

Adran yr Economi a'r Seilwaith  
Department for Economy and Infrastructure



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Llywodraeth Cymru  
Welsh Government

**This document is an update to the 'Proof of Evidence – Environment - General' document. It contains an update following the addition of the eastbound off-slip in the DRAFT SUPPLEMENTARY (NO. 2) SCHEME ORDER and a general update on the sections related to the Magor Services Area.**

### **Scheme Evidence Update**

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**Welsh Government, Environment - General**

**Document Reference: WG 1.7.4**

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**1. AUTHOR**

- 1.1 I am Peter Ireland. I am a Senior Director of RPS in the Planning and Development Division of RPS Group plc. My professional qualifications are set out in my main Proof of Evidence and are not repeated here.
- 1.2 I confirm that the opinions expressed are my true and professional opinions.

**2. SCOPE AND PURPOSE OF THIS PROOF OF EVIDENCE**

- 2.1 This Proof of Evidence provides updated evidence for the Welsh Government's Scheme as modified by the March 2017 draft Orders Supplement to include proposals for an eastbound off-slip road at Junction 23A.
- 2.2 This evidence provides additional information in respect of the March 2017 Environmental Statement Supplement. It does not supersede my previous evidence.
- 2.3 My evidence is presented in the following structure, with a detailed contents provided at the start of the document.
1. Author
  2. Scope and Purpose of this Proof of Evidence
  3. Scheme Evidence Update

### **3. SCHEME EVIDENCE UPDATE**

#### **3.1. The Eastbound Off-slip Road**

3.1.1. The Welsh Government published a supplement to the draft Orders in March 2017 to include an additional eastbound off-slip road at Junction 23A, affording a direct connection for eastbound traffic on the proposed new motorway. The supplement to the draft Orders was accompanied by a supplement to the Environmental Statement (ES). These supplementary proposals are described in PLI document 2.5.17.

3.1.2. To summarise the key features that make up the changes in the supplement:

- a) a new slip road with single lane cross section, diverging from the mainline to the north of the Llandeenny railway bridge, which would remain as in the original proposals;
- b) modifications to the size and position of the roundabout between the A4810 and the B4245 west of Magor, to which the supplementary slip road would connect;
- c) a route for non-motorised users of the B4245 would change from a grade separated route passing under the A4810 using an existing bridge and would be replaced by an at-grade route with signal-controlled crossing points of the proposed slip road and the A4810 Steelworks Access Road south of the roundabout.

3.1.3. Further details of the engineering design are provided in the Scheme Evidence Update of Mr Ben Sibert (WG 1.5.5).

#### **3.2. March 2017 Environmental Statement Supplement**

3.2.1. Welsh Government published a third supplement to the Environmental Statement in March 2017 (the March 2017 ES Supplement) specifically to report the assessment of a further modification to the design which required a modification to the

published draft Statutory Orders. The design modification was concerned with the provision of an eastbound off-slip at Magor to connect with the A4810 at a roundabout with the B4245 Newport Road.

- 3.2.2. Consequently, the format and style of the March 2017 ES Supplement differs from that of the previous supplements in that it only addresses the new eastbound off-slip road. Nevertheless, the March 2017 ES Supplement should be read alongside the published March 2016 ES, the September 2016 ESS and the December 2016 ESS.
- 3.2.3. The March 2017 ES Supplement updated Sheets 12 and 13 of ES Figures 2.4, 2.5, 2.6 and 9.21 together with Sheet 9 of ES Figure 2.7i to include the slip road, those being the relevant sheets showing the scheme design and vegetation clearance in the March 2016 ES. The supplement noted that a supplement to the Traffic Forecasting Report has been produced and provided relevant updated traffic data in Appendix TS2.1. As a result of introducing the eastbound off-slip, traffic on the proposed new section of motorway to the east of Glan Llyn would increase and traffic patterns on the B4245 would change with an increase in traffic entering Magor from the west and a decrease in traffic entering Undy from the east.
- 3.2.4. The assessment concluded that the introduction of the eastbound off-slip would not significantly affect the conclusions of the March 2016 ES assessments of regional air quality, greenhouse gas emissions, cultural heritage, landscape, ecology, geology, soils, noise, all travellers, community and private assets, road drainage and water.
- 3.2.5. The main effects, all of which are not significant in EIA terms, would be the loss of part of a mature linear woodland belt bordering Magor Brewery, an imperceptible change of less than 0.1 dB at the nearest noise sensitive receptors, and the route for non-motorised users would no longer be entirely off-road.