

A14 Cambridge to Huntingdon improvement scheme

Environmental Statement

Appendices

Appendix 19.1: Transboundary effects screening matrix

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1 Introduction

- 1.1.1 As described in *Chapter 19, Regulation 24 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009* requires the consideration of any likely significant effects on the environment of another European Economic Association (EEA) State.
- 1.1.2 The screening matrix (*Table 1.1*) provides the consideration of transboundary effects for the A14 Cambridge to Huntingdon improvement scheme. The screening matrix takes guidance from the Planning Inspectorate's *Advice Note Twelve: Development with significant transboundary impacts consultation, version 3 (April 2012)*.

Table 1.1: Screening matrix for possible substantial effects on the environment of another European Economic Area (EEA) state

Criteria and relevant considerations	Result of screening considerations
Characteristics of the development	
What is the size of the development? Use of natural resources Production of waste Pollution and nuisance Risk of accidents Use of technologies	The development, which is linear in nature, is approximately 34km in length east to west, and 8km in length north to south. It is fully contained within the UK (Cambridgeshire, England). 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 potential for transboundary effects.
Geographical area	
What is the extent of the area of a likely impact under the jurisdiction of another country?	No impacts are likely to extend beyond the jurisdiction of the UK, with the exception of potential release of greenhouse gas emissions. There is potential for beneficial effects upon trans-European freight transport due to the improved capacity on the Trans-European Network. However this is an economic impact rather than an environmental impact.
Location of development	
What is the existing use? What is the distance to another country? (Name country(ies))	The existing land use is a highway for part of the scheme and open land (mainly agricultural) for other parts of the scheme. It is approximately 180km distant from France (as a direct line).

Criteria and relevant considerations	Result of screening considerations
Cumulative impacts	
Are other major developments close by?	No other developments of the scale of the scheme have been identified. There are a number of proposed housing and mixed-use developments within 5km of the scheme, including a proposal for approximately 10,000 residential dwellings at Northstowe. The traffic model developed for the scheme includes assumptions on traffic generation from proposed developments in the area. The potential cumulative effect upon transport emissions from the scheme and proposed development is therefore accounted for in the scheme EIA. However, it is not anticipated that there is potential for cumulative transboundary effects from these developments other than greenhouse gas emissions.
Carrier	
By what means could impacts be spread?	The impact of greenhouse gas emissions would be spread by atmospheric processes.
Environmental importance	
Are particular environmental values (e.g. protected areas) 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 populated areas, landscapes of historical, cultural or archaeological significance	There two European sites potentially affected by the scheme - Portholme SAC, Wimpole and Eversden Woods SAC and Ouse Washes SAC/SPA/Ramsar. A screening exercise has determined that there would be no likely significant effect upon these sites. The scheme would help relieve existing air quality problems in a densely populated area (Huntingdon). The scheme design would ensure the protection of wetland and river ecosystems. No significant areas of valuable habitat are likely to be affected by the scheme. Some cultural heritage resources are likely to be significantly affected. The landscape value of the area surrounding the scheme is not considered to be of high sensitivity.
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 climate change on a global scale.

Criteria and relevant considerations	Result of screening considerations
Magnitude	
<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>The likely magnitude of change to greenhouse gas emissions would be negligible, on the basis that the UK's construction industry emits approximately 101. 1m tonnes of carbon dioxide equivalent gases (2011 data, ONS) and the UK as a whole emitted 634. 8m tonnes of carbon dioxide equivalent. The proposed scheme would make a negligible contribution to the overall amount.</p>
Probability	
<p>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?</p>	<p>The scheme is likely to contribute to greenhouse gas emissions, although at negligible magnitude. The impact would occur as a consequence of the construction and normal operating conditions.</p>
Duration	
<p>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?</p>	<p>The impact is likely to be long-term, relating to both construction and operation.</p>
Frequency	
<p>What is likely to be the temporal pattern of the impact?</p>	<p>The temporal pattern is likely to be relatively constant.</p>
Reversibility	
<p>Is the impact likely to be reversible or irreversible?</p>	<p>The impact is considered irreversible within human lifetimes.</p>