A38 Derby Junctions
TR010022
Volume 6
6.3 Environmental Statement Appendices
Appendix 4.3: Transboundary Screening Matrix

Regulation 5(2)(a)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

April 2019

Infrastructure Planning

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

A38 Derby Junctions Development Consent Order 202[ ]

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Regulation Number	Regulation 5(2)(a)
Planning Inspectorate Scheme Reference	TR010022
Application Document Reference	6.3
Author	A38 Derby Junctions Project Team, Highways England

Version	Date	Status of Version
1	April 2019	DCO Application

APPENDIX 4.3: Transboundary Screening Matrix

Regulation 32 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 requires the consideration of any likely significant effects on the environment of another European Economic Association (EEA) State.

Guidance upon the consideration of transboundary effects is provided in the Inspectorate's Advice Note Twelve: Transboundary Impacts and Process (Planning Inspectorate, 2018).

The following screening matrix provides the consideration of transboundary effects for the Scheme, taking guidance from Advice Note Twelve (Annex).

Table 1: Screening matrix for likely significant effects on the environment of another EEA state

Criteria and relevant considerations	Commentary with regard to Scheme
Document used for transboundary screening	Highways England (2019) A38 Derby Junctions Environmental Statement.
Characteristics of the development • Size of the development • Use of natural resources • Production of waste • Pollution and nuisance • Risk of accidents • Use of technologies	The Scheme concerns the grade separation of three junctions spread over an approximate 5.5km distance along the A38 to the west and north of Derby. The Scheme passes through the administrative areas of Derby City Council, Erewash Borough Council and Derbyshire County Council. Some of the resources required for the construction of the Scheme are likely to be obtained from the global market e.g. steel, but it is envisaged that materials would be obtained locally wherever possible. No waste, nuisances or accidents are likely that would extend beyond the border of the UK. No novel technologies are proposed that have the potential for transboundary effects.
Location of development • What is the existing use? • What is the distance to another EEA state? (Name EEA state) • What is the extent of the area of a likely impact under the jurisdiction of another EEA state?	The existing land use is highway for the majority of the Scheme, although the proposed Little Eaton junction would cross mainly agricultural land to the south and east of the existing A38. The Scheme is located approximately 310km from France and 300km from Southern Ireland. The Scheme is located wholly within the UK and thus not under the jurisdiction of any other EEA state.
Environmental importance • Are particular environmental values (e.g. protected areas – name them) likely to be affected? • Capacity of the natural environment • Wetlands, coastal zones, mountain and forest areas, nature reserves and parks, Natura 2000 sites, areas where environmental quality standards already exceeded, densely	There are no internationally designated ecological sites within 2km of the Scheme. The nearest nationally important designated ecological site is Breadsall Railway Cutting Sites of Special Scientific Interest (SSSI) located approximately 1.5km south-east of the Scheme. The Scheme is located within 30km of six Special Areas of Conservation (SACs) – the nearest being Gang Mine SAC located approximately 19km to the north-west of Kingsway and Markeaton junctions; and approximately 17km to the north-west of Little Eaton junction. A screening exercise has determined that there would be no significant effects of the Scheme on European sites, and therefore no European sites are required to be considered and taken forward to Appropriate Assessment. The Scheme would result in residual moderate significant adverse effects (at the County or Unitary Authority scale) on the A38

Criteria and relevant considerations	Commentary with regard to Scheme
populated areas, landscapes of historical, cultural or archaeological significance	Kingsway Roundabout Local Wildlife Site (LWS) due to the complete loss of this LWS. However, with the proposed mitigation measures, there is potential for there to be up to a moderate beneficial significant effect (at the County or Unitary Authority scale) on biodiversity in the medium to long term. The Scheme at Little Eaton junction traverses a section of the Derwent Valley Mills World Heritage Site which is a heritage designation of international importance – effects on the World Heritage Site are considered to be slight adverse (i.e. no more than a negligible impact upon an asset of very high value). No known cultural heritage assets are likely to be significantly affected. Scheme construction would cause some temporary significant adverse effects to upon local landscape, although as the Scheme landscape design matures, landscape effects would reduce, such that by year 15 of Scheme operation, there would be no significant effects. The Scheme traverses populated areas and has the potential to generate a range of noise and air quality effects. Air quality effects are not predicted to be significant. Only one receptor is anticipated to experience a moderate (significant) increase in traffic noise levels. A summary of the Scheme's likely significant environmental effects is provided in Chapter 16 of the Environmental Statement [**TR010022/APP/6.1**].
Potential impacts and carrier • By what means could impacts be spread (i.e. what pathways)?	The only potential transboundary environmental impact which is considered likely is from greenhouse gas emissions. Greenhouse gas emissions would be spread by atmospheric processes.
Extent • What is the likely extent of the impact (geographical area and size of the affected population)?	The only potential transboundary environmental impact which is considered likely is from greenhouse gas emissions, which are known to contribute to changes on climate on a global scale.
Magnitude • What will the likely magnitude of the change in relevant variables relative to the status quo, taking into account the sensitivity of the variable?	The greenhouse gas emissions associated with Scheme construction and operation are reported in Chapter 14: Climate of the Environmental Statement [**TR010022/APP/6.1**]. This indicates that greenhouse gas emissions arising as a result of the Scheme represent less than 0.01% of total emissions in any five year carbon budget during which they arise. It is concluded that the greenhouse gas emissions impact of the Scheme would not have a material impact on carbon reduction targets as set by the UK government.
Probability • What is the degree of probability of the impact? • Is the impact likely to occur as a consequence of normal conditions or exceptional situations, such as accidents?	The probability of the Scheme to contribute to greenhouse gas emissions is likely and would occur as a consequence of the construction and normal operating conditions.

Criteria and relevant considerations	Commentary with regard to Scheme
Duration • Is the impact likely to be temporary, short-term or long-term? • Is the impact likely to relate to the construction, operation or decommissioning phase of the activity?	The impact is likely to be long-term, relating to both Scheme construction and operation.
Frequency • What is likely to be the temporal pattern of the impact?	The temporal pattern is likely to be relatively constant.
Reversibility • Is the impact likely to be reversible or irreversible?	The impact is considered irreversible within human lifetimes.
Cumulative impacts • Are other major developments close by?	No other developments of the scale of the Scheme have been identified in the vicinity of the Scheme (refer to Chapter 15: Assessment of Cumulative Effects of the Environmental Statement [**TR010022/APP/6.1**]). There are a number of proposed developments which have been taken into account by the traffic model (refer to the Transport Assessment Report [**TR010022/APP/7.3**]). The potential cumulative effect upon transport emissions from the Scheme and proposed development have, therefore, been accounted for in the Scheme EIA. It is not anticipated that there is potential for cumulative transboundary greenhouse gas emissions effects from these developments.