (i.e. a motorway junction close to an existing one), there was the potential to cause significant effects. At locations such as this, which can be stretched in environmental terms, even a small change could have a cumulative significant effect.

Contact details

Katie Anderton
Principal Consultant, Temple Group
Katie.Anderton@templegroup.co.uk
020 7394 3700

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