

Environmental Assessment Report – Introduction

The Environmental Assessment Report (EAR) began in 2017, when initial environmental and ecological survey work (such as noise, habitat, and air quality surveys) were undertaken, resulting in the first draft of the EAR being completed in February 2018.

At this this time, an assumption was made that the concrete surface between junctions 5 and 7 was not fit for purpose, and that intrusive remedial works were required. In delivering these remedial works it was assumed that a low noise surface would be included as part of the scheme. The Environmental Assessment Report was completed in November 2018 and was intended to be published ahead of the scheme's start of works in January 2019. However, this was delayed from being published when it was established from our surveys that the concrete section between junctions 5 and 7 of the M27 were in an acceptable enough condition to not require urgent remedial works.

Having ascertained this was the case, we concluded that we could upgrade this section of the M27 to a smart motorway first, without needing to replace the concrete as part of the smart motorway scheme. The noise model was recalculated removing the inclusion of low noise surfacing between junction 5 and 7 of the M27, as part of the smart motorway scheme. The final findings of the recalculation can therefore be found within the Technical Note.