



<b>Overview - Transboundary screening undertaken by the Secretary of State</b>	
<b>Project name:</b>	M4 Junctions 3 to 12: Smart Motorway.
<b>Address/Location:</b>	M4 Motorway Junctions 3 (Hayes, London Borough of Hillingdon) to Junction 12 (Theale, Berkshire).
<b>Planning Inspectorate Ref:</b>	TR010019
<b>Date(s) screening undertaken:</b>	First screening – 9 October 2014 following the applicant's request for a scoping opinion.
<b>EEA States identified for notification:</b>	First screening: None identified

<b>FIRST TRANSBOUNDARY SCREENING UNDERTAKEN BY THE SECRETARY OF STATE</b>	
<b>Document(s) used for transboundary Screening:</b>	M4 Junctions 3 to 12: Smart Motorway Environmental Impact Assessment Scoping Report ('the Scoping Report').
<b>Date of documents</b>	August 2014
<b>Screening Criteria:</b>	<b>Secretary of State Comments:</b>
<b>Characteristics of the Development</b>	<p>The proposed development is for an improvement scheme for approximately 50km of the M4 Motorway. It proposes to make permanent use of the hard shoulder as a running lane to increase capacity of the motorway.</p> <p>Approximately 130 new signs and/or gantries are proposed, in addition c.20 existing message signs and 3 gantries would be retained. About 130 CCTV cameras and c.180 above ground detection radars and replacement lighting would be provided.</p> <p>Construction is expected to take 5 years and 6 months over 3 phases.</p> <p>Thirteen locations for possible construction compounds are considered.</p>
<b>Geographical area</b>	The distance to another EEA state is not specified within the Scoping Report.
<b>Location of Development (including existing use)</b>	<p>The proposed development would be located on the M4 Motorway, commencing at Junction 3 (Hayes) and running to Junction 12 (Theale).</p> <p>The majority of the development would be located on land along the existing highway, however some land take either side of the M4 would be required to facilitate the development.</p> <p>The Scoping Report does not identify the distance of the project to any other EEA States.</p>
<b>Cumulative impacts</b>	Section 5 of the Scoping Report states that cumulative impacts assessments will be included in each topic chapter of the

	<p>Environmental Statement (ES). The Scoping Report states that the assessment of cumulative impacts would use the guidance provided in the DMRB Volume 11 Section 2 Part 5 Assessment and Management of Environmental Effects.</p> <p>Schemes and committed developments which have been considered at part of transport modelling are included within Appendix A of the Scoping Report; none of the identified schemes are located within another EEA State.</p>
<b>Carrier</b>	<p>Potential impact pathways include transport of contaminants by air (dust, and vehicle emissions, construction activities), land and water (rivers and groundwater), and disturbance to protected species (noise, vibration and emissions). However, no potential impact pathways by which another EEA State could be affected have been identified in the Scoping Report.</p>
<b>Environmental Importance</b>	<p>A small part of the proposed DCO application site boundary is located within the North Wessex Downs AONB.</p> <p>The Scoping Report identifies that there is one scheduled ancient monument, 42 listed buildings, 2 registered parks and gardens and 7 conservation areas within a 250m buffer zone of the proposed development.</p> <p>The Scoping Report identifies 2 SSSI's within 1km of the proposed development; these are Pincents Kiln SSSI (designated for its geological interest) and Great Thrift Wood SSSI.</p> <p>The closest designated European Sites are the Thames Basin Heaths Special Protection Area (SPA) and the South West London Waterbodies SPA/Ramsar. Although these are documented in the Scoping Report, the distance to the proposed development is not stated. No details have been provided with the Scoping Report as to the reasons these sites are designated.</p> <p>The Scoping Report does not identify any European Sites belonging to any other EEA State which could be potentially affected.</p>
<b>Extent</b>	<p>Not identified in the applicants Scoping Report. No impacts identified which would be likely to have significant effects on the environment in another EEA State.</p>
<b>Magnitude</b>	<p>No impacts identified which would be likely to have significant effects on the environment in another EEA State.</p>
<b>Probability</b>	<p>No impacts identified which would be likely to have significant effects on the environment in another EEA State.</p>
<b>Duration</b>	<p>No impacts identified which would be likely to have significant effects on the environment in another EEA State.</p>
<b>Frequency</b>	<p>No impacts identified which would be likely to have significant effects on the environment in another EEA State.</p>
<b>Reversibility</b>	<p>No impacts identified which would be likely to have significant effects on the environment in another EEA State.</p>

### **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 9 October 2014**

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