

**A66 Northern Trans-Pennine Project  
TR010062**

**3.2 Environmental Statement  
Chapter 1 Introduction**

**APFP Regulations 5(2)(a)**

**Planning Act 2008**

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

**Volume 3**

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Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning  
(Applications: Prescribed  
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Regulations 2009**

A66 Northern Trans-Pennine Project  
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**3.2 ENVIRONMENTAL STATEMENT  
CHAPTER 1 INTRODUCTION**

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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 A66 Northern Trans-Pennine (NTP) project (hereafter referred to as 'the Project'), the likely significant environmental effects of the Project, the measures to avoid, prevent or reduce such effects, and the reasonable alternatives considered.
- 1.1.2 The ES forms part of the Environmental Information of the application for a Development Consent Order (DCO) for the Project under the Planning Act 2008 (PA 2008) and is produced in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations).
- 1.1.3 The suite of ES documents is structured as follows:
- Non-Technical Summary (NTS) (Application Document 3.1)
  - Volume 1 Environmental Statement (Application Document 3.2)
  - Volume 2 Figures (Application Document 3.3)
  - Volume 3 Technical Appendices (Application Document 3.4).

### 1.2 Overview of the Project

- 1.2.1 The Project comprises the improvement of the A66 between the M6 at Penrith and the A1(M) at Scotch Corner, as shown in Figure 1.1: A66 Location and Overview Plan, comprising of the following eight individual schemes:
- M6 Junction 40 to Kemplay Bank
  - Penrith to Temple Sowerby
  - Temple Sowerby to Appleby
  - Appleby to Brough
  - Bowes Bypass
  - Cross Lanes to Rokeby
  - Stephen Bank to Carkin Moor
  - A1(M) Junction 53 Scotch Corner.
- 1.2.2 Between the M6 and the A1(M) the existing route is approximately 80km in length. Along this length it is intermittently dualled, however, there is approximately 30km of single carriageway in six separate sections, making the route accident-prone and unreliable. The route carries high levels of freight traffic and is an important route for tourism and connectivity for nearby communities. The variable road standards, together with the lack of available diversionary routes when incidents occur, affects road safety, reliability, resilience and attractiveness of the route.
- 1.2.3 The Project comprises upgrades to the existing single carriageway sections of the A66 to dual carriageway, as well as other improvements such as junction works at the M6 Junction 40 at Penrith. In some locations online widening of the carriageway is proposed and in other locations widening will be offline (that is new sections of road that follow

a different route but reconnect into the main A66 alignment). Once complete, the Project will lead to the entire 80km route having two lanes in both directions. This will improve journey time, safety and connectivity.

1.2.4 The Project will be undertaken in line with *Highways England: Licence* (Department for Transport, 2015a)<sup>1</sup> which outlines that Highways England (now National Highways) has a duty to “*minimise the environmental impacts of operating, maintaining and improving its network and seek to protect and enhance the quality of the surrounding environment*” and “*conform to the principles of sustainable development*”.

1.2.5 In 2014, the Department for Transport (DfT) announced its five-year investment programme for making improvements to the Strategic Road Network (SRN) across England. The Project is one of more than 100 schemes identified as part of the first *Road Investment Strategy (RIS1) 2015-2020* (Department for Transport, 2015b)<sup>2</sup>. Funding for delivery of the Project has been confirmed within the *second Road Investment Strategy (RIS2)* (Department for Transport, 2020)<sup>3</sup>, which covers the period between 2020 and 2025. The Project is aligned with the principles set out in *RIS1* and *RIS2* which promote improving the road network to support the economy, create a greener network, making a safer and more reliable network, a more integrated network and a smarter network. The Project is also in accordance with the *National Policy Statement for National Networks (NPSNN)* (Department for Transport, 2014)<sup>4</sup>.

1.2.6 Further details about the Project as proposed are provided in Chapter 2: The Project.

### **1.3 The applicant**

1.3.1 National Highways is the applicant. National Highways is the strategic highways company appointed by the Secretary of State (SoS) for Transport under the Infrastructure Act 2015 being charged with operating, maintaining and improving England's motorways and major A-roads, known as the strategic road network, on behalf of DfT.

1.3.2 National Highways is responsible for motorways and major (trunk) roads in England. Its road network totals over 4,300 miles (6,920km). 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.

### **1.4 The decision maker**

1.4.1 The Localism Act 2011 provided the authority for the SoS to be responsible for the processing of DCO applications for Nationally

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<sup>1</sup> Department for Transport (2015a) *Highways England: Licence*

<sup>2</sup> Department for Transport (2015b) *Road investment strategy: 2015 to 2020*

<sup>3</sup> Department for Transport (2020) *Road investment strategy: 2020 to 2025*

<sup>4</sup> Department for Transport (2014) *National Policy Statement for National Networks*

Significant Infrastructure Projects (NSIP), with the power to appoint The Planning Inspectorate (PINS). In its role, PINS will examine the application and make a recommendation to the SoS, who will then decide whether to grant a DCO.

## 1.5 Legislation and policy framework

- 1.5.1 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 Project are presented in this section.

### The Planning Act 2008

- 1.5.2 The Project is a NSIP, as defined in sections 14(1)(h) and 22 of the PA 2008, together with associated development and other ancillary matters. Further detail can be found in the prescribed form within the Application Form (Application Document 1.3) and in the Explanatory Memorandum to the Development Consent Order (Application Document 5.3).
- 1.5.3 On this basis, in accordance with the PA 2008 a DCO is required to allow the construction of the Project.

### The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

- 1.5.4 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."* (Regulation 5)
- 1.5.5 The Project is classed as Schedule 1 EIA development under the EIA Regulations and must therefore be the subject of an EIA, the findings of which are reported in this ES. The Project falls within Schedule 1 of the EIA Regulations on the basis that it is:
- "Construction of a new road of four or more lanes, or realignment and/or widening of an existing road of two lanes or less so as to provide four or more lanes, where such new road, or realigned and/or widened section of road, would be 10 kilometres or more in a continuous length"* (Schedule 1, Paragraph 7 (3)).

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## EIA Scoping Report

- 1.5.6 In accordance with Regulation 8(1)(b) of the EIA Regulations, National Highways notified the SoS via letter to PINS (dated 11 June 2021) that an ES presenting the findings of the EIA would be submitted with the DCO application.
- 1.5.7 An EIA Scoping Report was submitted to PINS in June 2021 (the Scoping Report). This is included at Appendix 4.1: EIA Scoping Report and can also be viewed online at the following link:  
[https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010062/TR010062-000025-TR010062%20-%20Scoping%20Report%20\(Part%201%20of%2011%20-%20Main%20Report%20&%20Appendices\).pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010062/TR010062-000025-TR010062%20-%20Scoping%20Report%20(Part%201%20of%2011%20-%20Main%20Report%20&%20Appendices).pdf)
- 1.5.8 PINS consulted on the EIA Scoping Report and published a Scoping Opinion in July 2021 (the Scoping Opinion). This is included at Appendix 4.2: EIA Scoping Opinion and can also be viewed online at the following link:  
<https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010062/TR010062-000005-TR010062-Scoping-Opinion.pdf>
- 1.5.9 Further information on the EIA scoping process, the Scoping Report and the Scoping Opinion is presented in section 4.2 in Chapter 4: Environmental Assessment Methodology.
- Preliminary Environmental Information Report*
- 1.5.10 Under Regulation 12 of the EIA Regulations, the applicant is required to set out in its Statement of Community Consultation (SoCC) how it intends to publicise and consult on preliminary environmental information relating to the Project. Regulation 12 defines preliminary environmental information as being the information referred to in Regulation 14(2) which has been compiled by the applicant and is reasonably required for the consultation bodies to develop an informed view of the likely significant effects of the development (and of any associated development).
- 1.5.11 A Preliminary Environmental Interim (PEI) Report was published in September 2021 (Highways England, 2021)<sup>5</sup> and presented the preliminary environmental information collected, together with the preliminary findings of the assessment of likely significant environmental effects of the Project at the time.
- 1.5.12 The feedback on the PEI Report received from consultees through the statutory consultation process has been used to inform the assessment and scheme design.

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<sup>5</sup> Highways England (2021) Digital Preliminary Environmental Information Report



## Planning policy

### National planning policy

- 1.5.13 In accordance with section 104(2)(a) of the PA 2008, the SoS is required to have regard to the relevant National Policy Statement (NPS), amongst other matters, when deciding the application. The NPS provide guidance for promoters of NSIPs and also provide the basis for examination by the Examining Authority (PINS in this instance) and decision making by the SoS.
- 1.5.14 The relevant NPS for the Project is the *NPSNN*. Where applicable, the individual chapters of this ES include the relevant assessment paragraphs from the *NPSNN* and identify where the requirements of those paragraphs are addressed within the ES. The Project's compliance with the *NPSNN* is set out in the Legislation and Policy Compliance Statement (Application Document 3.9).
- 1.5.15 The SoS will also consider other relevant national, regional and local planning policy.
- 1.5.16 The *National Planning Policy Framework (NPPF)* (Ministry of Housing Communities & Local Government, 2021a)<sup>6</sup>, originally published in March 2012 and most recently updated in July 2021, sets out the government's planning policies for England and provides a framework within which locally prepared plans can be produced. The *NPPF* "does not contain specific policies for nationally significant infrastructure projects. These are determined in accordance with the decision making framework in the *Planning Act 2008 (as amended)* and relevant national policy statements for major infrastructure, as well as any other matters that are relevant (which may include the *National Planning Policy Framework*)." (paragraph 5).
- 1.5.17 *National Planning Policy Guidance (NPPG)* (Ministry of Housing Communities & Local Government, 2021b)<sup>7</sup> adds further context to the *NPPF*. The policies set out in the *NPPF* apply to the preparation of local and neighbourhood plans and to decisions on planning applications. The *NPPF* covers a wide range of topics including housing, business, economic development, transport and the natural environment.

### Regional planning policy

- 1.5.18 The following regional policies are relevant to the Project:
- *Tees Valley Strategic Economic Plan (SEP)* (Tees Valley Combined Authority, 2019)<sup>8</sup>: The Industrial Strategy for Tees Valley 2016-2026. The *SEP* highlights six growth generating themes, one of which is 'Transport & Infrastructure' with the aim to facilitate local, regional, national and international digital and conventional infrastructure.

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<sup>6</sup> Ministry of Housing Communities & Local Government (2021a) National Planning Policy Framework

<sup>7</sup> Ministry of Housing Communities & Local Government (2021b) National Planning Policy Guidance

<sup>8</sup> Tees Valley Combined Authority (2019) Tees Valley Strategic Economic Plan 2016-2026



There are ambitions to improve connectivity within the Tees Valley, across the Northern Powerhouse and the wider UK, including the improvement of east-west connectivity and the dualling of the A66 between the A1(M) and the M6.

- *Tees Valley Strategic Transport Plan 2020-2030* (Tees Valley Combined Authority, 2020)<sup>9</sup>: Focuses on building east-west connectivity and both freight and passenger travel to other key areas in the Northern Powerhouse and the wider UK. The A66 is included in the Major Road Network and improvements to the A66 are included in the Key Route Network (KRN) live interventions that are set out in the Tees Valley Road Implementation Plan.
- *Cumbria Transport Plan Strategy 2011-2026* (Cumbria County Council, 2011)<sup>10</sup>: Outlines what is needed in terms of investment in their highways and infrastructure at county level in this plan. Highway and transport improvements to enable these have been identified in the form of improvements to the A66.
- *Transport for North (TfN) Strategic Transport Plan 2019* (Transport for the North, 2019)<sup>11</sup>: The *Strategic Transport Plan* provides an opportunity to drive major improvements in strategic connectivity throughout the North. In the *TfN* plan the A66 is included in both the Major and Strategic Road Networks. The plan references the Northern Trans-Pennine Routes Study which assessed the strategic and economic case for improving the A66 between the A1(M) at Scotch Corner and the M6 at Penrith.

#### *Local planning policy*

1.5.19 Local planning policy of relevance to the Project relates to the following local authority areas. Full details of the relevant local planning policy is presented in the Legislation and Policy Compliance Statement (Application Document 3.9).

#### *Council areas within which the Project is located*

- Cumbria County Council
- Durham County Council
- Eden Council
- North Yorkshire County Council
- Richmondshire District Council

#### *Council areas neighbouring the A66*

- Allerdale Borough Council
- Carlisle City Council
- Craven District Council
- Darlington Borough Council
- Gateshead Council
- Hambleton District Council
- Harrogate District Council

<sup>9</sup> Tees Valley Combined Authority (2020) Tees Valley Strategic Transport Plan 2020-2030

<sup>10</sup> Cumbria County Council (2011) Cumbria Transport Plan Strategy 2011-2026

<sup>11</sup> Transport for the North (TfN) (2019) Strategic Transport Plan

- Hartlepool Borough Council
- Lancaster City Council
- South Lakeland District Council
- Stockton on Tees Council
- Sunderland City Council.

1.5.20 Any forthcoming changes to local authority boundaries are not anticipated to alter the local planning policy context of the Project.

*Other designated areas:*

- Lake District National Park
- North Pennines Area of Outstanding Natural Beauty (AONB)
- Yorkshire Dales National Park.

1.5.21 Where applicable, relevant policies are referred to within this ES. The purpose of considering relevant policy during the EIA is twofold:

- To identify policy that could influence the sensitivity of receptors (and therefore the significance of effects) and any requirements for mitigation.
- To identify planning policy that could influence the methodology of the EIA. For example, a planning policy may require the assessment of a particular impact or the use of a particular methodology.

1.5.22 A detailed review of all relevant policies applicable to the Project is presented in Legislation and Planning Policy Compliance Statement (Application Document 3.9).

## **1.6 Competent expert evidence**

1.6.1 Regulation 14 (4)(a) of the EIA Regulations requires that an ES is prepared by competent experts.

1.6.2 The EIA has been undertaken by Amey Arup on behalf of National Highways. The overall EIA Lead and EIA competent expert is Kerry Whalley, Associate Director, Arup. Kerry Whalley is a Chartered Environmentalist (CEnv), Chartered Water and Environment Manager (CIWEM) and Full Member of Chartered Institute of Water and Environment Management (MCIWEM), She holds a Diploma in Water and Environment Management and a BSc (Hons) Biological Sciences.

1.6.3 The EIA is being undertaken by competent experts with the relevant and appropriate experience in their respective technical disciplines. The EIA technical leads responsible for the individual chapters of this ES, along with their professional qualifications and experience, are identified in the introductory section of each chapter of this ES.

1.6.4 Arup is a registrant of the EIA Quality Mark scheme administered by the *Institute of Environmental Management and Assessment (IEMA)* (Institute of Environmental Management and Assessment, 2021)<sup>12</sup>,

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<sup>12</sup> Institute of Environmental Management and Assessment (2021) EIA Quality Mark

demonstrating externally assessed competence in EIA and ES preparation.

## 1.7 Stakeholder engagement

### Overview

- 1.7.1 An extensive programme of engagement was undertaken at earlier stages in the Project including options consultation, one-to-one meetings with potentially affected landowners and focus groups comprising key stakeholders. The purpose of this early consultation and engagement was to consult on and help to refine the potential options that had been identified and select a preferred route.
- 1.7.2 In summer 2019, potential routes were further consulted upon and in spring 2020, the Preferred Route, based on feedback and development work at that time, was announced. The responses to this consultation were considered in identifying the Preferred Route as documented in the Consultation Report (Application Document 4.4).
- 1.7.3 Ongoing engagement has taken place since between the project team and key stakeholders, including local landowners, County and District Councils, environmental bodies and heritage groups. Working groups were set up with key stakeholders associated with a number of technical disciplines, including heritage, landscape and biodiversity. These are advisory groups and allow the project team to work closely with stakeholders as the Project design develops. Stakeholder engagement activities undertaken for each of the technical topics considered herein are referenced within the applicable chapters of this ES.
- 1.7.4 The statutory consultation for the Project was held over a six-week period between Friday 24 September to Saturday 6 November 2021, to enable the public to review the draft proposals and provide feedback. A *PEI Report* was prepared for that consultation and provided a preliminary view of the likely significant environmental effects of the Project based on the assessments that had been undertaken up to that point.
- 1.7.5 All consultation responses received during the statutory consultation have been recorded and considered and this feedback has informed refinement of the design. Further targeted consultation has been held during January to April 2022 to seek feedback on aspects of the Project design that had been amended as a result of design development in response to comments received during the statutory consultation.
- 1.7.6 The comments received in response to the statutory and targeted consultation exercises have been used to produce a Consultation Report in accordance with section 37 of the PA 2008, which is included as part of the DCO application (Application Document 4.4). The Consultation Report accompanies the application and summarises the views and comments received and outlines how regard has been had to those comments in the Project design and the EIA. The responses relating to the design options which were included within the statutory

consultation are discussed within Chapter 3: Assessment of Alternatives. Consultation was undertaken in accordance with the EIA Regulations as set out in the Consultation Report.

### *Evidence Plan Process*

- 1.7.7 The Project is being developed to an ambitious programme, which aims to optimise the DCO process, ensuring a focus on key issues and requirements, therefore, the Evidence Plan process has been identified as a tool that is potentially useful to aid consultation with key stakeholders and enhance agreements reached at the pre-application process. National Highways has therefore chosen to adopt the principles of the Evidence Plan process to guide the consultation and development of the EIA and HRA in relation to key areas of legislation and National Policy.
- 1.7.8 The Evidence Plan process informs the Statements of Common Ground prepared with the Statutory Environmental Bodies (SEB) and Local Impact Reports prepared by the Local Planning Authorities (LPA). The Evidence Plan is presented in ES Appendix 1.1 (Application Document 3.4).
- 1.7.9 The Evidence Plan process is being led by the Integrated Project Team (IPT) (National Highways, their delivery partners and advisors) and supported, as appropriate, by the Planning Inspectorate.

## **1.8 Structure of the Environmental Statement**

### *Overview*

- 1.8.1 The main text of this ES is presented in four key parts:
- Chapter 1: Introduction to Chapter 4: Environmental Assessment Methodology introduce and describe the Project, the alternatives considered and the approach taken to the EIA (including consideration of major accidents and disasters, referred to hereafter as Major Events).
  - Chapter 5: Air Quality to Chapter 14: Road Drainage and the Water Environment present the likely significant effects of the Project in relation to ten environmental topics.
  - Chapter 15: Cumulative considers the inter-relationships between the topics covered in the ES and between the Project and other developments in the surrounding area (cumulative effects).
  - Chapter 16: Summary presents a summary of the likely significant environmental effects identified.
- 1.8.2 The specialist topics covered in Chapter 5: Air Quality to Chapter 14: Road Drainage and the Water Environment of this ES are:
- Chapter 5: Air Quality
  - Chapter 6: Biodiversity
  - Chapter 7: Climate
  - Chapter 8: Cultural Heritage
  - Chapter 9: Geology and Soils

- Chapter 10: Landscape and Visual
- Chapter 11: Material Assets and Waste
- Chapter 12: Noise and Vibration
- Chapter 13: Population and Human Health
- Chapter 14: Road Drainage and the Water Environment.

1.8.3 The main ES (Volume 1) is Application Document 3.2. The figures and drawings (Volume 2) are Application Document 3.3 and the technical appendices (Volume 3) are Application Document 3.4.

1.8.4 A separate document has also been prepared - the Non-Technical Summary (NTS) which summarises the key findings of the EIA in non-technical language. The NTS is Application Document 3.1.

1.8.5 A list of abbreviations and glossary of terms is provided at the start of this ES. References are provided at the end of each ES chapter.

### Information to be included in an ES

1.8.6 Schedule 4 of the EIA Regulations sets out information to be included in the ES. Table 1-1: Location of information within this ES below identifies where this information 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: (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; (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  ES Chapter 5: Air Quality to Chapter 14: Road Drainage and the Water Environment, where applicable
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
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 Chapter 5: Air Quality to Chapter 14: Road Drainage and the Water Environment

Information for inclusion in environmental statements (as specified in Schedule 4 of the EIA Regulations)	Location within the ES
<p>4. A description of the factors specified in regulation 4(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.</p>	<p>ES Chapter 5: Air Quality to Chapter 14: Road Drainage and the Water Environment</p>
<p>5. A description of the likely significant effects of the development on the environment resulting from, inter alia:</p> <ul style="list-style-type: none"> <li>(a) the construction and existence of the development, including, where relevant, demolition works;</li> <li>(b) the use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources;</li> <li>(c) the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste;</li> <li>(d) the risks to human health, cultural heritage or the environment (for example due to accidents or disasters);</li> <li>(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;</li> <li>(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;</li> <li>(g) the technologies and the substances used.</li> </ul> <p>The description of the likely significant effects on the factors specified in regulation 4(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 or Member State level which are relevant to the project, including in particular those established under Council Directive 92/43/EEC and Directive 2009/147/EC.</p>	<p>ES Chapter 5: Air Quality to Chapter 14: Road Drainage and the Water Environment</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, ES Chapter 5: Air Quality to Chapter 14: Road Drainage and the Water Environment</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</p>	<p>ES Chapter 2: The Project, 5: Air Quality to Chapter 14:</p>



Information for inclusion in environmental statements (as specified in Schedule 4 of the EIA Regulations)	Location within the ES
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.	Road Drainage and the Water Environment
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 accidents and/or disasters which are relevant to the project concerned. Relevant information available and obtained through risk assessments pursuant to EU legislation such as Directive 2012/18/EU of the European Parliament and of the Council or Council Directive 2009/71/Euratom or UK environmental assessments may be used for this purpose provided that the requirements of this Directive are met. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.	ES Chapter 4: Environmental Assessment Methodology ES Chapter 5: Air Quality to Chapter 14: Road Drainage and the Water Environment
9. A non-technical summary of the information provided under paragraphs 1 to 8.	ES NTS
10. A reference list detailing the sources used for the descriptions and assessments included in the environmental statement.	ES Chapter 1: Introduction to Chapter 16: Summary

## 1.9 Next steps

- 1.9.1 The ES forms part of the application for development consent, submitted in May 2022 to PINS in accordance with the PA 2008. PINS will consider, on behalf of the SoS, whether the application should be accepted for examination. PINS has a period of up to 28 days to consider acceptance of the application.
- 1.9.2 If the application is accepted, the pre-examination period will commence. The documents accompanying the DCO application, including this ES, will be publicly available on PINS website. The general public (including consultees) will then be able to make relevant representations about the Project and its potential impacts. If they do so, they will become "interested parties" in respect of the Scheme. This stage of the process usually lasts for approximately three months.
- 1.9.3 PINS then has up to six months to carry out the examination. Interested parties are invited to provide further details of their views in writing. PINS will consider all relevant and important matters, to include the representations of all interested parties, during this stage.
- 1.9.4 PINS will then make a recommendation to the SoS in respect of the application within three months of the close of the examination. Subsequently, the SoS has a further three months to decide whether to grant development consent for the Project.
- 1.9.5 If the DCO is granted, the main construction works are planned to start in 2024 and the Project is due to open to traffic in 2029.



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## 1.10 References

Department for Transport (2015a) Highways England: Licence

Department for Transport (2015b) Road investment strategy: 2015 to 2020

Department for Transport (2020) Road investment strategy: 2020 to 2025

Department for Transport (2014a) National Policy Statement for National Networks

Highways England (2021) Digital Preliminary Environmental Information Report

Ministry of Housing Communities & Local Government (2019a) National Planning Policy Framework

Ministry of Housing Communities & Local Government (2019b) National Planning Policy Guidance

Tees Valley Combined Authority (2019) Tees Valley Strategic Economic Plan 2016-2026

Tees Valley Combined Authority (2020) Tees Valley Strategic Transport Plan 2020-2030

Cumbria County Council (2011) Cumbria Transport Plan Strategy 2011-2026

Transport for the North (TfN) (2019) Strategic Transport Plan

Institute of Environmental Management and Assessment (2021) EIA Quality Mark