

3. THE NON-TECHNICAL SUMMARY

3.1 The Non-Technical Summary (NTS) should highlight the principal findings of Volume 1 of the Environmental Statement. It is important to summarise the introduction to Volume 1, and all of the other sections. The document should be free from technical jargon and abbreviations. Design Organisations are reminded that the key to the production of a good NTS is a well written, focused Volume 1.

3.2 Given below are the basic requirements for each section of the NTS, coupled with examples taken from published summaries (with some modification). It should be borne in mind that the examples are for illustrative purposes only, and that the sections should be tailored to the content of Volume 1 of the ES. The length of the NTS will be determined to a great extent by the length and complexity of each individual scheme. However, best practice examples indicate that 6 sides of A4 size paper is generally sufficient to describe most schemes.

Introduction

3.3 Each NTS requires an introduction. The introduction should give the name of the scheme, indicate the date and stage of the last significant procedure (e.g. Public Consultation), and state the purpose of the leaflet, emphasising that the leaflet is only a summary of the Environmental Statement. For example:

The Secretary of State for Transport has announced a road scheme for improving the A23 between Handcross and Warninglid.

The scheme is a development of the proposals that were the subject of a local consultation with the public and interested parties in 1991. Those proposals were for an extra lane in each direction to the existing A23 between Warninglid and Handcross, plus a climbing lane up Handcross Hill.

During the consultation concern was expressed about the effect of the scheme on areas of Nature Conservation Importance, Ancient Woodland and other neighbouring property.

In response to these comments the scheme now published follows a route 100 metres to the east and generally built at a level lower than the nearby landscape.

This leaflet describes the scheme and summarises, in non-technical language, the Environmental Statement which has been published in accordance with EC Directive 85/337/EEC as applied by Section 105A of the Highways Act 1980.

Why the Scheme is Needed

3.4 This section should set out the existing problems which the scheme is designed to address including, where appropriate traffic flows. It is important to set a scheme within the context of the management of the network. For example:

In the management of the London trunk road network the A23 has been identified as being increasingly heavily trafficked with particular problems at Coulsdon.

At Coulsdon the road passes straight through the local shopping and business centre (see fig. 1). Traffic flow is restricted by the road width, pedestrian crossing and turning vehicles. There is consistent congestion and delay.

As a result of the large amount of traffic the local environment is affected by a great deal of traffic noise, poor air quality caused by vehicle exhausts, dust and general nuisance. Within the town, accident rates, for both pedestrians and vehicles, are much higher than the national average.

The volume of traffic on the A23 is forecast to increase. Without a road improvement the delays to traffic will increase and more drivers will try to avoid the centre of Coulsdon by using unsuitable roads. The environment of the town centre and adjoining side roads would deteriorate.

The Proposed Scheme

3.5 This section should provide a brief description of the proposals. It should start by describing the features that are common to the whole length of the scheme, then describe the route, relating it to nearby identifiable locations. Coverage of the structures, junctions, lighting, large signs, and gantries should be included, where appropriate. For example:

The proposed scheme consists of a road with two lanes in each direction separated by a safety fence (referred to as a dual carriageway) between the junction with the B1078 at Lower Hacheston and a

point 100m north of the Mitford Road junction, Benhall, where the existing stretch of dual carriageway becomes one lane in each direction (referred to as a single carriageway). The stretch of existing A12 single carriageway road that is not needed for the scheme would be given to the local highway authority and retained to provide access to the villages along its length.

A bridge would take the proposed road over an improved junction with the B1078, A12, the A1094 and the B1121. Access would be provided between this junction and the proposed road. The proposed road would cross over Campsey Ash Road, under Church Road and under C211 at Pond Barn. A footbridge would be provided at Farnham Hall to link the existing footpaths. The proposed road would cut across Hoo Lane, Tinker Brook and the track at Farnham Hall. Access would be provided on new tracks or on the existing local road network. Mitford Road would remain open as a left turn in only. Bridges would be provided where the rivers Ore and Alde pass under the new road.

Measures Taken to Reduce Environmental Effects

3.6 This section should provide a brief description of the measures taken to reduce the environmental effects.

The proposed scheme has been designed to reduce, as far as possible, any damage to the environment whilst still considering other factors such as road safety, engineering design and cost.

The route avoids, as far as possible, areas most sensitive to changes in the environment. For example the road passes to the north of the ancient woodland at Pond Barn and the Childrens Hospital at Hacheston. Wherever possible the road would be lower than the nearby landscape to reduce noise and to conceal the road from the local residential areas.

Other ways to reduce the environmental effects are part of the proposals. The locations of these are shown on Figure 1. Figure 2 gives an example of how noise and the sight of the road can be reduced using trees, mounds of earth and fences.

The route would be lit at the B1078 and A1094

junctions only. The lighting units would be designed to minimise the spread of light to nearby properties.

Sketches, drawings, cross sections and photomontages should be used where appropriate. A constraints map showing the proposals also forms an important part of the summary.

The NTS should also outline the main aspects of the construction work, including the likely duration, any advance works, etc:

Construction is planned to commence early in 1996 and to be completed within 12 months. Extensive temporary traffic measures will be required on the motorway. These will include lane closures and "contra-flow" arrangements. Temporary closure of slip roads at Junctions 15 and 17 will be required in order to complete certain works. Construction traffic would be required to access the site using designated routes. Access via the residential areas of Burtenwood would not be allowed.

Route Options

3.7 This section should explain to the reader how the proposals have been developed. It should briefly describe the main route (or widening) options considered and give the major reasons for their rejection. A small plan showing the location of the route option should be included. For widening schemes alternative cross sections should be used.

Consideration was given to a number of different schemes for the A443 Link Road and the M39 Improvements. For the Link Road, these included schemes connecting the proposed Nelson Commercial Complex to the non-motorway road network, and schemes providing a direct connection to the M30. Routes following the existing road and routes moved to the north and south were considered for the M39 Improvements, together with various options for the slip road at Junction 4.

Proposals were presented to the public and interested organisations during January 1994. Following this consultation, the layout of the slip road at Junction 4 was changed slightly to reduce the environmental impact of the scheme, particularly in relation to residential properties in Palmerston.

Several alternative schemes were examined for the slip road at Junction 4, including:

-moving the M39 further south, away from residential properties in Palmerston;

-tunnelling;

-moving the raised connecting road to the east side of the junction, away from most residential properties in Palmerston.

Moving the motorway to the south was rejected because of the high cost associated with the relocation of a gas pipeline and associated control equipment.

Tunnelling was rejected, mainly because the cost would be substantially higher than the above-ground schemes and some of the options would compromise road safety.

The scheme illustrated overleaf, which diverges from the M39 to the east of Junction 4, was selected on the basis of environmental, operational and economic factors. It would provide a direct access to the Nelson Complex, reduce delays at the existing roundabout, and has less environmental effects on many properties compared with the consultation scheme.

Environmental Effects

3.8 This section should summarise the environmental effects of the scheme describing their magnitude and significance set against the relevant baseline conditions. Measures taken to reduce the effects should be taken fully into account and described. The methodology for assessing effects should also be described.

Providing all the above information for each effect can produce an overly long document. The use of a table is recommended, an extract covering two effects is given below.

Care has been taken to ensure that the probable environmental affects of constructing and opening the proposed scheme have been assessed. The table below summarises the effects that have been assessed.

Further information on the detail assessment is given in the relevant part of the Environmental Statement - see section 6 of this leaflet.

EXAMPLE EXTRACT OF TABLE SUMMARISING INFORMATION IN THE NTS

<i>EFFECT</i>	<i>METHOD OF ASSESSMENT</i>	<i>EXISTING CONDITIONS</i>	<i>EFFECT WITH ROAD</i>	<i>MEASURES TAKEN TO REDUCE ENVIRONMENTAL EFFECTS/ COMMENTS</i>
<i>Air Quality</i>	<i>Existing levels of vehicle emissions and forecast future levels have been calculated.</i>	<i>50 houses and several commercial properties adjacent the existing A23 experience high levels of carbon monoxide and hydrocarbons.</i>	<i>With the removal of 75% of the traffic, local air quality in the town would greatly improve. This combined with stricter emission standards would be expected to reduce the level of emissions.</i>	<i>Due to improvements in vehicle technology and reduced congestion total emissions of Carbon Monoxide, Nitrogen Dioxide and Hydrocarbons from traffic on the new road are all forecast to be lower in 2015 compared with the existing situation.</i>
<i>Archaeology</i>	<i>Existing conditions have been examined with field walking, magnetometer surveys and a study of historical records in consultation with English Heritage and local authority archaeologists.</i>	<i>3 Scheduled Ancient Monuments (SAMS) exist within 200m of the A23.</i>	<i>The setting of the Ancient Monument site of Handcross Castle would be effected by the proximity of the proposed road and the ancient deer park boundary associated with the castle would be severed.</i>	<i>Provision has been made for excavating and recording previously unknown remains revealed during construction.</i>

Further Information

example:

3.9 This section should give details of where copies of the ES can be inspected. It should also provide a breakdown of the cost of each section of the ES and explain how copies can be obtained. For

Copies of the Environmental Statement may be inspected free of charge during normal office hours from

10 March 1994 until
2 June 1994 at:

Copies of the Environmental Statement can be bought from the Highways Agency in ... at a cost of:

Volume 1 - £** + VAT

Volume 2 - £** + VAT (total), or individually:

Part 1 Air Quality - £** + VAT

Part 2 Water Quality - £** + VAT

Further copies of this summary may be obtained free of charge from the Highways Agency in

Depending on the nature and number of objections received, a Public Inquiry may be held before an independent Inspector nominated by the Lord Chancellor. If a Public Inquiry is to be held, all those who have responded will be notified individually at least six weeks beforehand, and notices will appear in the local press. All comments received will be made available to the Inspector who may decide to make them public. Publicity will be given to any alternative proposals received.

Public Exhibitions

3.10 The reader should be invited to attend the Exhibition. The purpose of the Exhibition should be emphasised. For example:

A public exhibition of the proposals will be held locally. Plans and general details of the proposals, together with proposed measures to reduce the environmental impact will be on display. Representatives of the Highways Agency and their consulting engineers will be available to explain the proposals and answer questions. Please see the page inserted in this leaflet or the local papers for times and places.

Providing dates and venues for the Exhibition(s) on a separate sheet, inserted in the main leaflet, has proven to be more flexible and less expensive approach should any changes take place.

Your Views

3.11 This section should detail how comments on the Environmental Statement, and objections to Draft Orders (if appropriate) can be made and also give a deadline for their receipt.

*If you wish to support, comment on, or object to the draft Orders; put forward alternative proposals; or comment on the Environmental Statement you should write, not later than **** to the Highways Agency at the address....*

What Happens Next ?

3.12 This section should outline the next stages in the statutory procedures.