

A12 Chelmsford to A120 widening scheme

TR010060

6.3 ENVIRONMENTAL STATEMENT

APPENDIX 5.4 TRANSBOUNDARY EFFECTS

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A12 Chelmsford to A120 widening scheme

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ENVIRONMENTAL STATEMENT APPENDIX 5.4 TRANSBOUNDARY EFFECTS

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1 Transboundary effects screening

1.1 Background

- 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. Effects on other EEA states are referred to as transboundary effects.
- 1.1.2 A screening exercise has been undertaken to establish the potential for the proposed scheme to result in transboundary effects using guidance provided in the Planning Inspectorate's Advice Note Twelve: Transboundary Impacts and Process (2020).

1.2 Transboundary screening matrix

- 1.2.1 A transboundary effects screening matrix was provided in the Environmental Scoping Report for the proposed scheme (Highways England, 2020). This concluded that the proposed scheme is unlikely to give rise to significant effects on any EEA state.
- 1.2.2 In response to the Environmental Scoping Report, the Planning Inspectorate made the following comment in their Scoping Opinion (2021):
- 'Having considered the nature and location of the Proposed Development, the Inspectorate is not aware that there are potential pathways of effect to other EEA states but recommends that, for the avoidance of doubt, the Environmental Statement details any such consideration and assessment.'*
- 1.2.3 The transboundary screening matrix presented in Table 1.1 has therefore been reviewed, taking into consideration the environmental assessment and design-development that has occurred since the Environmental Scoping Report. This review has concluded that there would be no likely significant effects on any EEA state.

Table 1.1 Transboundary screening matrix

Criteria and relevant considerations	Result of screening considerations
<p>Characteristics of the development:</p> <p>Size of the development</p> <p>Use of natural resources</p> <p>Production of waste</p> <p>Pollution and nuisances</p> <p>Risk of accidents</p> <p>Use of technologies</p>	<p>The proposed scheme is linear in nature and runs south-west north-east between Chelmsford and Marks Tey for a distance of approximately 24km. It is fully contained within the UK, in the county of Essex.</p> <p>Some of the resources required for the construction of the proposed 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. Borrow pits would be utilised to obtain fill material within the proposed scheme limits, reducing the amount of off-site material that would need to be imported.</p> <p>Waste would be generated during construction of the proposed scheme. Waste would be minimised by designing to be resource efficient, and reusing or recycling material wherever possible. Where not possible, waste would be sent to landfill within the UK.</p> <p>Nuisances, such as from dust, noise and light pollution, would be localised to the area around the proposed scheme, and would not extend beyond the border of the UK.</p> <p>A risk assessment for major accidents and disasters has been undertaken, and is included in Appendix 5.3 of the Environmental Statement [TR010060/APP/6.3]. This shows that risks from hazards are being mitigated through the scheme design. None of the hazards identified have the potential to cause effects outside of the UK.</p> <p>No novel technologies are proposed that have potential for transboundary effects.</p>
<p>Location of development and geographical area:</p> <p>What is the existing use?</p> <p>What is the distance to another European Economic Area (EEA) state? (Name EEA state)</p> <p>What is the extent of the area of a likely impact under the jurisdiction of another EEA state?</p>	<p>The existing land use is highway for part of the proposed scheme (where widening is taking place) and open arable/agricultural land for other parts (where new offline bypasses are being constructed). The proposed scheme is approximately 122km from France.</p> <p>No physical works or impacts are likely to extend beyond the jurisdiction of the UK.</p>

Criteria and relevant considerations	Result of screening considerations
<p>Environmental importance:</p> <p>Are particular environmental values (e.g. protected areas – name them) likely to be affected?</p> <p>Capacity of the natural environment.</p> <p>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.</p>	<p>There are no European sites designated under the Habitats Directive within 2km of the proposed scheme, or sites designated for bats within 30km. There are nine European sites within 20km of the proposed scheme designated for their breeding bird populations, or with a hydrological connection to the scheme. A Habitats Regulations Assessment screening exercise [TR010060/APP/6.8] has determined that the proposed scheme is not likely to significantly affect any European site.</p> <p>The proposed scheme is likely to result in localised impacts to landscape, heritage, soils, biodiversity, communities, and the water environment. These impacts would be mitigated to reduce the significance of any effect. Whilst there would be some residual effects, these would be contained to the area around the proposed scheme and would not result in impacts to any other EEA state.</p>
<p>Potential impacts and carrier:</p> <p>By what means could impacts be spread (i.e. what pathways)?</p>	<p>The pathways by which impacts could be spread are via air and water. However, these pathways are over extended distances.</p>
<p>Extent:</p> <p>What is the likely extent of the impact (geographical area and size of the affected population)?</p>	<p>No significant effects are anticipated that could impact on another EEA member state.</p>
<p>Magnitude:</p> <p>What will the likely magnitude of the change in relevant variables relative to the status quo, taking into account the sensitivity of the variable?</p>	<p>None of the anticipated effects from the proposed scheme are likely to occur at a magnitude that would impact another EEA state.</p>
<p>Probability:</p> <p>What is the degree of probability of the impact?</p> <p>Is the impact likely to occur as a consequence of normal conditions or exceptional situations, such as accidents?</p>	<p>The probability of the proposed scheme impacting another EEA state is considered very unlikely during both normal and abnormal operating conditions.</p>
<p>Duration:</p> <p>Is the impact likely to be temporary, short-term or long-term?</p> <p>Is the impact likely to relate to the construction, operation or decommissioning phase of the activity?</p>	<p>Impacts during construction would occur over the duration of the construction period (between 2024 and 2027). Impacts during operation would be long-term over the road's operational life. However, no impacts are likely to affect other EEA states.</p>

Criteria and relevant considerations	Result of screening considerations
Frequency: What is likely to be the temporal pattern of the impact?	The temporal pattern is likely to be relatively constant. However, no impacts are likely to affect other EEA states.
Reversibility: Is the impact likely to be reversible or irreversible?	Reversibility varies depending on the impact. In general, the impacts are considered irreversible over the proposed scheme's lifetime. However, no impacts are likely to affect other EEA states.
Cumulative impacts: Are other major developments close by?	There are a number of other developments along the proposed scheme route, including proposed housing and mixed-use developments such as the large development north of Chelmsford. Details of these developments are included in Chapter 16: Cumulative effects assessment, of the Environmental Statement [TR010060/APP/6.1]. The traffic model developed for the proposed scheme includes assumptions on traffic generation from other development in the area. The potential cumulative effect upon transport emissions from the proposed scheme and other development has therefore been accounted for in the proposed scheme Environmental Statement. There would be no potential cumulative transboundary effects from these other developments.

References

Highways England (2020). A12 Chelmsford to A120 Widening Scheme: Environmental Scoping Report. Available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010060/TR010060-000006-A12%20-%20Environmental%20Scoping%20Report.pdf>. Accessed March 2022.

Planning Inspectorate (2020). Advice Note Twelve: Transboundary Impacts and Process. Available at: <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-twelve-transboundary-impacts-and-process/>. Accessed March 2022.

Planning Inspectorate (2021). Scoping Opinion: A12 Chelmsford to A120 Widening Scheme. Case Reference TR010060. Available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010060/TR010060-000016-CHLM%20-%20Scoping%20Opinion.pdf>. Accessed March 2022.