

# M60/M62/M66 Simister Island Interchange

TR010064

## ENVIRONMENTAL STATEMENT APPENDICES

### APPENDIX 4.3 TRANSBOUNDARY EFFECTS SCREENING MATRIX

APFP Regulation 5(2)(a)

Planning Act 2008

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

Infrastructure Planning

Planning Act 2008

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

**M60/M62/M66 Simister Island Interchange  
Development Consent Order 202[ ]**

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<b>Regulation Reference</b>	Regulation 5(2)(a)
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## Appendix 4.3. Transboundary effects screening matrix

### 1.1 Background

- 1.1.1 Regulation 32 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations') requires the consideration of any likely significant effects on the environment of another European Economic Association (EEA) state. Effects on other EEA states are referred to as transboundary effects.
- 1.1.2 A screening exercise has been undertaken to establish the potential for the Scheme to result in transboundary effects using guidance provided in the Planning Inspectorate's Advice Note Twelve: Transboundary Impacts and Process (2020).

### 1.2 Transboundary effects screening matrix

- 1.2.1 A transboundary effects screening matrix was provided in the Environmental Scoping Report (TR010064/APP/6.6). This concluded that the Scheme is unlikely to give rise to significant effects on any EEA state.
- 1.2.2 The Planning Inspectorate undertook transboundary screening on behalf of the Secretary of State for the purposes of Regulation 32 of the 2017 EIA Regulations (Planning Inspectorate, 2021). The Inspectorate took into account information contained in the Environmental Scoping Report (TR010064/APP/6.6) and had regard to the location of the Scheme, its characteristics and the environmental importance of the receiving environment. The Inspectorate (Planning Inspectorate, 2021) concluded that *'the Proposed Development is unlikely to have a significant effect either alone or cumulatively on the environment in a European Economic Area State'* and *'the likelihood of transboundary effects resulting from the Proposed Development is so low that it does not warrant the issue of a detailed transboundary screening. However, this position will remain under review and will have regard to any new or materially different information coming to light which may alter that decision.'*
- 1.2.3 The transboundary screening matrix presented in Table 1.1 has therefore been reviewed, taking into consideration the environmental assessment and design development that has occurred since the Environmental Scoping Report (TR010064/APP/6.6). This review has concluded that there would be no likely significant effects on any EEA state.

**Table 1.1 Transboundary effects screening matrix**

Criteria and relevant considerations	Result of screening considerations
<p><b>Characteristics of the development:</b></p> <p>Size of the development</p> <p>Use of natural resources</p> <p>Production of waste</p> <p>Pollution and nuisances</p> <p>Risk of accidents</p> <p>Use of technologies</p>	<p>Respective to Junction 18 of the M60, the Order Limits extend approximately 2.3km north along the M66, approximately 0.3km east along the M62, approximately 0.9km south along the M60, and approximately 2.1km west along the M60. It is fully contained within the UK, in the metropolitan county of Greater Manchester.</p> <p>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.</p> <p>Waste would be generated during construction of the Scheme. Waste would be minimised by designing to be resource efficient, and reusing or recycling material wherever possible. Where not possible, waste would be sent to landfill within the UK.</p> <p>Nuisances, such as from dust, noise and light pollution, would be localised to the area around the Scheme, and would not extend beyond the border of the UK.</p> <p>A risk assessment for major accidents and disasters has been undertaken, and is included in Appendix 4.2: Major Accidents and Disasters of the Environmental Statement Appendices (TR010064/APP/6.3). This shows that: risks from hazards are mitigated through the Scheme design (inland floods); other risks are mitigated either through designing to industry or regulatory requirements, or by existing emergency procedures; and risks are unlikely to result in an event that could reasonably be classed as a 'major' accident or disaster. None of the hazards identified are considered to have the potential to cause effects outside of the UK.</p> <p>No novel technologies will be implemented that have potential for transboundary effects.</p>

Criteria and relevant considerations	Result of screening considerations
<p><b>Location of development and geographical area:</b></p> <p>What is the existing use?</p> <p>What is the distance to another EEA state? (Name EEA state)</p> <p>What is the extent of the area of a likely impact under the jurisdiction of another EEA state?</p>	<p>The existing land use is highways, with urban, recreational and agricultural areas located adjacent to the Scheme.</p> <p>The Scheme is located approximately 250km from the Republic of Ireland.</p> <p>No physical works or impacts are likely to extend beyond the jurisdiction of the UK.</p>
<p><b>Environmental importance:</b></p> <p>Are particular environmental values (e.g. protected areas – name them) likely to be affected?</p> <p>Capacity of the natural environment.</p> <p>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.</p>	<p>There are no European sites designated under the Habitats Directive within 2km of the Scheme, or sites designated for bats within 30km.</p> <p>There is one internationally designated site (Rochdale Canal Special Area of Conservation (SAC)) located approximately 5km east of the Scheme. Rochdale Canal SAC is located within 200m of the Affected Road Network. The Habitats Regulations Assessment (Appendix 8.13 of the Environmental Statement Appendices (TR010064/APP/6.3)) has determined that the Scheme would not have significant effects on European sites.</p> <p>The Scheme is partially located within a Special Landscape Area and Green Belt land.</p> <p>The Scheme is likely to result in localised impacts to air quality, heritage, landscape and visual, biodiversity, soils and agricultural land, noise levels, and the water environment. These impacts would be mitigated to reduce the significance of any effect. These impacts would not result in impacts to an EEA member state.</p>
<p><b>Potential impacts and carrier:</b></p> <p>By what means could impacts be spread (i.e. what pathways)?</p>	<p>The pathways by which impacts could be spread are via air and water. However, these pathways are over extended distances and no impacts are anticipated on an EEA member state.</p>

Criteria and relevant considerations	Result of screening considerations
<p><b>Extent:</b>            What is the likely extent of the impact (geographical area and size of the affected population)?</p>	<p>No significant effects are anticipated that could impact on an EEA member state.</p>
<p><b>Magnitude:</b>            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>None of the anticipated effects from the Scheme are likely to occur at a magnitude that would impact an EEA member state.</p>
<p><b>Probability:</b>            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 probability of the Scheme impacting an EEA state is considered very unlikely during both normal and abnormal operating conditions.</p>
<p><b>Duration:</b>            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>Impacts during construction would occur over the duration of the construction period (between late 2025 (mobilisation) and 2029). Impacts during operation would be long-term over the road's operational life. However, no impacts are likely to affect other EEA states.</p>
<p><b>Frequency:</b>            What is likely to be the temporal pattern of the impact?</p>	<p>The temporal pattern is likely to be relatively constant. However, no impacts are likely to affect other EEA states.</p>

Criteria and relevant considerations	Result of screening considerations
<b>Reversibility:</b> Is the impact likely to be reversible or irreversible?	Reversibility varies depending on the impact. In general, the impacts are considered irreversible over the Scheme's lifetime. No impacts are likely to affect other EEA states.
<b>Cumulative impacts:</b> Are other major developments close by?	There are a number of other reasonably foreseeable developments within 2km of the Scheme, including residential developments near to M62 Junction 19. Details of these other developments are included in Chapter 15: Assessment of Cumulative Effects of this Environmental Statement (TR010064/APP/6.1). There would be no potential cumulative transboundary effects from these other reasonably foreseeable developments in combination with the Scheme.



## Acronyms and initialisms

Acronym or initialism	Term
EEA	European Economic Association
EIA	Environmental Impact Assessment
SAC	Special Area of Conservation

## References

Planning Inspectorate (2020). Advice Note Twelve: Transboundary Impacts and Process. Version 6.

Planning Inspectorate (2021). TR010064 - Regulation 32 Transboundary Screening. Accessed April 2023.

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010064/TR010064-000031-TR010064%20-%20Regulation%2032%20Transboundary%20Screening.pdf>.