## CHANGE 29 - ADDITIONAL ACCESS TRACK AT WEETON PRELIMINARY ENVIRONMENTAL INFORMATION

To assist consultees, the following provides preliminary environmental information, equivalent to that presented at statutory consultation in the Preliminary Environmental Information Report (PEIR). It also explains how this change will be assessed in the Environmental Statement (ES), which will be published when the Development Consent Order (DCO) application is accepted for Examination.

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| **Agriculture and soils** | As the track already exists there will be no additional agricultural land take and therefore no impact. |
| **Air quality** | The new route will take construction traffic further away from residential receptors, avoiding traffic using the southern section of Rysome Road, so there would be a reduced impact compared to that which was considered in the PEIR. If the track was upgraded, it would be a small change with no additional significant effect anticipated. |
| **Ecology** | As the track already exists there will be no additional land take, and therefore no impact. If the track was upgraded, it would be a small change with no additional significant effect anticipated. |
| **Climate** | Given the small change no additional significant effect is anticipated. |
| **Greenhouse gases** | As the track already exists there will be no additional greenhouse gas emissions, and therefore no impact. If the track was upgraded, it would be a small change with no additional significant effect anticipated. |
| **Ground conditions / hydrogeology** | As the track already exists there will be no additional land take, and therefore no impact. If the track was upgraded, it would be a small change with no additional significant effect anticipated. |
| **Cultural heritage** | As the track already exists there will be no additional land take, and therefore no impact. |
| **Landscape** | As the track already exists there will be no additional land take, and therefore no impact |
| **Noise** | The new route will take traffic further away from residential receptors so a reduced impact. If the track was upgraded, it would be a small change with no additional significant effect anticipated. |
| **Socio economics** | The new route will take traffic further away from residential receptors so a reduced impact. |
| **Health** | The new route will take traffic further away from residential receptors so a reduced impact. |
| **Traffic** | The new route will reduce the impact on the southern section of Rysome Road and take traffic away from residential properties on Rysome Road. If the track was upgraded, it would be a small change with no additional significant effect anticipated. |
| **Waste** | Any additional waste and material during construction will need to be assessed as part of the ES. Given the small change, no additional significant effect is anticipated. |
| **Hydrology and drainage** | As the track already exists there will be no additional land take, and therefore no impact. If the track was upgraded, it would be a small change with no additional significant effect anticipated. |

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## PRELIMINARY ENVIRONMENTAL INFORMATION

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| **Major accidents and disasters** | No new major accidents or disasters have been identified in relation to this change. |
| **Coastal** | The closest coast is c. 700m away, therefore no new significant effect identified. |
| **Cumulative effects** | Unlikely to change the significance of effect given the relatively small change. |

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| **Summary** | **The design changes detailed have been considered and, whilst these are yet to be assessed fully in the Environmental Statement, they are unlikely to introduce any new significant environmental effects. This means that the preliminary assessment of potential impacts reported in the Preliminary Environmental Information Report published at statutory consultation is unlikely to change.** |