# M54 to M6 Link Road

# TR010054

# Volume 6

# 6.3 Environmental Statement Appendices

# Appendix 4.4 Transboundary Effects Screening Matrix

APFP Regulation 5(2)(a)

Planning Act 2008

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

January 2020

Infrastructure Planning

Planning Act 2008

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

# M54 to M6 Link Road

Development Consent Order 202[ ]

## 6.3 Environmental Statement Appendices

## Appendix 4.4 Transboundary Effects Screening Matrix

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|---|---|
| **Regulation Number** | Regulation 5(2)(a) |
| **Planning Inspectorate Scheme Reference** | TR010054 |
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# Appendix 4.4 Transboundary Effects Screening Matrix

1.1.1 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.

1.1.2 Guidance upon the consideration of transboundary effects is provided in the Inspectorate's Advice Note 12: Transboundary impacts (Planning Inspectorate, 2015). The following screening matrix provides the consideration of transboundary effects for the Scheme, taking guidance from Advice Note 12 (Annex).

**Table 1.1: Screening matrix for likely significant effects on the environment of another EEA State**

| Criteria and Relevant Considerations | Commentary with regard to the Scheme |
|---|---|
| **Characteristics of the development**<br>• Size of the development<br>• Use of natural resources<br>• Production of waste<br>• Pollution and nuisance<br>• Risk of accidents<br>• Use of technologies | The Scheme includes the construction of a new highway on agricultural land between the M54, M6 and A460 and the remodelling of Junction 1 of the M54 and Junction 11 of the M6. The Scheme would be approximately 2.5km in length.<br>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.<br>No waste, nuisances or pollution are likely to be produced that would extend beyond the border of the UK.<br>There are always inherent risks associated with the construction and operation of highways schemes, however, with appropriate working methods and traffic management the risk of accidents occurring is very low.<br>No novel technologies are proposed that have potential for transboundary effects. |
| **Location of Development**<br>• What is the existing use?<br>• What is the distance to another EEA state? (Name EEA state)<br>• What is the extent of the area of a likely impact under the jurisdiction of another EEA state? | The existing land use is mainly agricultural land, however, both the southern and northern extents of the Scheme would include existing highways.<br>The Scheme is located approximately 268 km to the west of Ireland and is 320 km to the east of France.<br>The Scheme is located wholly within the UK and thus not under the jurisdiction of any other EEA state. |
| **Environmental Importance**<br>• Are particular environmental values (e.g. protected areas – | There are no internationally designated ecological sites within 2 km of the Scheme. The nearest nationally important designated ecological site is Stowe Pool and Walk Mill Clay Pit Site of Special Scientific Interest (SSSI) 1.5km north-east of the Scheme. The Scheme is located within 30 km of seven Special Areas of Conservation (SACs) – the nearest being Cannock Extension Canal |

| Criteria and Relevant Considerations | Commentary with regard to the Scheme |
|---|---|
| name them) likely to be affected?<br>• Capacity of the natural environment<br>• Wetlands, coastal zones, mountain and forest areas, nature reserves and parks, Natura 2000 sites, areas where environmental quality standards already exceeded, densely populated areas, landscapes of historical, cultural or archaeological significance | SAC 5.9 km east of the Scheme. A screening exercise has determined that there would be no significant effects on European sites as a result of the Scheme, and therefore no European sites are required to be considered and taken forward to Appropriate Assessment, refer to the Habitat Regulations Assessment, DCO document number TR010054/APP/6.9.<br><br>All residual effects on biodiversity receptors are non-significant, with the exception of the following:<br>• The loss of ancient woodland would result in a permanent large adverse residual effect during the construction of the Scheme.<br>• Increases in emissions at Brookfield Farm SBI, LWS and ancient woodland would result in a moderate adverse residual effect on ancient woodland during the operation of the Scheme.<br><br>Ancient woodland is an irreplaceable habitat and therefore the loss of this habitat cannot be mitigated. However, replacement woodland habitat would be provided at a ratio of 7:1 by area as agreed with Natural England.<br><br>The Scheme passes through a non-designated historic parkland associated with a number of Grade I and Grade II listed buildings. The effect on the listed buildings is not considered to be significant however the impact of the Scheme during construction on the Hilton parkland is considered to result in a moderate adverse effect, which is significant. No known cultural heritage assets are likely to be significantly affected during operation of the Scheme.<br><br>Scheme construction would cause some temporary significant adverse effects upon the local landscape. By Year 1 of Scheme operation landscape effects would reduce, such that there would be no significant effects.<br><br>The Scheme is located within close proximity to 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. One residential property located to the west of the Scheme on Hilton Lane and one property located at Brookfield Farm are likely to experience significant adverse noise effects during operation, additionally, 197 receptors are likely to experience significant adverse noise effects during operation and these are all located to the south of the M54, along the A460. During operation, significant beneficial effects are likely to be experienced at 18 residential properties located on the A460 (bypassed by the Scheme) due to reductions in road traffic derived noise. In addition, 11 residential properties located on Old Stafford Road are likely to experience significant beneficial adverse effects due to reductions in road traffic derived noise.<br><br>A summary of the Scheme's likely significant environmental effects is provided in Chapter 16 of the Environmental Statement [TR010054/APP/ 6.1]. |
| **Potential Impacts and Carrier**<br><br>• By what means could impacts be | The only potential transboundary environmental impact which is considered likely is from greenhouse gas emissions. |

| Criteria and Relevant Considerations | Commentary with regard to the Scheme |
|---|---|
| spread (i.e. what pathways)? | The impact of greenhouse gas emissions would be spread by atmospheric processes. |
| **Extent**<br>• 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**<br>• 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 [TR010054/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**<br>• What is the degree of probability of the impact?<br>• Is the impact likely to occur as a consequence of normal conditions or exceptional situations, such as accidents? | The probability of the Scheme contributing to greenhouse gas emissions is likely and would occur as a consequence of the construction and normal operating conditions. However, as stated above this is likely to amount to less than 0.01% of total emissions in any five year carbon budget during which they arise. |
| **Duration**<br>• Is the impact likely to be temporary, short-term or long-term?<br>• 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 construction and operation. |
| **Frequency**<br>• What is likely to be the temporal pattern of the impact? | The temporal pattern is likely to be relatively constant. |
| **Reversibility**<br>• Is the impact likely to be reversible or irreversible? | The impact is considered irreversible within human lifetimes. |
| **Cumulative Impacts** | No other developments of the scale of the Scheme have been identified in the vicinity of the Scheme (refer to Chapter 15: |

| Criteria and Relevant Considerations | Commentary with regard to the Scheme |
|---|---|
| • Are other major developments close by? | Assessment of Cumulative Effects of the Environmental Statement [TR010054/APP/6.1]). There are a number of proposed developments which have been taken into account by the traffic model (refer the Transport Assessment Report [TR010054/APP/7.4]). 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. |