



Overview - Transboundary screening undertaken by the Secretary of State	
Project name:	M20 Junction 10a
Address/Location:	Near Ashford, Kent
Planning Inspectorate Ref:	TR010006
Date(s) screening undertaken:	First screening – 2 April 2015, following the Applicant’s request for a scoping opinion Second screening – 29 September 2016 following submission of the application documents
EEA States identified for notification:	First screening: None identified Second screening: None identified

FIRST TRANSBOUNDARY SCREENING UNDERTAKEN BY THE SECRETARY OF STATE	
Document(s) used for transboundary Screening:	M20 Junction 10a Environmental Scoping Report ('the Scoping Report') dated January 2015, Highways Agency.
Date	2 April 2015
Screening Criteria:	Secretary of State Comments:
Characteristics of the Development	<p>The proposals are to construct a new junction, Junction 10a, on the M20 and a new section of link road to the existing A2070 from the new junction. The project is located to the east of Ashford in Kent, with the new junction approximately 700 metres south-east of the existing Junction 10. The new junction will be arranged as a new roundabout over the M20, to include two new three lane bridges and four new slip roads.</p> <p>The new link road would be approximately 1km of dual carriageway, linking to the existing A2070 via a new at-grade roundabout. The proposals also include the removal of existing east facing slip roads at Junction 10, a new footbridge over the M20, a series of new attenuation ponds and road drainage features, and the demolition of one residential and three business properties.</p> <p>The proposed construction is envisaged to begin in January 2017, and to take a period of approximately 18 months before the scheme is scheduled to open to traffic in July 2018.</p>
Geographical area	Section 4.4 of the developer’s Scoping Report provides information on the geographical study areas applied to the environmental topics considered, in the context of screening for transboundary effects. None of the scheme elements or the wider study areas applied to the assessment of its potential effects extend into another EEA state.
Location of Development (including existing use)	The proposals site is located just east of Ashford, in Kent, with the new junction approximately 700 metres south-east of Junction 10. The land for the new proposed Junction 10a is currently occupied by a garden centre and other commercial and private properties, as well as the existing M20 carriageway and soft estate. An existing local road, Highfield Lane, crosses

	<p>the M20 at this location via an overbridge. The land for the proposed new link road to the A2070 is largely agricultural, in arable and pasture use, but would also affect community land and an existing footbridge. Residential and commercial properties exist nearby as well as a place of worship (St Mary's Church, Sevington).</p> <p>The Scoping Report identifies the nearest town within another EEA state as Calais, France at 55km. Distances to the nearest towns in Belgium are identified in the Scoping Report as over 180km to Ostend and over 250km to Antwerp.</p>
<p>Cumulative impacts</p>	<p>Chapter 16 of the Scoping Report identifies other developments within the area which could result in cumulative effects, in particular a proposed mixed-use development north and west of Highfield Lane at Sevington (directly to the south of the proposed link road which would provide access). Table 16.1 of the Scoping Report provides a list of developments to be considered, which largely comprise housing developments in Ashford Borough.</p> <p>According to the Scoping Report, no other Highways Agency projects exist in the vicinity. There are no other proposed NSIPs within the vicinity.</p> <p>No assessment of likely significant cumulative effects has been made in the Scoping Report.</p>
<p>Carrier</p>	<p>Impact pathway(s) by which another EEA state could be affected could be via indirect effects on mobile species populations due to loss of land.</p>
<p>Environmental Importance</p>	<p>No European Sites fall within the study area applied.</p> <p>The Scoping Report identifies that the Highfield Lane/Kingsford Street Junction Roadside Nature Reserve (LNR) lies within the footprint of the development. Designated sites located within 1km of the site are Hatch Park/Bockhanger Wood SSSI, Ashford Green Corridor LNR, Willesborough Lees and Flowergarden Wood (SNCI) and Willesborough, Mersham and Lacton Green Conservation Areas, as well as a number of areas of Ancient Woodland. Other designated sites located within 2km of the site are South Willesborough Dykes SNCI and the Great Stour, Ashford to Fordwich SNCI.</p> <p>The nearest geologically important site is Wye and Crundale Downs SSSI located approximately 5km north of the site. Three surface water courses are identified as having the potential to be affected by the proposals, Aylesford Stream which flows to the west of the proposed junction under the M20, the East Stour located 2km south west and the Great Stour which runs between Ashford and Wye located 5km north.</p> <p>The Scoping Report identifies one Scheduled Monument located within 1km of the proposals, Boys Hall Moat located immediately adjacent to the channel tunnel rail link. One registered park and garden, Hatch Park lies approximately</p>

	<p>1.5km south east of the site. Six areas of archaeological interest and fifty two buildings within the study area applied have been identified as being of historical, archaeological or architectural interest.</p> <p>The Scoping Report has not identified any European Sites belonging to any other EEA state which may be affected by the development.</p>
Extent	Not identified in the Scoping Report. No impacts identified which would be likely to have significant effects on the environment in another EEA State.
Magnitude	No impacts identified which would be likely to have significant effects on the environment in another EEA State.
Probability	No impacts identified which would be likely to have significant effects on the environment in another EEA State.
Duration	No impacts identified which would be likely to have significant effects on the environment in another EEA State.
Frequency	No impacts identified which would be likely to have significant effects on the environment in another EEA State.
Reversibility	No impacts identified which would be likely to have significant effects on the environment in another EEA State.

Transboundary screening undertaken by the Secretary of State

Under Regulation 24 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) (the EIA Regulations) and on the basis of the current information available from the Applicant, the Secretary of State is of the view that the proposed development **is not likely** to have a significant effect on the environment in another EEA State.

In reaching this view the Secretary of State has applied the precautionary approach (as explained in the Planning Inspectorate's Advice Note 12: Transboundary Impacts Consultation); and taken into account the information currently supplied by the Applicant.

Action:

No further action required at this stage

Date 2 April 2015

Note: The Secretary of State's duty under Regulation 24 of the EIA Regulations continues throughout the application process.

SECOND TRANSBOUNDARY SCREENING UNDERTAKEN BY THE SECRETARY OF STATE

Document used for transboundary Screening:	<p>Environmental Statement (ES) (dated July 2016)</p> <p>Assessment of Implications on European Sites (AIES) (Habitats Regulations Assessment) (dated July 2016)</p>
Date	Re-screened on 29 September 2016, following receipt of the DCO application documents

Transboundary re-screening undertaken by the Secretary of State

Following submission of the DCO application which included the Applicant's ES and AIES, the Secretary of State has reconsidered the transboundary screening decision undertaken

on 2 April 2015.

Changes to the characteristics of the proposed development

The Secretary of State has identified that the description of the proposed development differs from that considered at the time of the previous transboundary screening decision. The changes to the description of the proposed development have resulted in alterations to the DCO boundary.

As described in Chapter 2 of the ES, the proposed development now includes an option for an 'alternative scheme' – which comprises the addition of a new three-arm roundabout, located midway along the proposed A2070 link road. This roundabout would provide an access to a proposed Town and Country Planning Act (TCPA) development located to the south of the DCO boundary, known as the Stour Park Development. The draft DCO submitted with the application would allow construction of the A2070 link road with or without the alternative scheme. The DCO boundary has been extended in the location of the alternative scheme roundabout (see Figure 2.1 of the ES).

The description of the development in the ES specifies the locations for new traffic signs, environmental mitigation measures and tree/ shrub planting which did not feature in the design of the proposed development at the time of the first transboundary screening. Additional land has been included in the DCO boundary to facilitate these elements (see Figure 2.1 of the ES).

Section 2.6 of ES Chapter 2 states that the proposed construction and environmental mitigation works are now envisaged to begin between January 2018 and August 2018, before the proposed development opens to traffic between March 2019 and May 2020 (to be determined by the Applicant's delivery plan).

Environmental importance

The Applicant confirms in paragraph 4.12.1 of the ES that none of the environmental assessment topic study areas extend to other EEA member states.

Subsequent to the Secretary of State's first transboundary screening, more information has been provided in respect to features of environmental importance which may be affected by the proposed development. The Applicant's AIES identifies an aquatic pathway between the proposed development and a number of European sites which were not previously identified:

- Stodmarsh Special Area of Conservation (SAC);
- Stodmarsh Special Protection Area (SPA);
- Stodmarsh Ramsar;
- Thanet Coast and Sandwich Bay SPA;
- Thanet Coast and Sandwich Bay Ramsar;
- Thanet Coast SAC; and
- Sandwich Bay SAC.

The AIES concludes that there would be no likely significant effects on any of the European sites screened into the assessment.

In addition to the statutory and non-statutory sites identified in the Secretary of State's first transboundary screening, Table 8.6 of the ES identifies that the proposed development is located 2km to the south east of Woods near Brabourne Site of Nature Conservation Importance. The ES does not identify any significant effects on statutory or non-statutory

sites.

Conclusion

No significant environmental effects on other European Economic Area (EEA) member states are anticipated as a result of the design changes to the proposed development since the first transboundary screening was undertaken, and the identification of additional features of environmental importance.

Under Regulation 24 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) (the EIA Regulations) and on the basis of the current information available from the Applicant, there is no change to the previous conclusion. Therefore, the Secretary of State remains of the view that the proposed development **is not likely** to have a significant effect on the environment in another EEA State.

In reaching this view the Secretary of State has applied the precautionary approach (as explained in the Planning Inspectorate's Advice Note 12: Transboundary Impacts); and taken into account the information currently supplied by the Applicant.

Action: No further action required at this stage.

Date: 29 September 2016

Note: The Secretary of State's duty under Regulation 24 of the EIA Regulations continues throughout the application process.

Note:

1. The Secretary of State's screening of transboundary issues is based on the relevant considerations specified in Annex 4 to the Planning Inspectorate's Advice Note 12, available on our website at <http://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>