

A417 Missing Link
TR010056

6.2 Environmental Statement
Chapter 1 Introduction

Planning Act 2008

APFP Regulation 5(2)(a)
Infrastructure Planning (Applications: Prescribed Forms and
Procedure) Regulations 2009

Volume 6

May 2021

Infrastructure Planning

Planning Act 2008

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

A417 Missing Link

Development Consent Order 202[x]

6.2 Environmental Statement

Chapter 1 Introduction

Regulation Number:	5(2)(a)
Planning Inspectorate Scheme Reference	TR010056
Application Document Reference	6.2
Author:	A417 Missing Link

Version	Date	Status of Version
C01	May 2021	Application Submission

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1 Introduction

1.1 Purpose of the report

- 1.1.1 This document is an Environmental Statement (ES) which presents a description of the A417 Missing Link scheme (the scheme), the likely significant environmental effects of the scheme, the measures to avoid or reduce such effects, the reasonable alternatives considered and the main reasons for the option chosen. The ES forms part of Volume 6 Environmental Information of the application for a Development Consent Order (DCO) for the scheme under the *Planning Act 2008* and is produced in accordance with the *Infrastructure Planning (Environmental Impact Assessment) Regulations 2017* (the EIA Regulations).
- 1.1.2 Volume 6 Environmental Information includes:
- Document Reference 6.1 Environmental Statement – Non-Technical Summary
 - Document Reference 6.2 Environmental Statement – Main Report
 - Document Reference 6.3 Environmental Statement – Figures
 - Document Reference 6.4 Environmental Statement – Appendices
 - Document Reference 6.5 Habitat Regulations Assessment
 - Document Reference 6.6 Statement of Statutory Nuisance

1.2 Overview of the scheme

- 1.2.1 The A417/A419 is a strategic route between Gloucester and Swindon that provides an important link connecting the West Midlands and the south of England. The route is an alternative to the M5/M4 route via Bristol. The section of the A417 near Birdlip, known as the 'Missing Link', forms the only section of single carriageway along the route and is located in the Cotswolds Area of Outstanding Natural Beauty (AONB).
- 1.2.2 In 2014, the Department for Transport (DfT) announced its five year investment programme for making improvements to the Strategic Road Network (SRN) across England. This scheme is one of more than 100 schemes identified as part of the first *Road Investment Strategy (RIS1) 2015-2020*¹. Funding for delivery of the scheme has been confirmed within the second *Road Investment Strategy (RIS2)*², which covers the period between 2020 and 2025 which was published on 11 March 2020.
- 1.2.3 The scheme would upgrade this section of the A417 to dual carriageway, in a way that is sensitive to the surrounding AONB, help unlock Gloucestershire's potential for growth, support regional plans for more homes and jobs, and improve life in local communities.
- 1.2.4 The scheme would provide 3.4 miles (5.5 km) of new, rural all-purpose dual carriageway for the A417. The new dual carriageway would connect the Existing A417 Brockworth bypass with the existing dual carriageway A417 south of Cowley. The new dual carriageway would be completed in line with current trunk road design standards. The section to the west of the existing Air Balloon roundabout would follow the Existing A417 corridor, but to the south and east of the Air Balloon roundabout, the corridor would be offline, away from the existing road corridor. The scheme would comprise the further key components:

- A new crossing near Emma's Grove for walkers, cyclists and horse riders, including disabled users, which would accommodate the Cotswold Way National Trail.
- A new junction would be incorporated at Shab Hill, providing a link from the A417 to the A436 (towards the A40 and Oxford) and to the B4070 (for Birdlip and other local destinations).
- A new 37m wide multi-purpose crossing to provide essential mitigation for bats and enhancement opportunity for ecology and landscape integration. The public would also further benefit as the crossing would accommodate the Gloucestershire Way and provide an improved visitor experience.
- A new junction would be included near Cowley, replacing the existing Cowley roundabout, making use of an existing underbridge to provide access to local destinations. The use of the existing underbridge would allow for all directions of travel to be made.
- The Existing A417 between the existing Air Balloon roundabout and Cowley roundabout would be detrunked for its entire length. Some lengths of the existing road would be converted into a route for walkers, cyclists and horse riders including disabled users. Other sections would be retained as lower-class public roads, maintaining local access for residents. Some of the route would provide Common Land.

1.2.5 A location plan and aerial photography of the area are shown in ES Figure 1.1 Location plan and ES Figure 1.2 Scheme on aerial photograph respectively (Document Reference 6.3).

1.2.6 A detailed description of the scheme and details of the embedded environmental mitigation measures are provided within ES Chapter 2 The Project (Document Reference 6.2). A full list of the notable changes and refinements made to the scheme design that have taken place during preliminary design is provided in Table 3-4 Amendments to the scheme during preliminary design in ES Chapter 3 Assessment of alternatives.

1.3 Legislative and policy framework

Overview

1.3.1 The preparation of the ES has been informed by a review of relevant national and local planning policy and legislation. It should be noted that all references are to legislation as amended and in force in England on the date of the ES. An overview of policies relevant and important to the scheme are presented in this section. Further details on the legislative and policy framework are set out in ES Appendix 1.1 Planning Policy Framework (Document Reference 6.4), while topic specific policies have been considered within each of the topic chapters (set out within ES Chapters 5 to ES Chapter 15 (Document Reference 6.2)).

Planning Act

1.3.2 The scheme is a Nationally Significant Infrastructure Project (NSIP) under sections 14(1)(h) and 22(1)(a) of the Act.

1.3.3 Section 14(1)(h) of the Act defines an NSIP as highway-related development subject to falling within the criteria set out in section 22 of the Act.

- 1.3.4 Under section 22(1) of the Act, an NSIP for highway-related development must fall within one of three specified categories, namely construction, improvement or alteration of a highway.
- 1.3.5 The scheme is a new offline section of dual carriageway and therefore constitutes the “construction” of a highway within the meaning of section 22(1)(a) and meets the requirements of this definition under section (22)(2) and 22(4) as follows:
- The highway (when constructed) will be wholly in England (section 22(2)(a)).
 - Highways England, (as the strategic highways company), will be the highway authority for the highway (section 22(4)(b)).
 - The speed limit on the section of the A417 in the DCO Boundary exceeds 50 mph.
 - The area of development within the DCO Boundary is 198.2 hectares, which is greater than 12.5 hectares (sections 22(2)(c) and 22(4)(b)).
- 1.3.6 As the scheme is an NSIP, development consent must be obtained from the Secretary of State (SoS) to authorise it, and an application for a DCO must be made to the Planning Inspectorate (PINS) who administer the DCO process on behalf of the SoS under section 37 of the Act. If granted by the SoS, the DCO will provide the necessary authorisation to allow the scheme to be constructed and operated.

The Environmental Impact Assessment Regulations

- 1.3.7 The EIA Regulations set out the legislative requirements for undertaking an Environmental Impact Assessment (EIA). EIA is described by Regulation 5 of the EIA Regulations as a process consisting of:
- (a) the preparation of an environmental statement or updated environmental statement, as appropriate, by the applicant;
 - (b) the carrying out of any consultation, publication and notification as required under the EIA Regulations or, as necessary, any other enactment in respect of EIA development; and
 - (c) the steps that are required to be undertaken by the Secretary of State under regulation 21 or by the relevant authority under regulation 25, as appropriate, in determining an application.
- 1.3.8 The scheme falls within Schedule 1 of the EIA Regulations as it has been identified as having the potential for significant adverse effects on the environment. The scheme is therefore considered to be ‘Environmental Impact Assessment (EIA) development’ under the EIA Regulations and is subject to an EIA, the findings of which are reported in this ES.

Localism Act

- 1.3.9 *The Localism Act 2011* provides the Secretary of State with the authority to delegate responsibility for accepting and examining DCO applications to PINS. PINS will examine the application for the scheme and will then make a recommendation to the Secretary of State who will then decide whether to grant a DCO.

National Policy Statements (NPS)

- 1.3.10 NPS are of primary importance to the decision-making process when DCO applications are being examined. Section 104 of the Act states that:

“(2) In deciding the application the Secretary of State must have regard to –

(a) any national policy statement which has effect in relation to development of the description to which the application relates (a “relevant national policy statement”) ...

(3) The Secretary of State must decide the application in accordance with any relevant national policy statement, except to the extent that one or more of subsections (4) to (8) applies.”

- 1.3.11 The scheme is a highway-related development under the PA 2008; subsequently the national policy of relevance is the *National Policy Statement for National Networks* (NPSNN)³. The NPSNN sets out the ‘vision and strategic objectives for the national networks’. This recognises that there is a critical need to provide safe, expeditious and resilient networks that better support social and economic activity, and to provide a transport network that is capable of supporting economic growth and rebalancing the economy. Section 104(3) of the Act states that the Secretary of State must decide the application in accordance with any relevant national policy statement. As such, the NPSNN is the primary planning policy document for the scheme.

National Policy Statement for National Networks (NPSNN)

- 1.3.12 There is one NPS which is relevant to the A417 Missing Link, which is the NPSNN. The NPSNN sets out the need for and the Government’s policies to deliver NSIPs on the national road and rail networks in England. The NPSNN is used by the Secretary of State as the primary basis for making decisions on DCO applications for NSIPs.
- 1.3.13 Given the scheme is a road network NSIP, the EIA approach to be adopted will be in accordance with the NPSNN. In particular, the EIA will adhere to all of the methodology requirements cited within NPSNN section 5: Generic Impacts.
- 1.3.14 Mitigation measures have been developed in accordance with the mitigation requirements also set out in section 5 of the NPSNN.
- 1.3.15 ES Chapters 5 to 15 (Document Reference 6.2) include the relevant assessment paragraphs from the NPSNN and where the requirements of those paragraphs are addressed within the ES. The scheme’s compliance with the NPSNN is set out in the compliance table submitted as part of the Case for the Scheme (Document Reference 7.1).

National Planning Policy Framework (NPPF)

- 1.3.16 In addition, the NPPF originally published in March 2012 and updated in June 2019, sets out the government’s planning policies for England and provides a framework within which locally prepared plans can be produced. The NPPF is ‘*an important and relevant*⁴ matter to be considered in decision making for NSIPs. The NPPF is supplemented by the *Planning Practice Guidance* (PPG)⁵ web-based resource launched in February 2014. The PPG is updated by the Ministry of Housing, Communities and Local Government as necessary.

- 1.3.17 If there is a conflict between the NPSNN and NPPF, the NPSNN takes precedence.

Local development plans

- 1.3.18 It is important to understand that applications under the Act are not subject to section 38(6) of the *Planning and Compulsory Purchase Act 2004*, which states that determination of a planning application must be made in accordance with the local development plans, unless other material considerations indicate otherwise. Emerging project proposals will be assessed and used to inform the preparation of the Local Impact Report. Local planning policy may be an important and relevant matter during the consideration of applications for development consent, but such applications do not have to be in accordance with the development plan.
- 1.3.19 If there is a conflict between the NPSNN and local policies, however, the NPSNN takes precedence.
- 1.3.20 Further details of the legislative and planning policy framework are provided in ES Appendix 1.1 Planning Policy Framework (Document Reference 6.4).

Relevant planning authorities

- 1.3.21 The scheme is situated within the boundaries of three authorities in a two-tier local authority system:
- **Gloucestershire County Council:** the upper tier planning authority for the county of Gloucestershire. The County Council has duties in relation to planning policy for managing minerals, waste and transport networks across the administrative area. Gloucestershire County Council has a current Waste Core Strategy; a current Local Transport Plan; and a current Minerals Local Plan (2018-2032), which was adopted on 20th March 2020.
 - **Cotswold District Council:** the lower tier planning authority for the Cotswold district, which includes the towns of Cirencester and Tetbury. Cotswold District Council is the local planning authority, responsible for planning policy and development management in the district. Cotswold District Council has a current Local Plan, which was adopted in August 2018.
 - **Tewkesbury Borough Council:** the lower tier planning authority for the Tewkesbury borough, which includes the town of Tewkesbury. Tewkesbury Borough Council is the local planning authority, responsible for planning policy and development management in the borough. Tewkesbury Borough Council is one of three authorities which produced a Joint Core Strategy (adopted 2017), a co-ordinated strategic development plan for the administrative areas of Tewkesbury Borough, Cheltenham Borough and Gloucester City. The most recent Tewkesbury Borough Council Local Plan is the 2004-2011 Local Plan. Although a new Local Plan (for the period 2011 to 2031) is in production, having submitted for examination on 18 May 2020, the authority is current reliant on saved policies from the 2004-2011 Plan.

Relevant local development plans

- 1.3.22 Taking account of the adopted and 'saved' policies of the three relevant authorities, the local development plans of relevance include:
- Gloucestershire County Council:
 - *Minerals Local Plan 2018-2032* (adopted March 2020)

- *Waste Core Strategy 2012 to 2027* (adopted 2012)
- *Waste Local Plan 2002-2012 Saved Policies* (adopted 2004)
- *Local Transport Plan (LTP) 2015-2031* (adopted 2016, updated 2017).
Note the LTP is currently undergoing a further review, with public consultation having concluded in March 2020 and adoption due in early 2021.
- Cotswold District Council:
 - *Cotswold District Local Plan 2011 to 2031* (adopted August 2018)
- Tewkesbury Borough Council:
 - *Joint Core Strategy 2011-2031* (between Gloucester City Council, Cheltenham Borough Council and Tewkesbury Borough Councils, adopted December 2017)
 - Saved policies of the *Tewkesbury Borough Local Plan (TBLP) 2006 to 2011* (adopted March 2006)
 - The emerging *Tewkesbury Local Plan 2011 – 2031*
 - *Pre-Submission Tewkesbury Borough Plan* (October 2019), submitted for examination on 18 May 2020

Non-statutory plans

- 1.3.23 The following non-statutory plans have been considered as part of the EIA. A non-exhaustive summary of policies pertinent to the scheme have been outlined in the Case for the Scheme (Document Reference 7.1).

Cotswolds AONB Management Plan (2018-2023).

- 1.3.24 With regard to the scheme, the Cotswolds AONB Management Plan states:

“Proposals for upgrading the A417 at Birdlip affect one of the most sensitive parts of the Cotswold scarp and present a change to ensure that, while the traffic and economic needs to upgrade are met, the design will be landscape-led and ensure that the potential benefits to the AONB clearly outweigh any harm.”

A Green Future: Our 25 Year Plan to Improve the Environment (HM Government Policy Paper, Published January 2018, last updated May 2019).

- 1.3.25 The 25 Year Environment Plan sets out the UK Government’s action plan to help the natural world regain and retain good health. Through the adoption of the plan, the Government seeks to achieve cleaner air, water, improved biodiversity, climate and environmental resilience, efficient and sustainable resource/land use and enhancement and engagement with the environmental and cultural environment. This plan does not form part of the development plan for the area but is an important and relevant national strategy that the scheme will have regard to.

1.4 The Applicant

- 1.4.1 Highways England is the Applicant and the strategic highways company as defined in the *Infrastructure Act 2015*, and is charged with operating, maintaining and improving England’s motorways and major A roads on behalf of the DfT.
- 1.4.2 Highways England is responsible for motorways and major (trunk) roads in England. Their road network totals over 4,300 miles (6,920 kilometres). Whilst this

represents only 2% of all roads in England by length, these roads carry a third of all traffic by mileage and two-thirds of all heavy goods traffic.

1.5 Competent expert evidence

- 1.5.1 The EIA Regulations require that the ES is prepared by 'competent experts' (Regulation 14 (4)(a)). The EIA is being undertaken by Arup on behalf of the Applicant. Arup has been awarded the EIA Quality Mark from the Institute of Environmental Management and Assessment (IEMA) demonstrating competency in ES preparation.
- 1.5.2 The EIA has been undertaken by competent experts with the relevant and appropriate experience in their respective topics. The EIA technical leads responsible for the individual chapters are summarised at the start of each chapter and the professional qualifications and experience of each are given in ES Appendix 1.2 Competent Expert Evidence (Document Reference 6.4). The overall EIA Lead and competent expert responsible for the ES is Jessica Postance. Details of her qualifications and experience are included in ES Appendix 1.2 Competent Expert Evidence (Document Reference 6.4).

1.6 Stakeholder engagement

- 1.6.1 Highways England has sought to engage and consult with stakeholders during the development of the scheme. This has included pre-application consultation, as required by the Act, and further consultation and engagement. Highways England has had regard to the feedback received through consultation and engagement during the scheme design process.

Consultations

- 1.6.2 Highways England has carried out three rounds of consultation on the scheme. Consultation has been on:
- The route options for the scheme in February and March 2018 where consultees were asked for their views on the route options for the road improvements; and
 - The scheme design for improvements for the A417 Missing Link with a consultation between September and November 2019 where consultees were asked for their views on the design of the scheme including mitigation proposals and the alternative junction arrangements at Shab Hill.
 - Supplementary consultation in October and November 2020 on the changes to the design of the scheme since the autumn 2019 public consultation. Consultees were asked for their views on the design changes to the scheme made to improve local connectivity and accessibility, and to reduce the scheme's impact on communities, the environment, and the local landscape.
- 1.6.3 More details of the previous consultations are also available to view and download at: <https://highwaysengland.co.uk/projects/a417-missing-link/>
- 1.6.4 In addition, Highways England has carried out targeted consultation outside of these periods with affected land interests (known as PILS - Persons with an Interest in the Land under the Act). These targeted consultations have related to changes to the DCO Boundary and/or land acquisition and have sought the views of additional land interests identified following consultation.

- 1.6.5 All consultation that has been carried out for this scheme is detailed within the Consultation Report (Document Reference 5.1).

Consultation in 2018

- 1.6.6 Between 15 February 2018 and 29 March 2018, Highways England carried out a public consultation on two different route alignment options – Option 12 and Option 30 - for the A417 Missing Link scheme. Details of the two proposed options presented to the public as part of the consultation are provided in Chapter 3 Assessment of Alternatives (Document Reference 6.2) of this ES.
- 1.6.7 The consultation was supported by a *Technical Appraisal Report* (Document Reference 7.9) (February 2018) which provided further detail and technical information on the identification of route options and the sifting and appraisal process for determining which should be taken forward to consultation. This is available at the following link:

https://highwaysengland.citizenspace.com/he/a417-missing-link/supporting_documents/A417%20Technical%20Appraisal%20Report.pdf

- 1.6.8 The public consultation was documented in full in the '*A417 Missing Link: Report on Public Consultation*' (March 2019) which is available at the following link:

https://highwaysengland.citizenspace.com/he/a417-missing-link/results/a417_missing_link_report_on_public_consultation.pdf

- 1.6.9 Highways England made the Preferred Route Announcement (PRA) in March 2019 in which Option 30 was identified as the preferred route for the scheme. The Scheme Assessment Report (Document Reference 7.4) published at the PRA provided a full description and assessment of the alternative options which resulted in the recommendation of Option 30, including how the public consultation informed the selection.

Consultation in 2019

- 1.6.10 Statutory consultation was undertaken on the scheme between 27 September 2019 and 8 November 2019. The consultation presented the Option 30 route alignment. The consultation sought feedback on the following aspects of the scheme: the scheme design (divided into three sections for the purposes of consultation); construction; and the contents of the September 2019 Preliminary Environmental Information (PEI) report⁶. The consultation also presented the selection of Alternative 2 for the A436 Link Road as the preferred alternative (of three alternatives considered) and sought feedback on this selection. The assessment that was undertaken which led to the selection of Alternative 2 was set out in Chapter 3 of the September 2019 PEI report.
- 1.6.11 The September 2019 PEI report was published at statutory consultation to present the environmental information collected together with the preliminary findings of the assessment of likely significant environmental effects of the scheme at the time.
- 1.6.12 The changes to the scheme that have occurred following the 2019 statutory consultation are set out in Chapter 3 Assessment of Alternatives (Document Reference 6.2). A full summary of the 2019 statutory consultation, including details of how Highways England has had regard to the matters raised by

consultees, has been provided in the Consultation Report (Document Reference 5.1) which has been published and submitted with the DCO Application.

Consultation in 2020

- 1.6.13 Following feedback received during the 2019 statutory consultation, the scheme was amended to respond to requests to improve local connectivity and accessibility, and to reduce the scheme's impact on communities, the environment, and the local landscape.
- 1.6.14 The 2020 statutory consultation presented these changes to the scheme and provided the opportunity for feedback on key features of the scheme. To support the consultation, a further PEI report⁷ was published to present the environmental information collected together with the preliminary findings of the assessment of likely significant environmental effects of the scheme at the time.
- 1.6.15 As with the 2019 statutory consultation, the changes to the scheme that have occurred following the 2020 statutory consultation are set out in Chapter 3 Assessment of Alternatives (Document Reference 6.2). A full summary of the 2019 and 2020 statutory consultations, including details of how Highways England has had regard to the matters raised by consultees, has been provided in the Consultation Report (Document Reference 5.1) which has been published and submitted with the DCO Application.

1.7 Structure of the ES

- 1.7.1 The main text of this ES is divided into four parts:
- **Chapters 1 to 4** describe the scheme, the alternatives considered, and the approach taken to the EIA (including consideration of major accidents and disasters, referred to hereafter as Major Events).
 - **Chapters 5 to 14** present the likely significant effects of the scheme in relation to ten specialist topics covering particular aspects of the environment.
 - **Chapter 15** considers the inter-relationships between the topics covered in chapters 5 to 14, and between the scheme and other developments in the surrounding area.
 - **Chapter 16** presents a summary of the likely significant environmental effects.
- 1.7.2 The specialist topics covered in Chapters 5 to 15 of this ES (Document Reference 6.2) are:
- Chapter 5 Air Quality
 - Chapter 6 Cultural Heritage
 - Chapter 7 Landscape and Visual
 - Chapter 8 Biodiversity
 - Chapter 9 Geology and Soils
 - Chapter 10 Material Assets and Waste
 - Chapter 11 Noise and Vibration
 - Chapter 12 Population and Human Health
 - Chapter 13 Road Drainage and the Water Environment
 - Chapter 14 Climate
 - Chapter 15 Assessment of Cumulative Effects

- 1.7.3 This ES chapters constitute Document Reference 6.2 of the DCO Application. The figures and drawings are presented in Document Reference 6.3, and the Technical Appendices are presented in Document Reference 6.4.
- 1.7.4 A separate document has also been prepared to provide a Non-Technical Summary (NTS) of this ES. This can be found in Document Reference 6.1.
- 1.7.5 A list of abbreviations is provided in ES Chapter 17 Abbreviations (Document Reference 6.2) and a glossary is provided in ES Chapter 18 Glossary (Document Reference 6.2). References are provided at the end of each ES chapter.
- 1.7.6 Schedule 4 of the EIA Regulations sets out the information which is to be included in the ES. Table 1.1 identifies where the information defined by Schedule 4 can be found within this ES.

Table 1-1 Location of information within this ES

Information for inclusion in environmental statements (as specified in Schedule 4 of the EIA Regulations)	Location within the ES
1. A description of the development, including in particular— <ul style="list-style-type: none"> a) a description of the location of the development; b) a description of the physical characteristics of the whole development, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases; c) a description of the main characteristics of the operational phase of the development (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used; and d) an estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases. 	ES Chapter 2 The Project (Document Reference 6.2) ES Chapters 5 – 14 (Document Reference 6.2)
2. A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.	ES Chapter 3 Assessment of Alternatives (Document Reference 6.2)
3. A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.	ES Chapters 5 – 14 (Document Reference 6.2)
4. A description of the factors specified in regulation 5(2) likely to be significantly affected by the development: population, human health, biodiversity (for example fauna and flora), land (for example land take), soil (for example organic matter, erosion, compaction, sealing), water (for example hydromorphological changes, quantity and quality), air, climate (for example greenhouse gas emissions, impacts relevant to adaptation), material assets, cultural heritage, including architectural and archaeological aspects, and landscape.	ES Chapters 5 – 15 (Document Reference 6.2)
5. A description of the likely significant effects of the development on the environment resulting from, inter alia— <ul style="list-style-type: none"> a) the construction and existence of the development, including, where relevant, demolition works; 	ES Chapters 5 – 15 (Document Reference 6.2)

Information for inclusion in environmental statements (as specified in Schedule 4 of the EIA Regulations)	Location within the ES
<p>b) the use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources;</p> <p>c) the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste;</p> <p>d) the risks to human health, cultural heritage or the environment (for example due to incidents or disasters);</p> <p>e) the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources;</p> <p>f) the impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change;</p> <p>g) the technologies and the substances used.</p> <p>The description of the likely significant effects on the factors specified in regulation 5(2) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the development. This description should take into account the environmental protection objectives established at Union level (as they had effect immediately before exit day) or United Kingdom level which are relevant to the project, including in particular those established under the law of any part of the United Kingdom that implemented Council Directive 92/43/EEC(1) and Directive 2009/147/EC(2).</p>	
<p>6. A description of the forecasting methods or evidence used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.</p>	<p>ES Chapter 4 Environmental Assessment Methodology (Document Reference 6.2)</p> <p>ES Chapters 5 – 14 (Document Reference 6.2)</p>
<p>7. A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases.</p>	<p>ES Chapters 2, 5 – 14 (Document Reference 6.2)</p>
<p>8. A description of the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to risks of major incidents and/or disasters which are relevant to the project concerned. Relevant information available and obtained through risk assessments pursuant to retained EU law such as any law that implemented Directive 2012/18/EU of the European Parliament and of the Council(3) or Council Directive 2009/71/Euratom(4) or UK environmental assessments may be used for this purpose provided that the requirements of any law that implemented this Directive are met. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant</p>	<p>ES Chapter 4 Environmental Assessment Methodology (Document Reference 6.2)</p> <p>ES Chapters 5 – 14 (Document Reference 6.2)</p>

Information for inclusion in environmental statements (as specified in Schedule 4 of the EIA Regulations)	Location within the ES
adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.	
9. A non-technical summary of the information provided under paragraphs 1 to 8.	ES Non-technical Summary (Document Reference 6.1)
10. A reference list detailing the sources used for the descriptions and assessments included in the environmental statement.	ES Chapters 1 – 16 (Document Reference 6.2)

1.8 Next steps

- 1.8.1 The ES forms part of the DCO Application submitted to PINS in Spring 2021 in accordance with the Act. PINS will consider, on behalf of the Secretary of State, whether the application should be accepted for examination. PINS has a period of up to 28 days to consider the acceptance of the application.
- 1.8.2 If the application is accepted, consultees including the general public would then be able to make relevant representations about the scheme and its potential impacts. The documents accompanying the DCO Application will be publicly available on the PINS' website, and consultees will be able to submit comments to PINS. These comments would then be considered as part of the examination of the DCO Application.
- 1.8.3 Following examination, PINS will make a recommendation to the Secretary of State, who will then decide whether to grant a DCO.
- 1.8.4 If the DCO is granted, construction is expected to start in early 2023 and the scheme is expected to be open to traffic in 2026. Highways England may be in a position to commence certain preparatory works in late 2022, as described and subject to the controls specified in ES Chapter 2 The project (Document Reference 6.2).

References

- ¹ Department for Transport (March 2015), Road investment strategy: 2015 to 2020, Accessed 19 May 2021: <https://www.gov.uk/government/publications/road-investment-strategy-for-the-2015-to-2020-road-period>
- ² Department for Transport (March 2020), Road investment strategy: 2020 to 2025, Accessed 19 May 2021: <https://www.gov.uk/government/publications/road-investment-strategy-2-ris2-2020-to-2025>
- ³ Department for Transport (2014). National Policy Statement for National Networks (NPSNN). Accessed 19 May 2021: <https://www.gov.uk/government/publications/national-policy-statement-for-national-networks>
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