

A57 Link Roads TR010034

7.1 Case for the Scheme

APFP Regulation 5(2)(q)

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

A57 Link Roads Scheme Development Consent Order 202[x]

7.1 CASE FOR THE SCHEME

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Executive Summary

Scheme Overview

Highways England (the “Applicant”) is applying to the Secretary of State (SoS) for Transport for a Development Consent Order (DCO) under section 37 of the Planning Act 2008 (“the 2008 Act”), to authorise the construction of the A57 Link Roads Scheme (the “Scheme”).

The Scheme entails the construction of the A57 Link Road and Mottram Moor Link Road with 1.12 miles (1.8km) of new dual carriageway and 0.81 miles (1.3km) of new single carriageway roads, together with the creation of two new junctions and the construction of five new structures, plus various safety measures and improvements.

Purpose of the Scheme

The majority of the Scheme is located within the administrative boundary of Tameside Metropolitan Borough Council (TMBC). The far eastern part of the Scheme (the eastern side of the River Etherow bridge) is located within the administrative boundary of High Peak Borough Council (HPBC) (which is encompassed by Derbyshire County Council (DCC) as the upper tier authority and local highway authority).

The A57 and A628 between Manchester and Sheffield currently suffer from heavy congestion, creating unreliable journeys, which limits journey time reliability. This restricts economic growth due to the delays experienced by commuters and business users alike. The congestion also results in rat running through smaller towns and villages, as vehicles attempt to reduce queuing times.

The Scheme has been developed to improve journeys between Manchester and Sheffield, and has evolved over more than 50 years, as different improvements have been explored. The current A57 around Mottram in Longdendale suffers from congestion which limits journey time reliability. This restricts economic growth due to the delays experienced by commuters and business users alike. This has a negative effect on local businesses and employment opportunities. The congestion also results in rat running through smaller towns and villages, as vehicles attempt to reduce queuing times. Much of this heavy traffic travels along local roads, which disrupts the lives of communities, and makes it difficult and potentially unsafe for pedestrians to cross the roads. It is likely that these issues would get worse with time if significant improvements are not made.

Proposed highway works will focus on a new offline dual carriageway link road (Mottram Moor Link Road) connecting the M67 Junction 4 to A57(T) Mottram Moor Junction. The new link road would be approximately 1.12 miles (1.8km) in length. The works would also include a new single carriageway highway between Mottram Moor Junction and Woolley Bridge Road, approximately one mile (1.3km) in length. The existing A57 Hyde Road will be detrunked with a reduced speed limit to deter non essential use.

Scheme Benefits

The Transport Assessment Report (TAR) [TR010034/APP/7.4] demonstrates the various time saving benefits that will be created by the Scheme and their spatial distribution. It indicates that congestion through Mottram in Longdendale, Hattersley and Woolley Bridge will be relieved, improving journey times for trips on the Strategic Road Network (SRN) between Manchester and Sheffield and trips on the local road network in this area. Congestion on the detrunked section of the A57 is also relieved, improving connectivity for local traffic. At the M67 Junction 4, signalisation will be improved with positive impacts on safety and traffic flow. The cut-through of the existing roundabout will provide direct access between the M67 and the proposed link roads.

Reduced journey times and improved reliability will increase the accessibility of the Scheme and associated routes. The detrunking of a section of the existing A57 will help to decrease the severance of the communities close to this road as the speed limit is decreased on this road and traffic flows improved. Walker, Cyclist and Horse Rider (WCH) facilities and a number of pedestrian crossings (Gun Inn Junction and M67 Junction 4) within the Scheme will be improved, making crossing roads easier and improving safety in the local area.

The outcomes of the air quality assessment indicate there would be significant improvement in terms of annual mean NO₂ concentrations at sensitive, human health receptors within the air quality study area.

Once operational the Scheme will displace large volumes of traffic from a route immediately in front of properties through Mottram in Longdendale and Woolley Lane/Bridge, such that despite improvements in flow the noise impacts will be positive. The Scheme also demonstrates a positive impact upon the Mottram in Longdendale Noise Important Area (NIA) (an area identified to have high levels of noise pollution) located within the DCO boundary.

Planning Framework

The purpose of this Case for the Scheme (CftS) is to act as the primary reference document for the assessment of the Scheme against the relevant planning policy and legislative framework. The 2008 Act is the primary legislation that establishes the legal framework for applying for, examining and determining DCO applications for Nationally Significant Infrastructure Projects (NSIPs). The National Networks National Policy Statement (NN NPS) (December 2014) is therefore the key basis for decision making for the Scheme, although local policy is also a material consideration.

The CftS also presents the overall case for why the Scheme is the most appropriate response to delivering the needs identified within Chapter 2 of the NN NPS and the interventions identified in the Department of Transport and Highways England's Road Investment Strategy (RIS). It demonstrates the Scheme's compliance with the NN NPS in Appendix B, including references to where each provision of the NN NPS is addressed further within the DCO application. Policy and legislative matters relevant to each theme are covered in more detail in the Environmental Statement [TR010034/APP/6.1-6.3] as referenced within the Accordance Tables.

The Scheme is also supported by various national transport and planning policies. Investment for the Scheme is confirmed in Highways England's RIS1 (published in 2014) and RIS2 (published in 2020). The Scheme supports the delivery of National Planning Policy Framework (NPPF) core land-use planning principles, by providing improved infrastructure to support economic growth within the wider region through delivering capacity enhancements to the strategic road network.

Regional/ local planning and transport policies also support the delivery of the Scheme. Local and regional planning policy recognises the role the Scheme can play in alleviating existing congestion along and surrounding the route. The Scheme would also result in an improvement in community connectivity across the area, due to reductions in journey times and improved WCH facilities. The relevant regional and local transport policies provide strategic support for the delivery of the Scheme. The Scheme is also expected to contribute to the respective objectives and visions of each document.

This CftS demonstrates that the Scheme achieves a positive planning balance when weighing up impacts against the public benefits of the Scheme.

It should be noted that the Consultation Report [TR010034/APP/5.1] provides details of the engagement conducted over a number of years with local residents and stakeholders. This report also provides details of the public and stakeholder views for the Scheme and the level of support.

Conclusions

This CftS provides detail on the need for the Scheme, the development options considered, the planning history and the compliance of the Scheme with the requirements of relevant planning policies at the national and local scale.

The proposed mitigation incorporated into the design of the Scheme is considered to be proportionate to the type, magnitude and range of environmental effects expected, which includes delivering no net loss in biodiversity as part of the Scheme.

Overall, the Applicant considers that the benefits of the Scheme outweigh any adverse effects. Overall, it is concluded in this CftS that the planning balance lies strongly in favour of the grant of development consent for the Scheme.

1. Introduction

1.1 Purpose of the document

- 1.1.1 This Case for the Scheme (CftS) relates to an application (the "Application") made by Highways England to the Planning Inspectorate ("the Inspectorate") acting on behalf of the Secretary of State for Transport ("SoS"), under Section 37 of the Planning Act 2008 ("the 2008 Act") for a Development Consent Order (DCO). If made, the DCO would grant consent for the Applicant to build, operate and maintain the A57 Link Roads project ("the Scheme").
- 1.1.2 This CftS aims to provide details of the requirements and purpose of the Scheme and related DCO. It also aims to act as an accessible guide to the Scheme, the Applicant and this application. Whilst its submission is not a mandatory requirement under the 2008 Act, the document has been prepared to accompany the Application to summarise how the Scheme relates and complies with government policy and relevant planning policy context. It also provides details of the traffic assessment and related economic analysis upon which the need for the Scheme is based.
- 1.1.3 This Statement has been prepared in accordance with Regulation 5(2) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 ("APFP 2009").
- 1.1.4 The Statement draws upon other the following Application documents:
- Explanatory Memorandum to Draft DCO [TR010034/APP/3.2]
 - DCO [TR010034/APP/3.1]
 - Consents and Agreements Position Statement [TR010034/APP/3.3]
 - Statement of Reasons [TR010034/APP/4.1]
 - Funding Statement [TR010034/APP/4.2]
 - Book of Reference [TR010034/APP/4.3]
 - Consultation Report [TR010034/APP/5.1]
 - Habitats Regulations Assessment (HRA) [TR010034/APP/5.3]
 - Water Framework Directive Assessment [TR010034/APP/5.4]
 - Flood Risk Assessment (FRA) [TR010034/APP/5.5]
 - Drainage Strategy [appended to the FRA document reference TR010034/APP/5.5]
 - Environmental Statement [TR010034/APP/6.1 – 6.3]
 - Environmental Management Plan (EMP) [TR010034/APP/7.2]
 - Register of Environmental Actions and Commitments (REAC) [TR010034/APP/7.3]
 - Transport Assessment Report [TR010034/APP/7.4]
 - Ground Investigation Report [TR010034/APP/7.5]

- 1.1.5 The Application will be determined in accordance with the 2008 Act. Section 104 of the 2008 Act provides for the decision in cases where a National Policy Statement (NPS) has effect. Section 104(2) (a) provides that in deciding the Application, the SoS must have regard to...“a relevant national policy statement”. Section 104(3) states that the SoS must decide an application in accordance with any relevant NPS. As the NPS is (subject to section 104(4) and (8)) the primary policy reference for the SoS in decision making, it sets the scope of matters for this Statement to consider. For the Scheme the relevant NPS is the National Networks National Policy Statement (NN NPS) (2014).
- 1.1.6 This CftS and the associated NN NPS Accordance Tables set out other “important and relevant” considerations to the determination of the application in accordance with Section 104(2) of the 2008 Act. The CftS assesses the proposals against policy and important and relevant considerations, drawing on the environmental information presented in the Environmental Statement (ES) [TR010034/APP/6.1 – 6.3], submitted with the Application.
- 1.1.7 This CftS has also been prepared to take account of Section 60 of the 2008 Act, concerning the preparation of Local Impact Reports (LIRs) by relevant authorities who are invited to submit a LIR, to provide “details of the likely impact of the proposed development on the authority’s area”. The Planning Inspectorate’s Advice Note 1: Local Impact Reports suggests a list of topics which may be of assistance to a local authority in writing a LIR. This includes the following topic areas:
- a. *“Relevant development plan policies, supplementary planning guidance or documents, development briefs or approved masterplans and an appraisal of their relationship and relevance to the proposals;*
 - b. *Relevant development proposals under consideration or granted permission but not commenced or completed.”*
- 1.1.8 As the above information is not addressed in other documents submitted with the Application, this CftS is also intended to assist local authorities in compiling their LIRs by providing relevant information.
- 1.1.9 Due to the Coronavirus (COVID-19) pandemic changes to certain publicity requirements were published and temporary legislation was introduced from July to December 2020 through the Infrastructure Planning (Publication and Notification of Applications etc.).
- 1.1.10 The amendments enabled a more digital consultation and removed the obligation for documents to be available at a deposit location for inspection.
- 1.1.11 Social distancing and restrictions on non-essential public gatherings meant that consultations took the form of webinars, virtual meetings and phone consultation slots for those individuals asking more specific questions. The approach to, and results of the consultation are explained in detail in the Consultation Report [TR010034/APP/5.1].

1.1.12 The remainder of this CftS is structured as follows:

- Chapter 2 Scheme Development and Options Considered: considers the Scheme development and options considered providing an overview of the options considered and consultation.
- Chapter 3 The Scheme and the Site: explains the Scheme and site description.
- Chapter 4 Transport Case for the Scheme: identifies the need for the Scheme from a transport perspective, outlining the traffic model as well as the current and future network performance. It also considers road safety and the impact on non-motorised users.
- Chapter 5 Economic Case Overview: gives an overview of the economic appraisal, including economic, environmental and social benefits of the Scheme as well as value for money.
- Chapter 6 Planning History: presents the planning history within the Scheme boundary and significant developments that may be affected by the Scheme or affect the Scheme design.
- Chapter 7 Conformity with Planning Policy and Transport Plans: sets out an assessment of the accordancy of the Scheme with planning and transport policy.
- Chapter 8: Conclusion.
- Appendix A: Draft Planning Policy Tables – Provide additional detail of regional and local planning policies relevant to the A57 Link Roads Scheme.
- Appendix B: NN NPS Accordance Tables – Provide additional detail of the Scheme's accordancy with the NN NPS.
- Appendix C: Ecological Mitigation in the Green Belt – sets out the background context and demonstrates why an ecological mitigation structure is necessary and provides details of the design.
- Appendix D: Common Land, Open Spade and Allotments (COSA) Assessment – Sets out the assessment undertaken to support the DCO application.
- Appendix E: Strategy for Dealing with The Uncertain Outcomes Arising From COVID-19 – sets out Highways England approach to addressing the uncertainty arising from the COVID-19 pandemic.
- Appendix F: PROW Alternative Assessment – the assessment presents the findings of a desk-based study which were supported by a site visit.

1.2 The Applicant

1.2.1 The Applicant, Highways England Company Limited, is appointed and licensed by the SoS as the strategic highways company for England (as defined in the Infrastructure Act 2015). Highways England plans, designs, builds, operates and maintains England's motorways and major A-roads, known as the Strategic Road Network (SRN). The existing A57 is part of the SRN for which Highways England is responsible (with A57 Woolley Lane part of the Local Road Network).

- 1.2.2 Following construction of the Scheme Highways England would be responsible for operating, maintaining and improving the new route of the A57.
- 1.2.3 On completion of the Scheme the existing A57 (T) will be detrunked (details are provided in Classification of Roads Plans [TR010034/APP/2.11] and Speed Limit and Traffic Regulations Plans [TR010034/APP/2.5] and it's management will be then undertaken by TMBC, alongside the management of the section of the Scheme known as the 'A57 Link Road' between Mottram Moor and Woolley Bridge. It is also proposed that the management of the short section of the Scheme east of the River Etherow will be passed to DCC.

1.3 Requirement for a Development Consent Order

- 1.3.1 The Scheme is defined as a Nationally Significant Infrastructure Project (NSIP) for the purposes of the 2008 Act. This is because:
- The Scheme is a Nationally Significant Infrastructure Project ("NSIP") within Sections 14(1)(h) and 22(1) of the 2008 Act. Under Section 22 an NSIP must fall within one of the three categories specified, which are expressly stated to be alternatives.
 - The Scheme is construction of a highway in a case within the meaning of Section 22(1)(a). The Scheme is wholly located in England and Highways England Company Ltd, being a strategic highways authority, will be the highway authority for the highway to be constructed as part of the Scheme.
 - The development therefore complies with the requirements of Section 22(2) and 22(4) of the 2008 Act. Whilst the Scheme includes some alteration and improvement of the existing A57 the new carriageway will follow a different alignment requiring construction of sections of new highway with a speed limit of 50 miles per hour over an area in excess of 12.5 hectares.
 - The draft DCO boundary covers an area of 62.3 ha, of which 41.9 ha is to be retained permanently as part of the Scheme. The remaining 12.9 ha of land will be acquired for temporary possession and will be used for site compounds and working room to construct boundary fences.
- 1.3.2 Based on the factors identified above, the Scheme is defined as a construction NSIP. For further information regarding how the Scheme qualifies as an NSIP, refer to the Explanatory Memorandum [TR010034/APP/3.2].
- 1.3.3 As the proposed authorised development is an NSIP, consent under the 2008 Act is required (section 31 of the 2008 Act). Under section 37 of the 2008 Act, an order granting development consent may only be made if application for it is made (through the Planning Inspectorate) to the Secretary of State, therefore a Development Consent Order (DCO) is required to allow the construction of the Scheme. The elements of the Scheme described below are the subject of the DCO application.
- 1.3.4 The Scheme includes the following components:
- A new offline bypass of 1.12 miles (1.8km) of dual carriageway road connecting the M67 Junction 4 to A57(T) Mottram Moor Junction.
 - A new offline bypass of 0.81 miles (1.3km) of single carriageway connecting the A57(T) Mottram Moor to the A57 Woolley Bridge.

- Creation of two new junctions, Mottram Moor Junction and Woolley Bridge Junction and improvement works to the existing M67 Junction 4.
- Creation of five new structures (Old Hall Farm Underpass, Roe Cross Road Overbridge, Mottram Underpass, Carrhouse Lane Underpass and River Etherow Bridge).
- One main temporary construction compound area, located on agricultural land to the east of the M67 Junction 4.
- Detrunking, including safety measures from the M67 Junction 4 to Mottram Back Moor Junction, to be agreed with TMBC.
- Safety measures and improvements to the A57 from Mottram Moor Junction to Gun Inn Junction and from Gun Inn Junction to Woolley Lane, to be agreed with TMBC.

1.3.5 A full description of the Scheme is provided in Section 3.4.

1.3.6 Section 37 of the 2008 Act governs the content of an application for a DCO, including the requirements for the necessary accompanying documents as set out within the Application checklist [TR010034/APP/1.1].

1.4 Requirement for an Environmental Impact Assessment

1.4.1 This application is accompanied by an Environmental Statement (ES) prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment (EIA)) Regulations 2017 (SI No. 572) (as amended) (hereafter referred to as the 'Infrastructure EIA Regulations').

1.4.2 Under the Infrastructure EIA Regulations, the Scheme is considered to be an EIA development which requires an ES to be prepared. This is because of the likelihood that the Scheme will give rise to significant environmental effects. Highways England submitted a Regulation 8(1) (b) notice on 8 November 2017, notifying the Secretary of State that it proposed to provide an ES in respect of the Scheme.

1.4.3 The aim of EIA is to protect the environment by ensuring that the Examining Authority, when deciding whether to recommend consent for a project which is likely to have significant effects on the environment, does so in the full knowledge of the likely significant effects, and takes environmental information into account in the decision-making process.

1.5 Planning Policy Context

1.5.1 Chapter 7 sets out the national and local planning and transport policy context for the Scheme. Section 104(2) of the 2008 Act provides the basis for determining an application for development consent where a National Policy Statement (NPS) is in force. It requires that in deciding an application for development consent the SoS must have regard to:

- Any relevant National Policy Statement.
- Any Local Impact Report.
- Any matters prescribed in relation to development of the description to which the application relates.

- Any other matter that the decision maker thinks is both important and relevant to its decision.
- 1.5.2 Under section 104(3) of the 2008 Act, the SoS is required to decide the application in accordance with any relevant NPS, except in certain circumstances specified in subsections (4) to (8). These include circumstances where the adverse effects of a Scheme outweigh the benefits.
- 1.5.3 The NN NPS is the relevant NPS for the Scheme. Consideration is also given to the NPPF, which is a material consideration in the determination of the application.
- 1.5.4 The Location Plan [TR010034/APP/2.1] shows the location of the Scheme in context of the local authorities in the surrounding area. The majority of the Scheme is located within the administrative boundaries of TMBC; however, an area of the Scheme is located near at Woolley Bridge, within the boundary of HPBC.
- 1.5.5 This CftS also considers the regional and local planning policy context. The key local planning documents of relevance to the Scheme comprise:
- Tameside Unitary Development Plan adopted in 2004.
 - The High Peak Local Plan Adopted April 2016.
- 1.5.6 Following the withdrawal of Stockport City Council from the Greater Manchester Spatial Framework (GMSF) process, the Association of Greater Manchester Authorities (AGMA) has resolved to proceed with the preparation of a joint Development Plan Document (DPD) for Greater Manchester, *Places for Everyone*.
- 1.5.7 Places for Everyone is relevant to the Scheme as it covers the nine remaining local authorities, including Tameside. As June 2021, the evidence base collected as part of the production of the GMSF as under review. The timescale for the adoption of Places for Everyone is currently uncertain. It currently carries little material weight in decision making, due to its early stage of development.
- 1.5.8 Further local planning policy and transport policy documents are referenced throughout the report, where relevant. There are defined Neighbourhood Plan Areas within the relevant local authorities, but none of these are impacted by the Scheme.

2. Scheme Development and Options Considered

2.1 Development History and Alternative Options

- 2.1.1 The main Trans-Pennine route between the Manchester and Sheffield city regions is the trunk road route consisting of the A57, A628, and A61. It connects the M67 at Mottram in Longdendale in the south east of the Manchester City Region with the M1 in the north west of the Sheffield City Region. Current journey times and reliability of the connecting routes compare unfavourably with links between other cities a similar distance apart.
- 2.1.2 The development of the Scheme has therefore been bound up with wider plans to improve Trans-Pennine connectivity, and historically numerous options have been considered to address longstanding connectivity and congestion issues.
- 2.1.3 Highway improvements to the Trans-Pennine route were first introduced into the Roads Programme in 1989. The aim was to help alleviate traffic congestion along the A57/A628 trunk road through Mottram in Longdendale, Hollingworth (in the TMBC of Greater Manchester) and Tintwistle (in the High Peak District of Derbyshire and partly within the Peak District National Park (PDNP)). Following appraisal of alternatives, two routes were presented at Public Consultation in 1992 and in October 1993, the Secretary of State announced a Preferred Route for a bypass. However, the bypass was suspended from the Roads Programme in 1996.
- 2.1.4 In 'A New Deal for Trunk Roads in England' published in July 1998, the A57/A628 Mottram -Tintwistle Bypass and A628/A616 Route Restraint Measures was listed as a Scheme for which preparation would continue to enable it to be taken forward without delay, subject to full appraisal and the views of the then Regional Planning Bodies. This was approved in principle, subject to further appraisal, at the North West Regional Planning Conference in April 1999.
- 2.1.5 In January 2000, the Highways Agency assessed the impacts of various highway strategies to solve the traffic problems within the three villages of Mottram in Longdendale, Hollingworth and Tintwistle, and within the wider area. The results of these assessments were presented to the Regional Planning Bodies in November 2002 and, following their approval, a Scheme was included in the Government's Targeted Programme of Improvements (TPI) in April 2003. The assessment concluded that there were no realistic alternatives to a bypass of the villages.
- 2.1.6 The preferred route promoted in 2003 was a bypass of approximately 5.7 kilometres in length, which would bypass the existing A57/A628 route in the villages of Mottram in Longdendale, Hollingworth and Tintwistle, with a link road connecting to the A57 at Mottram Moor between Mottram in Longdendale and Hollingworth. An extension of this link road from the A57 Mottram Moor to the A57 Woolley Bridge was being promoted jointly as the Glossop Spur by TMBC and DCC. This followed the same alignment as the Brown Route considered in the Early Options Sifting Exercises.
- 2.1.7 Both the A57/A628 Mottram - Tintwistle Bypass and A628 Route Restraint Measures, and the Glossop Spur projects were withdrawn at public inquiry in 2009.

- 2.1.8 The HM Treasury publication (2013) 'Investing in Britain's Future' committed to investing funds in addressing some of the most notorious road hotspots in the country. This report included the Trans-Pennine routes between Manchester and Sheffield and committed to a feasibility study (Table A3 in Annex A of this publication).
- 2.1.9 Following feasibility studies, a package of measures referred to here as the Trans-Pennine Upgrade (TPU) was announced in the Road Investment Strategy (RIS), published by the Department for Transport (DfT) in March 2015. The original TPU comprised the following elements:
- Mottram Moor Link Road - a new dual-carriageway link road from M67 Junction 4 to a new junction at A57(T) Mottram Moor and a new single carriageway connecting to the A6018 Roe Cross Road.
 - A57(T) to A57 Link Road – a new single carriageway link from the A57 at Mottram Moor to a new junction on the A57 at Brookfield, bypassing the existing A628/A57 and A57 Woolley Lane/Woolley Bridge Road junctions.
 - A628 Climbing Lanes – consideration of the provision of two overtaking lanes on the A628 near Woodhead Bridge.
 - Safety and Technology Improvements – safety measures focused on addressing accident hotspots and the provision of electronic signs.
 - Upgrade of the A61 at Tankersley to dual carriageway (referred to as 'A61 Dualling').
- 2.1.10 Since the RIS was published, the development of 'A628 Climbing Lanes' and 'A61 Dualling' proposals have been postponed until a later date, to allow further consideration of the associated benefits.
- 2.1.11 The TPU (as published in RIS, March 2015) no longer exists as a single package of interventions, and some elements of this package have been taken forward prior to this DCO application, as they are works to existing highways which do not require planning consent or result in any significant environmental impacts.
- 2.1.12 For the purposes of clarity, this report continues to refer to the combination of the Scheme and these separate measures as the TPU.

2.2 Options Identification

- 2.2.1 This section summarises the options sifting process undertaken for the Scheme and sets out the justification for the chosen option (the Scheme within this Case for the Scheme). Chapter 3 of the ES [TR010034/APP/6.3] outlines in detail the alternative options for the Scheme that Highways England and its predecessor have considered.
- 2.2.2 During the complex history of work in this area, numerous options have been considered and discarded to address the longstanding connectivity and congestion issues identified.

2.2.3 Whilst the Scheme presented within this CftS is considered a separate Scheme to the previous proposals, it has been informed by learning from historic options studies. For example, options generally considered to be less preferable were not reconsidered as part of the alternatives assessed for this Scheme, and design development has been informed by historic study information, where applicable.

Long List Sift Exercise

2.2.4 Following publication of the RIS, an original long list of options for the Scheme were presented to Highways England in September 2015. In accordance with the design brief, these included long bypass options (of Mottram in Longdendale, Hollingworth and Tintwistle) and short bypass options (of Mottram only) and included the option to include or exclude the A57(T) to A57 Link Road. All were considered as part of the Long List Sift.

2.2.5 These nine options were:

- Options 0, 3 & 4 – options for A57(T) to A57 Link Road crossing the A57(T) close to Mottram in Longdendale
- Options 1, 2 & 5 – options for A57(T) to A57 Link Road crossing the A57(T) closer to the Gun Inn Junction at Hollingworth
- Brown Route, Blue Route and Red Route – options for a Mottram, Hollingworth, and Tintwistle Bypass. The Brown Route was the preferred route for the Mottram, Hollingworth and Tintwistle Bypass taken to Public Inquiry in 2007.

2.2.6 The options discarded at this stage were:

- Options 1 and 2: The proximity of these two options to the Gun Inn Junction affected the potential deliverability and feasibility in comparison to Option 5 which is of a similar alignment.
- Options 3 and 4: The highway alignment of these two options was less preferable in terms of Highways Standards in comparison to Option 0.
- Blue Route: This route would pass directly between Hollingworth and Tintwistle, potentially bringing additional severance issues between the two villages. The route would also include the upgrade of the existing road within Tintwistle Conservation Area.
- Red Route: This route would require construction over the top of Arnfield Reservoir, which was considered to pose deliverability challenges.
- The best performing options that were taken forward to the next stage were:
- Brown Route. It was the better performing of the Mottram in Longdendale, Hollingworth and Tintwistle type options considered in the Long List Sift.
- Option 0. This option was appraised in the original first sift and was considered the better performing of the Mottram Moor Link Road options considered which cross the A57(/T) closer to Mottram in Longdendale.
- Option 5. This option was considered to be the better performing of the Mottram Moor Link Road options considered which cross the A57(T) closer to the Gun Inn at Hollingworth.

2.2.7 A historic options review exercise was also undertaken, which identified a potentially feasible option that had not been previously rejected. This option is referred to as 'Department for Transport (DfT) Low Cost Option 1'. This option was also considered a viable alternative to the Brown Route and was therefore taken through to the next stage, alongside Options 0, 5 and Brown Route.

2.3 Option Selection

2.3.1 The next stage, referred to as the Second Sift exercise, was undertaken using Transport Analysis Guidance (TAG): 'Transport Appraisal Process' Transport Business Case criteria Option Assessment Framework, provided within the TAG Unit.

2.3.2 The options presented for Second Sift were:

- Brown Route including A57(T) to A57 Link Road (long bypass).
- DfT Low Cost Option 1 including A57(T) to A57 Link Road (long bypass).
- Mottram Moor Link Road Option A, including A57(T) to A57 Link Road (short bypass); (formerly Option 0).
- Mottram Moor Link Road Option B (formerly Option 5) including A57(T) to A57 Link Road (short bypass).

2.3.3 A Value Management workshop was held and the dis/benefits of the four options were considered. The two long bypass options were expected to attract significantly more traffic to the area, plus bring about additional impacts in relation to the PDNP, especially air quality and noise. The two long bypass options did provide a higher cost-benefit ratio in comparison to the short bypass options. There were also concerns that there was a higher risk relating to the funding of the long bypass options. Following the workshop, the decision was made to take the following two options through to the next stage:

- Mottram Moor Link Road Option A (short bypass)
- Mottram Moor Link Road Option B (short bypass)

2.4 Non-Statutory Options Consultation

2.4.1 Option A and Option B were presented during a Non-Statutory Options Consultation exercise that took place between March 2017 and April 2017. The purpose of this public options consultation was to provide an early opportunity for stakeholders, the general public, the road users and any other interested parties to be informed and provide their views on the options prior to undertaking the statutory consultation.

2.4.2 Option A is presented in Figure 2-1 and Option B is presented in Figure 2-2.

Figure 2-1 Option A

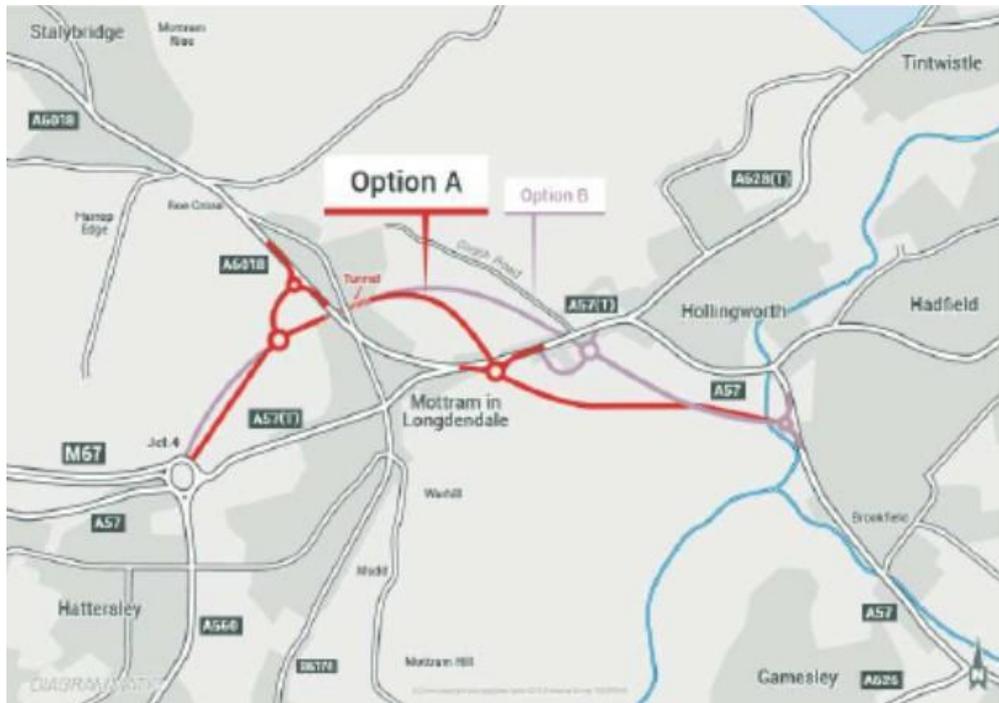


Figure 2-2 Option B



2.4.3 The Options Consultation was non-statutory and not required to meet any statutory obligations, however it was conducted using a comparable methodology to a statutory process. The Options consultation process was influenced by government guidance, best practice and lessons learned from other major consultations.

- 2.4.4 Publicity and documentation for the non-statutory public consultation on options is set out in the Consultation Report [TR010034/APP/5.1].
- 2.4.5 The majority of respondents preferred Option A to Option B because they believed it to be the most sensible and logical route; have a minimal impact on the environment; fewer properties would be affected; it provided a safe route; and it was similar to previously proposed routes.

2.5 Preferred Route Announcement (PRA)

- 2.5.1 The information gathered as part of the non-statutory options consultation helped to inform the decision on the Preferred Route and the development of the Scheme that was taken to statutory consultation. Information received through the non-statutory questionnaires was considered as well as alternative suggestions put forward in the questionnaires and in other written responses submitted as part of the consultation. This information was considered alongside other factors including meeting the Scheme objectives, cost, and compliance with design and safety standards when making decisions about which options to develop.
- 2.5.2 The PRA was made by the Applicant on 2 November 2017. Option A was selected as the Preferred Route to be progressed to the next stage of development. The Applicant received feedback that 50% of respondents preferred Option A, as they believed that the road layout is more straightforward and easier to use than Option B and will have less impact on local communities. Additionally, the feedback suggested that people felt Option A balanced solving traffic problems in the area, with a reduced impact on the environment and providing a safer route.
- 2.5.3 The Applicant continued to engage with interested parties after the non-statutory consultation period and the PRA. This comprised of the establishment of a Local Authority Steering Group and a Statutory Environmental Bodies group, and attendance at meetings with local authorities, residents' groups and those with land interests.
- 2.5.4 Since the PRA, the Scheme has been developed further. Two rounds of statutory consultation were undertaken in 2018, one between 12 February and 25 March 2018 and the other between 4 June and 1 July 2018. These are described in more detail below.
- 2.5.5 A third round of statutory consultation was undertaken for six weeks between 5 November and 17 December 2020, to provide an opportunity to comment on changes to the design since the 2018 consultations.
- 2.5.6 The approach to, and results of these consultations are explained in detail in the Consultation Report [TR010034/APP/5.1].

2.6 Statutory Consultation 1: 12 February to 25 March 2018

- 2.6.1 The statutory consultation ran for six weeks from 12 February to 25 March 2018 (42 days). This was to ensure the local community, residents, local interest groups, businesses, visitors and road users all had the opportunity to fully understand and comment on the Scheme.

- 2.6.2 The opportunity was also provided to comment on the elements of the PRA that could be delivered without a DCO (and so do not form part of this Scheme) - Westwood Roundabout and the safety/technology elements.
- 2.6.3 The statutory consultation was an opportunity to seek views on a number of aspects of the PRA proposals (including specifically in relation to the Scheme), including support for the Scheme and information on how the land above Mottram Underpass may look on completion of the Scheme.
- 2.6.4 In response to the key concerns raised during consultation Highways England decided to amend its proposals to:
- Increase the number of air quality monitoring sites.
 - Carry out additional traffic assessment of alternative routes.
 - Review noise mitigation in line with reviews to changes to traffic modelling and in response to the additional surveys and areas.
 - Carrying out environmental surveys to assess condition and changing nature of current environment. Survey information will be used to ensure no net loss arising from the Scheme.
 - Progress cycling / parking enhancements along Mottram Moor. Highways England are developing a strategy to address needs and views of the residents. The final details are to be agreed with TMBC via a Statement of Common Ground.
 - Undertake further ground investigations where necessary, depending on the outcomes of the investigation report.
 - Carry out a detailed assessment for cycling, equestrian and walking use and identify opportunities to enhance existing provision in the area.
 - Provide a long term landscaping plan for the land above Roe Cross Road overbridge structure in conjunction with TMBC.
 - Review speed limits throughout the Scheme utilising traffic modelling to assess the impact of any alternatives.

2.7 Statutory Targeted Consultation 2: 4 June to 1 July 2018

- 2.7.1 Additional interested parties were identified during the first round of statutory consultation, due to the ongoing review of land referencing and finalisation of the Book of Reference.
- 2.7.2 To ensure their views could be included, the Applicant ran a targeted statutory consultation between the 4 June to 1 July 2018 (28 days). The information distributed was the same as that used in the first round of statutory consultation. No responses to the consultation were received.

2.8 Summary of Changes to the Scheme as a Result of 2018 Statutory Consultation

- 2.8.1 A summary of key design changes which have resulted from comments raised during statutory consultation are provided in the Consultation Report [TR010034/APP/5.1]. These are summarised below.

- 2.8.2 The Applicant identified many comments and enquiries into the effect of the Scheme on air quality and therefore added additional air quality monitoring locations along the route of the Scheme, to better understand the existing air quality and inform the air quality modelling. Additional air quality mitigation was also proposed.
- 2.8.3 In response to concerns raised about noise impact, as part of the noise mitigation for the Scheme, there are proposed noise barriers, noise bunds and low noise surfacing which are presented in ES Chapter 11 Noise and Vibration [TR010034/APP/6.3].
- 2.8.4 In response to concerns raised about impact on the landscape, the Scheme includes a range of measures designed to mitigate for potential effects on landscape character and visual amenity. These include woodland planting, woodland edge planting, linear belt of shrubs and trees, hedgerows with trees and individual trees. The top of the Mottram Underpass has been designed to provide an accessible open space for the community, complete with tree planting. These proposals are detailed in the Environmental Masterplan [TR010034/APP/6.4].
- 2.8.5 A large number of responses were received with regards to detrunking, and the Applicant, along with TMBC, decided therefore to show the detrunking of the existing A57 within the DCO documentation. Once measures to implement this are agreed, in alignment with Requirement 3, they will be shared with the stakeholders.
- 2.8.6 Following the statutory consultation, and further discussions with the Mottram Moor community group, the parking bays were initially removed from the design. Further engagement with the Mottram Moor community group confirmed they did desire more parking and so improved parking and cycling facilities have been added back into the design.
- 2.8.7 In response to suggestions around the speed limits across the Scheme, traffic speeds on the proposed roads have been reviewed within the traffic model and the subsequent air quality model. This is to ensure an optimum speed limit is chosen that does not have an adverse effect on the air quality in the surrounding area.
- 2.8.8 In response to concerns around the impact on walkers, cyclists and equestrians, the Applicant confirmed that the Scheme does not permanently sever any public rights of way (PRoWs). Those routes temporarily affected will be improved and new routes are also proposed. PRoW LON 52-20 will be temporarily severed. A temporary diversion will ensure walkers can still use this route during construction. This PRoW will be re-instated and upgraded from a footpath to a bridleway, increasing the availability of suitable equestrian facilities away from road traffic. These proposals are detailed in the Streets, Rights of Way and Access Plans [TR010034/APP/2.4].

2.9 Statutory Consultation 3: 5 November to 17 December 2020

2.9.1 A further consultation was held in 2020 following further design work and environmental assessment. The main purpose of the consultation was to provide the public with views on the plans, particularly on the changes to the designs made since the previous consultations in 2018. The majority of the statutory consultation was completed virtually. This was to account for the challenges presented by the COVID-19 pandemic, such as social distancing and restrictions on non-essential public gatherings. Consultations took the form of webinars, virtual meetings and phone consultation slots for those individuals asking more specific questions.

Summary of Changes to Scheme Design post 2020

2.9.2 Revisions to the Scheme have been introduced following the 2020 consultation events and are identified in full within the Consultation Report [TR010034/APP/5.1], they are summarised below:

- Proposed changes to the M67 Junction 4 roundabout to include a through-about, plus improving facilities for pedestrians and cyclists in this location.
- Additional pedestrian crossing facilities at Gun Inn Junction.
- Additional WCH facilities and crossings across the Scheme.
- Changes to minimise disruption on future farming activities.
- Larger planted areas across the DCO boundary and altered the species mix of planted areas to increase biodiversity opportunities and resilience.
- Changes to the DCO boundary, following consultation with utility companies. A bridleway has been widened to allow National Grid maintenance access. Initial proposals to divert the Cadent gas main were altered to accommodate the undertakers development plans.
- Mottram Moor Junction has been amended following further consultation.
- The road markings at Woolley Bridge Junction have been altered to reduce safety concerns and the small traffic island proposed at Woolley Bridge Junction has been redesigned.
- More details of the key design changes which have resulted from comments raised during the 2020 statutory consultation are provided in the Consultation Report [TR010034/APP/5.1].

2.9.3 The Consultation Report indicates significant public support for the Scheme with 64% of respondents to 2020 consultation Feedback Form stating that they agree with the overall proposals for the Scheme.

3. The Scheme and the Site

3.1 Requirement for the Scheme

3.1.1 The purpose of the Scheme (together with other proposed TPU works being advanced separately to this DCO) is to address longstanding issues of connectivity, congestion, reliability and safety of strategic Trans-Pennine routes between the M67 at Mottram in Longdendale and M1 Junction 36 and Junction 35A North of Sheffield.

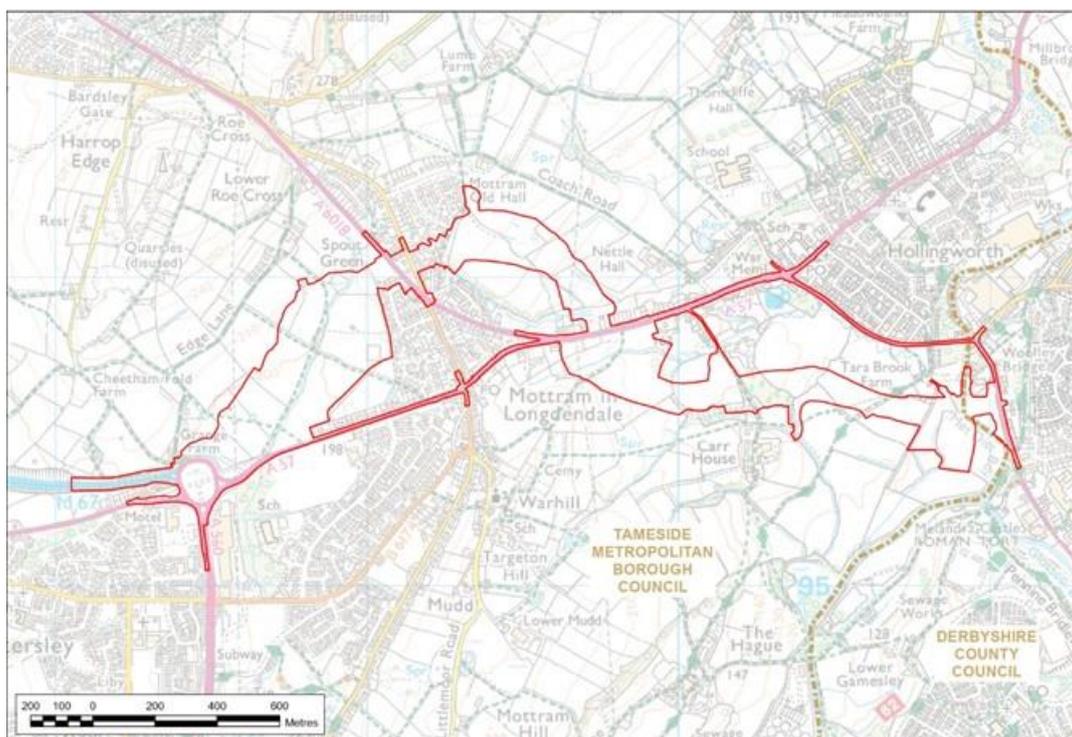
3.1.2 There are many factors that presently reduce journey time reliability these include severe weather; long term traffic growth which will bring some urban sections to their capacity; maintenance on single carriageway sections; accidents; asset condition, including the standard, age and damage to infrastructure; and a lack of technology to assist in the operation of the routes and provide information to travellers.

3.2 Scheme Location

3.2.1 The majority of the Scheme is located within the administrative boundary of TMBC (60.4 ha). The far eastern part of the Scheme (the eastern side of the River Etherow bridge) is located within the administrative boundary of HPBC (which is encompassed by DCC as the upper tier authority and local highway authority). Only a small proportion of the overall Scheme falls within HPBC/DCC's administrative area (1.9 ha).

3.2.2 The DCO boundary/red line boundary and Local Authority boundaries are presented in Figure 3-1

Figure 3-1 DCO Boundary of the Scheme



- 3.2.3 The Scheme is shown on the Works Plans [TR010034/APP/2.3] and Scheme Layout Plans [TR010034/APP/2.6]. The land required for the Scheme, subject to compulsory acquisition and temporary possession powers, is shown on the Land Plans [TR010034/APP/2.2]. Brief descriptions of each plot of land that would be required for the proposed development are provided in the Book of Reference [TR010034/APP/4.3]. The scope of the compulsory acquisition powers sought by the Applicant is set out in full in Part 5 of the draft DCO [TR010034/APP/3.1.]
- 3.2.4 The draft DCO boundary covers an area of 62.3 ha, of which 41.9 ha is to be retained permanently as part of the Scheme. The remaining 12.9 ha of land will be acquired for temporary possession and will be used for site compounds and working room to construct boundary fences.
- 3.2.5 The local authorities have been classified with regard to their relationship with the Scheme, in order to determine, which are prescribed consultees. The authorities are described in relation to the guidance in ‘The role of local authorities in the development consent process: Advice Note 2.’¹

Table 3-1 Authority Classification

| Host Authorities | Classification | Criteria for identification |
|--|----------------|--|
| Tameside Metropolitan Borough Council | B | A metropolitan district in which the development is situated. |
| High Peak Borough Council | B | A lower tier district council in which the development is situated. |
| Derbyshire County Council | C | An upper tier county council in which the development is situated. |
| Adjacent Authorities | Classification | Criteria for identification |
| Peak District National Park Authority | A | A neighbouring local authority that shares a boundary with B&C host authorities. |
| Manchester City Council | A | A metropolitan district (regarded as a unitary authority for the purposes of this exercise) which shares a boundary with a B host authority. |
| Derbyshire Dales District Council | A | A lower tier district council which shares a boundary with B&C host authorities. |
| Staffordshire Moorlands District Council | A | A lower tier district council which shares a boundary with B&C host authorities. |
| Stockport Metropolitan Borough Council | A/D | A metropolitan district (regarded as a unitary authority for the purposes of this exercise) which shares a boundary with B&C host authorities. |
| Kirklees Council | A/D | A metropolitan district (regarded as a unitary authority for the purposes of this exercise) which shares a boundary with B&C host authorities. |
| Barnsley Metropolitan Borough Council | A/D | A metropolitan district (regarded as a unitary authority for the purposes of this exercise) which shares a boundary with B&C host authorities. |

¹ Advice_note_2.pdf (planninginspectorate.gov.uk)

| Host Authorities | Classification | Criteria for identification |
|-------------------------------------|----------------|--|
| Oldham Metropolitan Borough Council | A/D | A metropolitan district (regarded as a unitary authority for the purposes of this exercise) which shares a boundary with B&C host authorities. |
| Derby City Council | D | A unitary authority which shares a boundary with a C host authority. |
| Leicestershire County Council | D | An upper tier county council, which shares a boundary with a C host authority. |
| Sheffield City Council | D | A unitary authority which shares a boundary with B&C host authorities. |
| Cheshire East Unitary Authority | D | A unitary authority which shares a boundary with B&C host authorities. |
| Staffordshire County Council | D | An upper tier county council, which shares a boundary with a C host authority. |
| Nottinghamshire County Council | D | An upper tier county council, which shares a boundary with a C host authority. |

3.3 Existing Land Uses and Character

- 3.3.1 The Scheme is located within the local authority areas of TMBC and HPBC. It lies at the eastern edge of Greater Manchester and, partially, within north west Derbyshire. The Scheme provides a bypass of the settlement of Mottram in Longdendale. The settlement of Hollingworth lies adjacent to the east of the Scheme.
- 3.3.2 The Scheme is located within a landscape transitional zone between the open moorlands of the Dark Peak and Southern Pennines, and densely populated suburban areas on the fringe of Manchester. It is an agricultural landscape (predominately equestrian) influenced by the adjacent Pennine moors, and the deeply incised steep valleys that characterise the transition from moorland to urban areas. The DCO boundary is crossed by a number of drainage ditches and the River Etherow. The far east of the Scheme is included within flood zones 2 and 3. The footprint of the Scheme includes a number of hedgerows and trees (some being subject to Tree Preservation Orders (TPOs)), which will require partial/removal.
- 3.3.3 The majority of the land upon which the Scheme will be built is in agricultural use. This comprises land to the north of the existing A57 (T) between the M67 Junction 4 roundabout, Mottram in Longdendale and land south of the A57 towards Woolley Lane/Bridge.
- 3.3.4 A number of PRowS cross the DCO boundary. Existing PRowS and the alterations proposed to the network as part of the Scheme, are shown on the Streets, Rights of Way and Access Plans [TR010034/APP/2.4].
- 3.3.5 The majority of greenspace upon which the Scheme will be built, is designated as TMBC Green Belt. However, the Tameside Unitary Development Plan includes a planning policy designation T2 Trunk Road Development, which safeguards the route of the Scheme through this area.

- 3.3.6 A number of watercourses lie within the DCO boundary, with the largest being the River Etherow, a main river, which runs beneath the existing A57 Woolley Bridge.
- 3.3.7 The land required to accommodate the Scheme does not include any areas of common land.

Nature Conservation Sites and Features

- 3.3.8 The designations and features are shown on the Nature Conservation Sites and Features Plans [TR010034/APP/2.9], in line with the APFP Regulation 5 (2)(l). The Plans identify watercourses and flood zones.
- 3.3.9 There are no statutory designated sites for nature conservation within the DCO boundary. The PDNP is located approximately two kilometres to the east of the Scheme.
- 3.3.10 There are two TPOs affected by the Scheme, which are detailed in the DCO Schedules [TR010034/APP/3.1].

Historic Environment Sites and Features

- 3.3.11 Various cultural heritage designations and features are shown on the Historic Environment Sites and Features Plans [TR010034/APP/2.10], in line with APFP regulations 5 (2)(m).
- 3.3.12 The one kilometre study area contains 51 designated heritage assets. These comprise:
- One Scheduled Monument.
 - Two Grade II* Listed Buildings.
 - 45 Grade II Listed Buildings.
 - Three Conservation Areas.
- 3.3.13 Of these designated assets, only one, Mottram in Longdendale Conservation Area (HA2) is located, partly, within the DCO boundary.
- 3.3.14 There are no World Heritage Sites, Registered Parks and Gardens or Registered Battlefields within the site or study areas.

3.4 Description of the Scheme

- 3.4.1 This section should be read in conjunction with the following ES figures (TR010034/APP/6.4) and standalone plans and reports included with the DCO application:
- DCO boundary for the Scheme [ES Figure 2.1, TR010034/APP/6.4]
 - Scheme General Arrangement [ES Figure 2.2, TR010034/APP/6.4]
 - Environmental Constraints [ES Figure 2.3, TR010034/APP/6.4]
 - Environmental Masterplan [ES Figure 2.4, TR010034/APP/6.4]
 - Location Plan [TR010034/APP/2.1]
 - Land Plans [TR010034/APP/2.2]

- Works Plans and DCO Schedule 1: Work Plan Schedule [TR010034/APP/2.3 and 3.1]
- Streets, Rights of Way and Access Plans [TR010034/APP/2.4]
- Scheme Layout Plans [TR010034/APP/2.6]
- Engineering Drawings and Sections [TR010034/APP/2.7]
- Temporary Works Plans [TR010034/APP/2.8]
- Culverts and Drainage Plans [TR010034/APP/2.12]
- Drainage Design Strategy [TR010034/APP/7.7].

3.4.2 Reference to chainage throughout this section have been made to indicate the location of some design features along the proposed route. These are measures, in metres, from the commencement of the Scheme at the M67 Junction 4 (chainage 0.000) to Woolley Bridge Junction (chainage 3167.604). Chainage values are shown on the Scheme General Arrangement [ES Figure 2.2, TR010034/APP/6.4].

3.4.3 The Scheme mainly comprises the creation of two new link roads at the western end of the Trans-Pennine route (A57(T) / A628 / A616) as follows:

- Mottram Moor Link Road – a new dual carriageway from the M67 Junction 4 roundabout to a new junction on the A57(T)² at Mottram Moor.
- A57 Link Road – a new single carriageway link from the A57(T) at Mottram Moor to a new junction on the A57 Woolley Bridge.

3.4.4 The Scheme also includes other highway works, complementary improvements and associated works, which are described in more detail in this section.

Highways works

Mottram Moor Link Road

3.4.5 Highway works will focus on a new offline dual carriageway link road (Mottram Moor Link Road) connecting the M67 Junction 4 to A57(T) Mottram Moor Junction

- The Mottram Moor Link Road would be approximately 1.12 miles (1.8km) in length, commencing from a new connection at the existing M67 Junction at the junction between the M67 Junction 4 to A57(T) Mottram Moor Junction.
- The proposed road would then run north east across existing farmland, before entering a cutting and passing under a new overbridge of the A6018 Roe Cross Road. Mottram Moor Link Road would then enter Mottram Underpass, carrying the new road beneath the existing Old Road and Old Hall Lane.

² The symbol (T) means that this section of the A57 is defined as a trunk road. Most motorways and many of the long distance rural 'A' roads are trunk roads. The responsibility for their maintenance lies with the Secretary of State and they are managed by Highways England in England

- After exiting Mottram Underpass, the Mottram Moor Link Road would turn southwards as it continues in cutting towards a new traffic signal controlled junction, Mottram Moor Junction, at the intersection with the existing Mottram Moor.

3.4.6 This Mottram Moor Link Road would require the following elements:

- Additional works across the network to ensure that the Scheme operates efficiently under the forecast traffic flows. This includes works to increase capacity at the M67 Junction 4, including provision traffic signal control and a new link through the roundabout to provide a connection from Mottram Moor Link Road onto the westbound carriageway of the M67. Works will also be undertaken to improve facilities for pedestrians and cyclists at the Junction, including new pedestrian and cyclist links and traffic signal-controlled crossing facilities, which connect into the existing Public Rights of Way (PRoW).
- The creation of Mottram Moor Junction (chainage 1800), which is a new signalised junction with a separate pedestrian crossing for Walkers, Cyclists and Horse riders (WCH).
- The construction of the following structures:
 - Old Mill Farm Underpass (chainage 515): A new underpass to maintain farm access and provide a safe route for walkers, cyclists and horse riders.
 - Roe Cross Road overbridge (chainage 889): A new bridge to carry Roe Cross Road over Mottram Moor Link Road.
 - Mottram Underpass (chainage 932-1062): A new underpass carrying the link road beneath, Old Road, Old Hall Lane and the community of Mottram in Longdendale.

A57 Link Road

3.4.7 The route then continues to the south of Mottram Moor Junction with a new offline single carriageway link road, named the A57 Link Road, connecting the A57(T) Mottram Moor to the A57 Woolley Bridge.

- The A57 Link Road would be approximately 0.81 miles (1.3km) in length, which would continue in a false cutting from Mottram Moor Junction across existing farmland, heading toward the River Etherow.
- A new bridge, River Etherow Bridge, would then carry the A57 Link Road over the River Etherow and the route would then terminate at a new traffic signal controlled 'T' junction on the A57 Woolley Bridge, known as Woolley Bridge Junction.

3.4.8 The A57 Link Road section would require the following highway works:

- The creation of the following structures:
 - Carrhouse Farm Underpass (chainage 2240): A new underpass to maintain farm access and provide a safe route for walkers and cyclists.
 - River Etherow Bridge (chainage 2983-3029): A new single span bridge, to carry the A57 Link Road across the River Etherow.

- The creation of Woolley Bridge Junction (chainage 3167), which would tie the Scheme into the A57. It has been designed to accommodate a future housing development and provide crossing facilities for WCHs, which would tie into the Trans-Pennine Trail.

Improvement works

3.4.9 The following improvement works would be required for the operation of the Scheme

- Improvement works on the existing A57 Mottram Moor, between the Mottram Moor Junction and the Gun Inn public house these works will include new cycling facilities and improved pedestrian crossings at the Gun Inn Junction.
- The existing A57 Hyde Road would be de-trunked with sections of this road connected at Mottram Moor Junction, through the use of a junction, to retain access to the existing properties in this area. The detrunking works would be developed to discourage its use, such as traffic calming measures and a reduction in the speed limit. The detrunked section would be handed to TMBC as the local Highway Authority and discussions are ongoing with regard to the highway design of the detrunked route.

Earthworks

3.4.10 The earthworks would be designed to deliver a cut/fill balance on the Scheme. Cut material from the Mottram Underpass and the cutting east of the underpass, would be used to fill the embankments and landscape areas east of the River Etherow and west of the Mottram Underpass. Any material which is deemed to be unsuitable for use in structural fill would be treated on site and used in the landscape false cuttings, as part of the Landscape and ecology design strategy, as shown on the Environmental Masterplan (Figure 2.4, TR010034/APP/6.4).

3.4.11 To achieve the required profile, there are various locations where the route goes into cutting or is on embankment. Tables 3-2 and 3-3 below highlight the locations of the cutting and embankment slopes.

Table 3-2 Eastbound cutting and embankment slopes

| Eastbound cutting/embankment | Chainage (location of chainage shown on Figure 2.2 General arrangement drawings) | Maximum slope height (from Existing Ground Level (EGL)) |
|---|--|---|
| SECTION 1 (Chainage 0-715) | | |
| False Cutting ^[1] (1:2 inner face, 1:3 outer face) | 0-120 | 2.0 m |
| At Grade | 120-200 | N/A |
| Cutting | 200-290 | -0.7 m |
| Embankment | 290-550 | 1.95 m |

^[1] False cuttings use earthwork embankments as a means of screening the road from receptors (human and animal) in the surrounding landscape

| Eastbound cutting/embankment | Chainage (location of chainage shown on Figure 2.2 General arrangement drawings) | Maximum slope height (from Existing Ground Level (EGL)) |
|--|--|---|
| False Cutting (1:2 inner face, 1:3 outer face) | 550-720 | 4.5 m inner face height, 7.3m outer face height |
| SECTION 2 (Chainage 715-1690) | | |
| Embankment | 720-760 | 3.7 m |
| Cutting | 760-870 | -5.9 m |
| Cutting | 1100-1480 | -15.5 m |
| Embankment | 1480-1720 | 13.17 m |
| SECTION 3 (Chainage 1690-3070) | | |
| Embankment | 1810-1880 | 3.8 m |
| False Cutting (1:2 inner face, 1:3 outer face) | 1880-2230 | 2.00 m inner face height, 7.2 m outer face height |
| Cutting | 2230-2420 | 1.4 m |
| Embankment | 2420-2980 | 3.6 m |
| Embankment | 3030-3110 | 2.6 m |

Table 3-3 Westbound cutting and embankment slopes

| Westbound cutting/embankment | Chainage (location of chainage shown on Figure 2.2 General arrangement drawings) | Maximum Slope Height from Existing Ground Level (EGL) |
|--|--|---|
| SECTION 1 (Chainage 0-715) | | |
| Embankment | 0-60 | 4.7 m |
| Embankment | 60-550 | 4.3 m |
| False Cutting (1:2 inner face, 1:3 outer face) | 550-660 | 3.50 m inner face height, 9.53 m outer face height |
| SECTION 2 (Chainage 715-1690) | | |
| False Cutting (1:2 inner face, 1:3 outer face) | 660-720 | 3.50 m inner face height, 9.5 m outer face height |
| Cutting | 720-800 | -2.4 m |
| Retaining wall | 800-872 | -6.0 m |
| Cutting | 1100-1450 | -9.6 m |
| Cutting | 1450-1550 | -4.00 m |
| Embankment | 1550-1690 | 7.5 m |

| Westbound cutting/embankment | Chainage (location of chainage shown on Figure 2.2 General arrangement drawings) | Maximum Slope Height from Existing Ground Level (EGL) |
|--|--|---|
| SECTION 3 (Chainage 1690-3070) | | |
| False Cutting (1:2 inner face, 1:3 outer face) | 1800-2060 | 4.00 m inner face height, 6.2 m outer face height |
| Embankment | 2060-2400 | 4.0 m |
| False Cutting (1:2 inner face, 1:3 outer face) | 2400 - 2430 | 2.50 m inner face height, 6.8 m outer face height |
| False Cutting (1:2 inner face, 1:3 outer face) | 2430-2700 | 1.00 m inner face height, 8.90 m max. outer face height |
| Embankment | 2700-2920 | 4.25 m |
| Embankment | 2985-3110 | 4.82 m |

Drainage works

- 3.4.12 This section should be read in conjunction with the Culverts and Drainage plans [TR010034/APP/2.12] and the Drainage Design Strategy Report [TR010034/APP/7.7].
- 3.4.13 The current drainage design has been developed to support the DCO application and does not detail the specific design details proposed for culverts and other structures, and any dimensions associated with structures and realignments are considered to be approximate. A conservative assumption has therefore been made to assess all culverts as pipe culverts at this stage of assessment.
- 3.4.14 The preliminary drainage design has been developed in accordance with the CG 501 Design of Highway Drainage Systems standard³. The requirements of the National Policy Statement for National Networks (NPS NN)⁴ and the National Planning Policy Framework (NPPF)⁵ have also been considered in the design process, alongside advice from the technical specialists responsible for the water related environmental assessments, reported within the Road drainage and water environment chapter (Chapter 13) [TR010034/APP/6.3]. This includes the use of Sustainable Drainage Systems (SUDS) measures throughout the design along with natural storage and treatment prior to outfall.
- 3.4.15 The drainage works supporting the new highway proposals involves the creation of three new attenuation ponds (chainages 200, 1900 and 2900) which would be designed as retention ponds containing aquatic planting and associated drainage facilities. The ponds would be accessed for any maintenance activities from specific access tracks included in the Scheme proposals. The outfall rates from these ponds would be restricted to existing greenfield rates, which has been developed in discussion with the Lead Local Flooding Authority (LLFA), who have confirmed acceptance of the preliminary proposals, including the storm

³ <https://www.standardsforhighways.co.uk/dmrb/search/ada3a978-b687-4115-9fcf-3648623aaff2>

⁴ <https://www.gov.uk/government/publications/national-policy-statement-for-national-networks>

⁵ <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

return periods and climate change factors used to assess the attenuation (see the Drainage Design Strategy Report [TR010034/APP/7.7] for details on these proposals). The locations of the three attenuation ponds are also illustrated on the Environmental Masterplan Figure 2.4 [TR010034/APP/6.4] and Work Plans [TR010034/APP/2.3].

3.4.16 As well as the attenuation and water treatment provided by these ponds, the highway drainage design also includes the following provisions, which are detailed further in the Drainage Design Strategy Report [TR010034/APP/7.7]:

- Attenuation using oversized pipes.
- Treatment via grassed swales.
- Narrow filter drains.
- Trapped gully pots.
- Surface water channels.
- Combined kerb drainage units.
- Catchpits.
- Flow control units prior to outfall.

3.4.17 The preliminary design includes fourteen culverts and pipes carrying watercourses and ditches under proposed highways, access tracks and other features, as detailed in Table 3-4.

Table 3-4 Preliminary drainage design proposed culverts and pipes

| Culvert / Pipe reference (as shown on the Works Plans and DCO Schedule 1: Work Plan Schedule [TR010034/APP/2.3 and 3.1]) | Chainage |
|--|----------|
| Culvert 1 | 0043 |
| Culvert 2 | 0106 |
| Culvert 3 | 1821 |
| Culvert 4 | 0741 |
| Culvert 5 | 1651 |
| Culvert 6 | 1980 |
| Pipe 8 | 0132 |
| Pipe 5 | 0160 |
| Pipe 1 | 0490 |
| Pipe 9 | 0683 |
| Pipe 2 | 0725 |

| Culvert / Pipe reference (as shown on the Works Plans and DCO Schedule 1: Work Plan Schedule [TR010034/APP/2.3 and 3.1]) | Chainage |
|--|----------|
| Pipe 7 | 2238 |
| Pipe 4 | 2981 |
| Pipe 6 | 2722 |

Watercourse realignments

3.4.18 There are three Water Framework Directive (WFD) surface water bodies and one groundwater WFD water body identified within the DCO boundary. Two ordinary watercourses which lie within these waterbodies would need to be realigned for the Scheme, as listed below. The locations of these watercourses are shown on Figure 13.1 [TR010034/APP/6.4].

- Hurstclough Brook would be realigned as the current alignment is cut off by the Mottram Moor Link Road. There is a culvert below the link road and then an open channel diversion which would be approximately 220 metres long to the south of the Scheme to tie into the existing watercourse.
- Tara Brook would be diverted to the south of the new junction at Mottram Moor through both open channel and culverts. The existing watercourse is severed by the new junction and link road proposals. The open channel diversion would be approximately 325 metres in length.

3.4.19 New channels and watercourses realignments would be designed to be ecologically sensitive and to promote natural hydromorphological regime. Any structures associated with watercourse realignments would also be designed to maximise connectivity with the open channel. For further information on the best practice guidance incorporated into the Scheme design to mitigate the potential impact upon a watercourse and/ or its riparian zone, or a ground water body refer to the Water Framework Directive compliance assessment report [TR010034/APP/5.4].

Lighting

3.4.20 The requirement for lighting on the Scheme has been developed in consultation with the relevant local authorities. The lighting design would seek to minimise intrusive light pollution which can lead to sky glow, glare to road users, local residents and other observers as well as light trespass. The design of the lighting would also consider potential landscape and ecological effects. The recommendations from the Bat Conservation Trust and the Institution of Lighting Professionals, titled Guidance Note 8 Bats and Artificial Lighting⁶ have been followed when designing the lighting proposals. The strategy also promotes the Highways England Sustainable Development Plan⁷ by reducing carbon emissions by using more energy efficient lighting, in the form of Light Emitting Diodes (LED).

⁶ <https://theilp.org.uk/publication/guidance-note-8-bats-and-artificial-lighting/>

⁷ <https://www.gov.uk/government/publications/highways-england-environment-strategy>

M67 Junction 4

- 3.4.21 The proposed lighting at M67 Junction 4 would use LED luminaires on 12 metre mounting height lighting columns which would be installed on the circulatory of the junction. Due to alignment changes and the introduction of the section of carriageway through the centre of the roundabout, proposed lighting would be included for the full circulatory carriageway. The M67 eastbound approach to the junction would be lit for 156 metres in advance of the roundabout conflict point, in accordance with PLG02 'The Application of Conflict Areas⁸ on the Highway' (2013). The M67 westbound exit slip road would be lit to standard for a distance of approximately 60 metres until the carriageway straightens. This is permitted within PLG02 because the M67 is currently unlit and this would help minimise the impact of light spill resulting in dark corridors benefiting bats and barn owls, which are present in this area and on the properties, and dense foliage to the south. Lighting columns would also be introduced in the centre of the roundabout at the through carriageway section and along the cycleway footways. The upgrade of the lighting at the junction to Light Emitting Diodes (LED) would bring benefits of reduced energy costs, reduction of planned maintenance due to lamp changes and reduce light spill into adjacent area.

Mottram Moor Link Road - M67 Junction 4 to Mottram Underpass

- 3.4.22 Along this link the approach to the western end of Mottram Underpass is lit and the approach to the M67 Junction 4 roundabout is lit however, the length of this link has good visibility and passes through rural land with ecological interests, so consequently the full length of this link would not be lit. Furthermore, the unlit gap of the link road is greater than four times Stopping Sight Distance (SSD)⁹, meaning it is not required for lighting to be over the full length of the link, resulting in dark corridors benefiting bats and barn owls which are present in this area.

Mottram Underpass

- 3.4.23 The length of Mottram Underpass means that full daytime and night-time lighting must be provided, in accordance with the requirements of BS 5489-2: 2016¹⁰. The carriageway on the west and east approaches would also be lit, to a minimum distance of 120 metres from both entrance points of Mottram Underpass. No lighting is proposed on the vegetated area on the top of Mottram Underpass which, in combination with the scrub planting, would provide a dark corridor encouraging bats to cross this area east and west.

Mottram Moor Link Road - Mottram Underpass to Mottram Moor Junction

- 3.4.24 Lighting using LED luminaires on 10 to 12 metre columns is required over the full length of this link road between Mottram Underpass and Mottram Moor Junction. This is due to the lighting provision to the east of the Mottram Underpass approach, along with the lit approach to Mottram Moor Junction, being less than four times SSD.

⁸ Conflict areas are typically junctions, intersections, roundabouts and pedestrian crossings, where significant streams of motorised traffic intersect with each other, or, with other road users such as pedestrians and cyclists

⁹ Stopping sight distance (SSD) is the distance drivers need to be able to see ahead they can stop within from a given speed

¹⁰ BS5489-2:2016 Code of practice for the design of road lighting. Lighting of tunnels

3.4.25 The lighting design has considered the Scheme specific bat mitigation located within the Showground area, to the north of the new road alignment. As the highway is located within a cutting, any light spill from the proposed lighting columns within this area would be reduced. Screen planting in the form of trees and hedgerows would further provide a natural screen to provide dark corridors for bats.

Mottram Moor Junction

3.4.26 New lighting would be installed at the Mottram Moor Junction and approaches to the east and west roads for a distance of 67 metres, using LED luminaires on 10-12 metre columns. The new lighting would tie-in with existing lighting on Mottram Moor. Approaches to the north and south of Mottram Moor Junction have proposed lighting to the Woolley Bridge Junction and Mottram Underpass, respectively.

New A57(T) to A57 Link

3.4.27 The distance between the Mottram Moor Junction and Woolley Bridge Junction is more than one kilometre and therefore the lighting on this section is not predefined by the requirement to provide lighting between two lit sections of carriageway, separated by more than four times SSD. However, during consultation, TMBC have expressed their desire to light this section, as it links two lit junctions and has WCH facilities.

Woolley Lane Junction

3.4.28 New lighting would be installed on Woolley Lane Junction, using LED luminaires on 12 metre columns and tie into the existing roads joining the junction. Lighting would extend on the western approach of the new link road from the A57(T) to the existing road.

3.4.29 River Etherow Bridge would be unlit to reduce light spill upon the river which is used as a commuting and foraging corridor by bats and otters. In addition, a warm white spectrum (2700 Kelvins) would be used to reduce blue light component to reduce impacts upon bats either side of River Etherow Bridge.

Utilities

3.4.30 Construction of the Scheme would require the diversion, relocation or protection of a number of existing utility assets, including drinking water, wastewater, gas, electricity and telecommunications. Consultation with the following utility companies has been undertaken, to establish which apparatus would require diverting:

- Cadent Gas
- United Utilities (clean water and wastewater)
- British Telecom (BT) Openreach
- Electricity North Western Limited

- 3.4.31 Consultation undertaken to date have established the services that would need to be diverted and diversions are in the process of being designed, in consultation with the appropriate utility companies and protective provisions are in the process of being agreed. The detailed method statements and approaches to the diversions would be agreed during the Detailed Design and Construction Preparation stages of the Scheme.
- 3.4.32 The DCO boundary has accounted for each diversion which has been determined based on discussions with individual statutory undertakers and allow for temporary works to construct the proposed diversion whilst maintaining the existing services.
- 3.4.33 In addition to these diversions, the following utility companies have been identified as having apparatus that does not require diverting, but does require further investigation to ensure the Scheme would not disrupt these utilities:
- National Grid Electricity Transmission (NGET)
 - Cornerstone/ Vodafone
 - United Utilities Plc (Aqueduct)
- 3.4.34 The United Utilities Longdendale Aqueduct is a major service, which the route crosses which cannot be diverted due to its depth and gravity alignment. Consultation is being undertaken with United Utilities to establish how their assets can be protected, and this will continue to be developed further at the detailed design stage.

Accommodation works

- 3.4.35 A temporary compound (comprising welfare facilities), located on agricultural land to the east of the M67 Junction 4, north of A57 Hyde Road (chainages 200-800) and associated haul roads, would also be required to facilitate the construction of the Scheme. The Compound would be returned to the previous land use after decommissioning, and restored to a condition equivalent to its original, in agreement with landowners.
- 3.4.36 For further details on how the Scheme would be constructed, including locations of haul roads are provided on the Temporary Works Plans [TR010034/APP/2.8].

Demolition of existing properties

- 3.4.37 A number of buildings area expected to be demolished to support the construction of the Scheme, many of which have already been purchased by the Applicant. These are:
- Six residential properties and sheds on Four Lanes.
 - Four units on Roe Cross Industrial Estate.
 - Seven residential properties on Old Road.
 - Six residential properties and associated garages on Tollemache Close.
 - Eight residential properties on Old Hall Lane.
 - A stable on Mottram Moor.

- 3.4.38 Where relevant, the right to compensation, plus methods and procedures for assessing appropriate levels of such, would be identified in relation to the National Compensation Code.
- 3.4.39 Maintenance of diverted power lines and other statutory utilities would remain the responsibility of relevant statutory undertakers.

Land take

- 3.4.40 The Scheme's temporary and permanent land take requirements have been identified through the preliminary design, consultation and through engagement with landowners that would be affected by its progression. These are defined by the Order Limits within the DCO application and are illustrated on the Land Plans [TR010034/APP/2.2]. For the Scheme approximately 41.9 ha would be required permanently, and 12.9 ha would be subject to temporary possession with use of land and 7.4 ha will be permanent acquisition of rights over land.
- 3.4.41 Although the Applicant is endeavouring to acquire land by agreement, the necessary rights to gain the land required to deliver the Scheme are being sought by the Applicant through the DCO application and accompanying compulsory purchase process, to ensure that the Scheme can be delivered effectively.

Walkers, Cyclists and Horse riders (WCH)

- 3.4.42 In undertaking the design of the WCH provision, the requirements of the Equality Act 2010 have been considered where required, in order to take appropriate account of the needs of disabled users.
- 3.4.43 PRoWs affected by the Scheme have been realigned as close to their original alignment as practical, to avoid extending existing routes wherever possible. Where the Scheme would affect existing PRoW, replacement network provision would be made to ensure routes remain, by providing suitable crossing points or diversions. The Scheme will also lighten the traffic density travelling through the centre of Mottram and will reconnect local communities and make it safer for pedestrians when crossing the road. Impacts to existing PRoW are identified and assessed in the Population and human health (Chapter 12) of the ES [TR010034/APP/6.3] and Case for the Scheme [TR010034/APP/7.1].
- 3.4.44 Streets or roads or any diversions, extinguishments or creation of rights of way or public rights of navigation and new or altered means of access, are presented on the Streets, Rights of Way and Access Plans [TR010034/APP/2.4].
- 3.4.45 All junctions would be designed to take account of WCH where they interface with the Scheme. Current provisions include:
- Replacement connections for the existing footpaths and bridleways severed by the Scheme.
 - Improved pedestrian and cyclist crossing facilities at the M67 Junction 4, and all new junctions created by the Scheme to improve accessibility and safety of users.
 - PRoW LON 52-20, which is to be temporarily severed, would be re-instated and upgraded from a footpath to a bridleway, thereby increasing the availability of suitable equestrian facilities away from road traffic.

- A combined footway and cycleway along the new A57 Link Road between Mottram Moor and Woolley Bridge, creating a route to link Mottram to the Trans-Pennine Trail (National Cycle Network route 62).
- A new bridleway from Mottram Moor Junction to Old Hall Lane extending the connection to the Trans-Pennine Trail to the north of Mottram. These bridleways would help to link the Trans Pennine and Pennine Bridleway National Routes, without road riding.
- Pedestrian and cyclist crossing facilities at the proposed Woolley Bridge Junction.
- Old Mill Farm Underpass and Carrhouse Lane Underpass would retain farm access for Old Mill Farm and Carr House Farm respectively and safe PRow routes.
- The area above Mottram Underpass would be treated as green, public open space with planting and PRow links east-west between Old Hall Lane and Roe Cross Road.

3.4.46 All WCH provision on the existing A57(T) and A57 would be maintained, with possible improvements that would be agreed with the relevant local highway authorities. Any cycle lanes delivered by the Scheme would be designed for future cycle lane connectivity, along the detrunked corridor.

3.4.47 WCH would be encouraged to use the new dedicated facilities provided by the Scheme together with those provided along the existing A57 corridor through the provision of safe crossing points and appropriate signage designed to ensure the safety of WCH.

3.4.48 For safety reasons, WCH would be prohibited from using the section of the Mottram Moor Link Road between the Old Mill Underpass and Mottram Moor Junction, due to the Mottram Underpass.

3.5 Construction and Maintenance Responsibilities

3.5.1 Although the Applicant will undertake the construction of the Scheme, once built elements of the Scheme including various roads, PRow and accesses will be handed over to other bodies for ongoing maintenance. The finer details of this process are still being discussed, with details of these discussions provided in the Statements of Common Ground [TR010034/APP/8.2-3].

3.5.2 It is proposed that the structures are maintained as follows:

- Old Mill Underpass is to be maintained in its entirety by the Applicant.
- Carrhouse Lane Underpass and River Etherow Bridge are to be maintained in their entirety by TMBC.
- Only the Structure of Roe Cross Road overbridge is to be maintained by the Applicant, with the surface maintained by TMBC.
- Only the Structure of Mottram Underpass is to be maintained in its entirety by the Applicant, with surface and surrounding landscaping maintained by TMBC.

3.6 Scheme Objectives

3.6.1 Table 3-5 below sets-out the Scheme objectives, with a brief commentary provided on the extent to which these are met by the Scheme proposals.

Table 3-5 Compliance with Scheme objectives

| Scheme Objectives | Scheme Compliance |
|--|--|
| <p>Connectivity - By reducing congestion and improving the reliability of people's journeys through Mottram in Longdendale, Hollingworth and Tintwistle and also between the Manchester and Sheffield city regions</p> | <p>The Transport Assessment Report (TAR) [TR010034/APP/7.4] demonstrates the various time saving benefits and their spatial distribution. Congestion through Mottram in Longdendale, Hattersley and Woolley Lane will be relieved, improving journey times for trips on the SRN between Manchester and Sheffield, as well as for trips using the local road network in this area.</p> <p>This impact benefits traffic not only between Manchester and Sheffield but also helps trips to and from Glossop which travel through Woolley Bridge or Mottram, by providing additional network capacity.</p> <p>Congestion on the detrunked section of the A57 is also relieved, improving connectivity for local traffic.</p> |
| <p>Environmental - By improving air quality and reducing noise levels in certain areas, through reduced congestion and removal of traffic from residential areas. The Scheme is also being designed to avoid unacceptable impacts on the natural environment and landscape in the PDNP</p> | <p>The outcomes of the air quality assessment (undertaken using dispersion modelling to assess changes in concentrations at receptors during the operational phase) indicate there would be significant improvement in terms of annual mean NO₂ concentrations at sensitive human health receptors within the air quality study area.</p> <p>Once operational the Scheme will displace large volumes of traffic from a route immediately in front of properties through Mottram in Longdendale and Woolley Lane, such that despite improvements in flow the noise impacts will be positive. The Scheme also demonstrates a positive impact upon the Noise Important Area (NIA) at Mottram in Longdendale, located within the DCO boundary. However, there is forecast to be an adverse daytime noise impact during the construction phase, but with no night-time disturbance.</p> <p>The Scheme is located over two kilometres outside the PDNP. Where possible, traffic flows, resulting from the Scheme, have been designed to reduce impacts on the PDNP. Significant indirect impacts were considered as part of the EIA, with the ES reporting no significant impacts on the PDNP. Further details are provided in the ES [TR010034/APP/6.2-6.5].</p> |
| <p>Societal - By re-connecting local communities along the Trans-Pennine route</p> | <p>Reduced journey times and improved reliability will increase the accessibility of the Scheme and associated routes. The user benefits, including improvements in travel affordability related to the Scheme, which will be distributed, supporting all income groups.</p> <p>The detrunking of a section of the existing A57 will help to decrease the severance of the communities close to this road as the speed limit is decreased as the volume of traffic decreases leading to improvements in traffic flow.</p> <p>All new and improved junctions will be provided with upgraded WCH facilities (Gun Inn Junction, Mottram Moor, Wooley Bridge and M67 Junction 4) making crossing easier and improving safety.</p> |

| Scheme Objectives | Scheme Compliance |
|--|---|
| | <p>However, collision rates are expected to be adversely impacted across the wider area as a result of increased traffic drawn in by the Scheme, with motorcyclists and young males identified as most at risk.</p> |
| <p>Capacity - By reducing delays and queues that occur during busy periods and improving the performance of junctions on the route</p> | <p>Transport modelling forecasts compare delays across the area with a Do Minimum option and with the Scheme in place. It indicates that delays in excess of five minutes would be present along the A57(T) in both directions in the Do Minimum scenario by the scheme design year of 2040 during the busy evening peak period. The associated congestion would also lead to delays of several minutes per trip crossing the existing A57(T). However, with the Scheme in place delays through the same section of network or using the new links are all forecast to be less than one minute during the same time period and forecast year.</p> <p>At the M67 Junction 4 signalisation will be improved with positive impacts on safety and the smoothness of traffic flow. The cut-through of the existing roundabout will provide direct access between the M67 and the new Mottram bypass.</p> <p>A reliability assessment has been performed which shows that, particularly for local movements in the vicinity of the Scheme, journey times will become more consistent on a day-to-day basis.</p> |

3.6.2 Overall, the Scheme performs well when assessed against the Scheme objectives.

4. Transport Case for the Scheme

4.1.1 This chapter provide details of the performance of the current transport network, including vehicular traffic and Walker, Cyclist and Horse Rider (WCH) assets and use. It also details the future performance of the road network with the Scheme in operation. A Transport Assessment Report is provided with the DCO application [TR010034/APP/7.4].

4.2 Current Network Performance

Baseline Traffic Flows

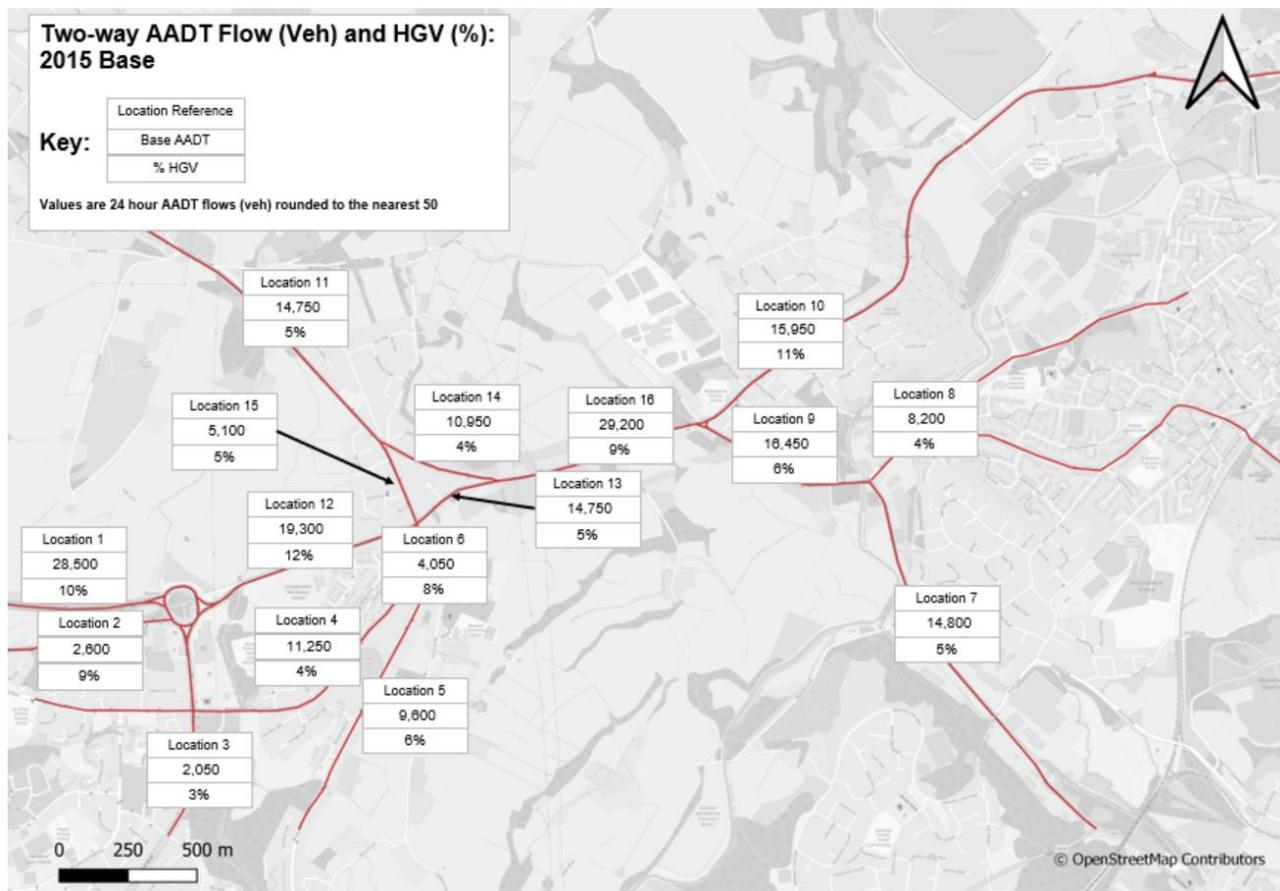
4.2.1 Automatic Traffic Counts (ATC) surveys undertaken in 2015 (Stage 1) show the typical two-way Annual Average Daily Traffic (AADT) flows (vehicles) and percentage of Heavy Goods Vehicles (HGVs) moving through the study area, as shown in Table 4.1 and Figure 4.1 below:

Table 4-1: Two-way AADT Flow (in Vehicles) and HGV% (2015 Base)

| Number | Location | AADT | %HGV |
|--------|--|--------|------|
| 1 | M67 J3-J4 | 28,500 | 10% |
| 2 | A57 Mottram Road | 2,600 | 9% |
| 3 | A560 Stockport Road | 2,050 | 3% |
| 4 | Ashworth Lane | 11,250 | 4% |
| 5 | B6174 Broadbottom Road | 9600 | 6% |
| 6 | B6174, Market St | 4,050 | 7% |
| 7 | A57 Brookfield | 14,800 | 5% |
| 8 | Woolley Bridge Road | 8,200 | 4% |
| 9 | A57 Woolley Lane | 16,450 | 6% |
| 10 | A628 Market Street | 15,950 | 11% |
| 11 | A6018 Roe Cross Road | 14,750 | 5% |
| 12 | A57 Hyde Road | 19,300 | 12% |
| 13 | A57 Mottram Moor (between Stalybridge/Back Moor) | 18,300 | 12% |
| 14 | A6018 Back Moor | 10,950 | 4% |
| 15 | B6174 Stalybridge Road | 5,100 | 5% |
| 16 | A57 Mottram Moor (Carrhouse Lane and Woolley Lane) | 29,200 | 9% |

Note: figures have been rounded to the nearest 50 vehicles.

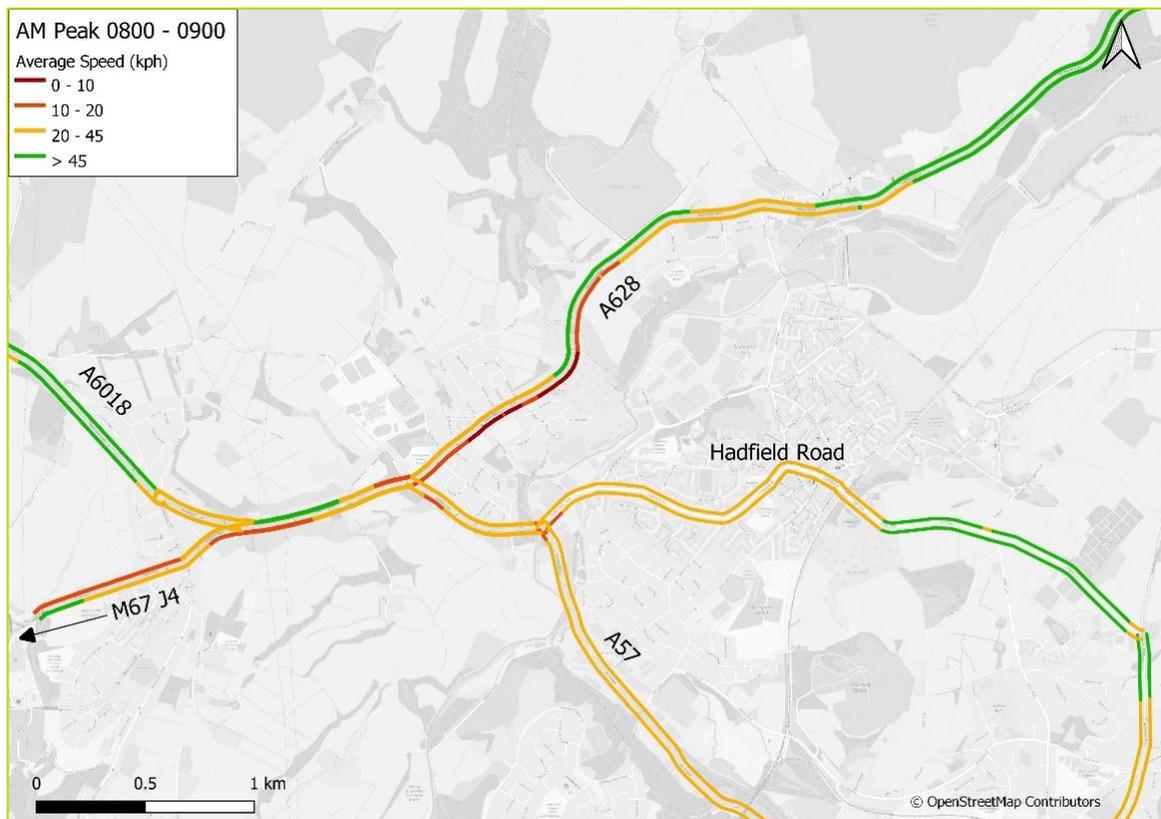
Figure 4.1: Two-way AADT Flow (in Vehicles) and HGV% (2015 Base)



Journey Time and Average Speed Data

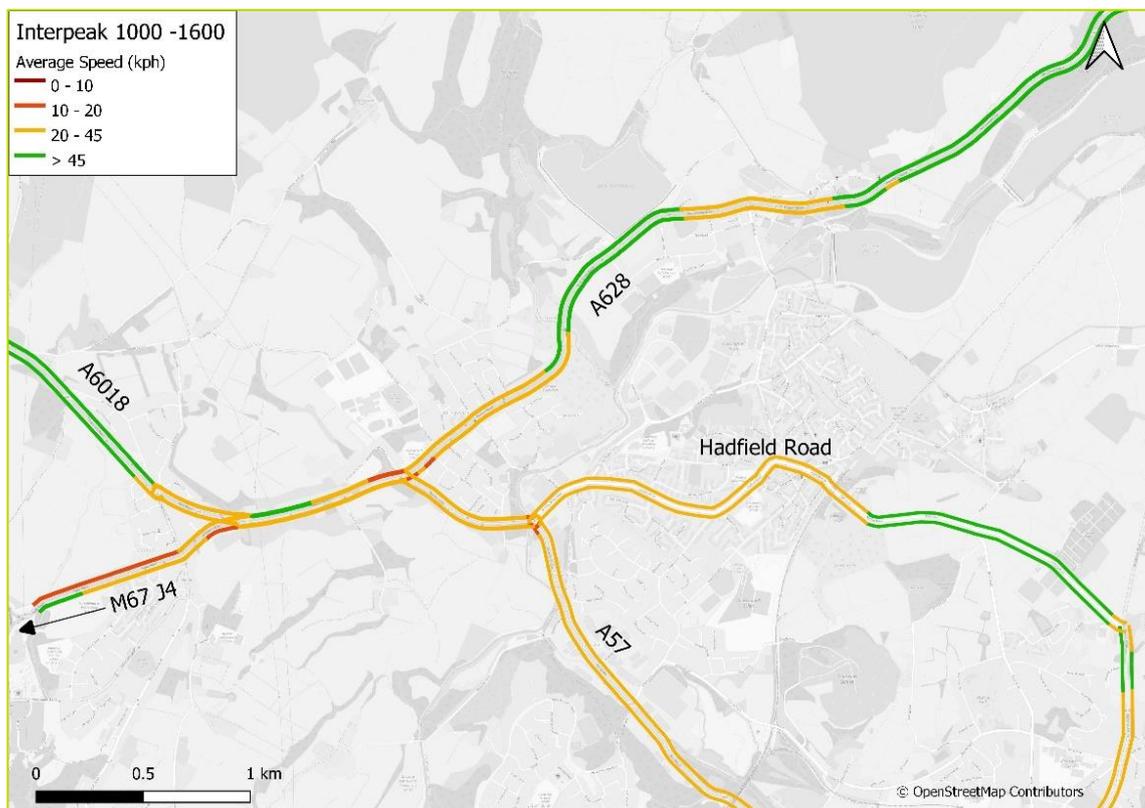
- 4.2.2 As part of the 2020/1 model review process, independent TomTom journey time and average speed data was collected, which forms the source for the analysis summarised below.

Figure 4.2: AM Peak (0800-0900) Average Traffic Speeds (kph)



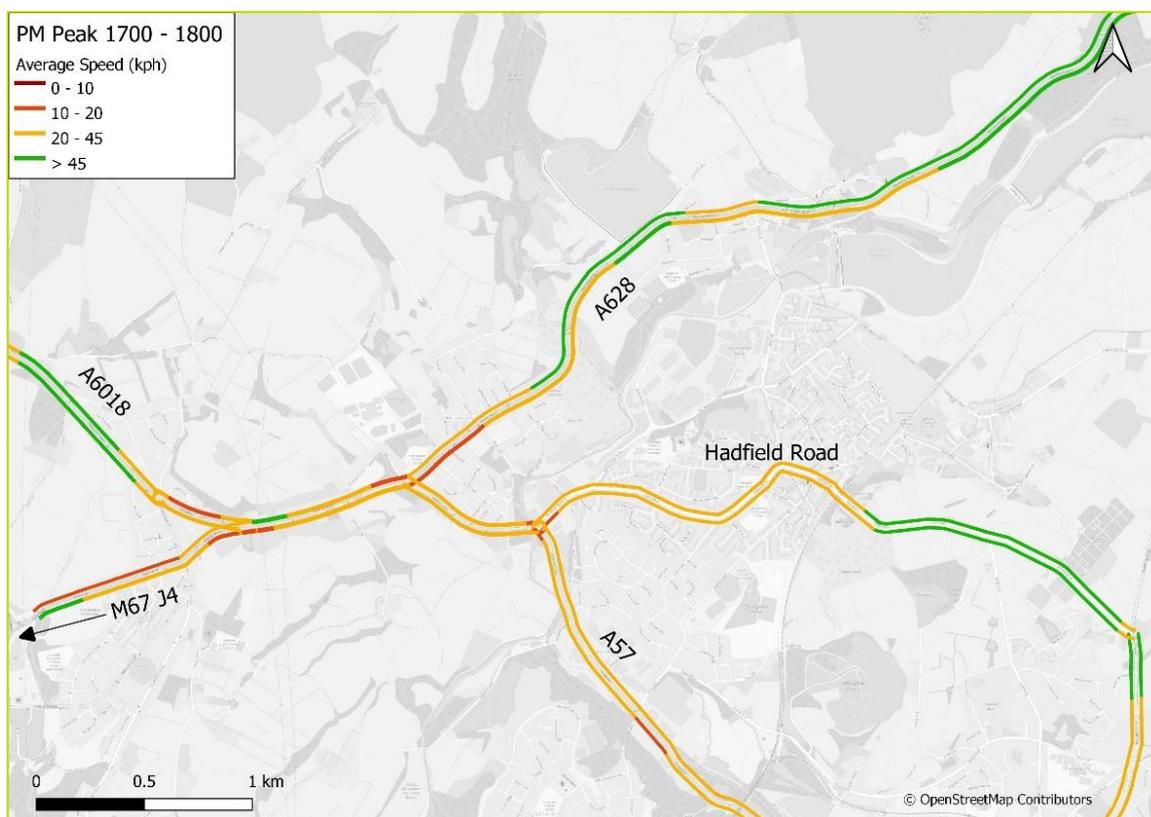
- 4.2.3 Figure 4-2 shows slow moving tailbacks form on the A628 westbound through Hollingworth in the AM peak and there is further congestion on the A57 Mottram Moor around the junction with the A6018 Back Moor. There is also a large amount of congestion heading eastbound on the A57 Hyde Road between the M67 Junction 4 and the junction with the B6174 Market Street/Stalybridge Road.

Figure 4.3: Interpeak (1000-1600) Average Traffic Speeds (kph)



4.2.5 Figure 4-3 shows the average speed of traffic during the interpeak period. From this, it is clear that there are existing congestion issues heading east on the A57 Hyde Road, just off M67 Junction 4. The speed of traffic between the roundabout and the B6174 junction is on average below 10kph (6 miles per hour (mph) throughout the interpeak period.

Figure 4.4: PM Peak Average Traffic Speeds (1700-1800) (kph)



- 4.2.6 Figure 4-4 shows the average speed of traffic throughout the PM peak period (1700 – 1800). The lowest average speeds are recorded around the junctions and roundabouts along the routes, most notably at the A6018 junction with the A57, where there is evidence of tailbacks. The data suggests that, whilst the congestion is not as heavy during the PM peak, there is still a considerable amount of queuing traffic on the key junction approaches in both eastbound and westbound directions.
- 4.2.7 Figures 4-2 to 4-4 demonstrate that the A57 Mottram Moor experiences slow-moving traffic and therefore congestion in the AM peak, Interpeak and PM peak time periods on a typical weekday.

4.3 Baseline Data and Development of Model

4.3.1 The aim of this section is to summarise the existing traffic data used in the development of the A57/A628 TPU 2020/21 transport model and provide a description of the model itself.

Existing Traffic Survey Data

4.3.2 Traffic surveys were undertaken during 2015 to 2016. The counts comprised of Automatic Traffic Counts (ATCs), Classified Turning Counts (CTCs) and Roadside Interviews (RSIs) undertaken in 2015 and 2016. Additionally, ATC data used in the development of the Trans-Pennine South Regional Transport Model (TPS RTM) was also collected.

4.3.3 The datasets used for calibration and validation during previous assessments in 2015/16 have been considered suitable for the current assessment 2020/21. The TPS RTM, which was calibrated and validated during 2020/21, has been used as a starting point for the development of the current Trans Pennine Upgrade (TPU) strategic model.

4.3.4 An extensive data collection exercise was not deemed necessary as part of the current transport modelling (2020/21). However, a series of ad-hoc traffic surveys were commissioned to assist with the following aspects of model development:

- To verify vehicle volumes on the A57 for air quality assessment purposes.
- To increase the level of network coverage and improve model validity in the immediate study area.
- To inform the development of the operational model (using VISSIM software).

Additional Data Requirements and Survey Approach

4.3.5 Model development involves an extensive data collection and processing exercise. To develop and enhance the 2015/16 models, further data collection was gathered in 2020/21.

4.3.6 The following outlines the requirement for additional data collected during Stage 3:

- Operational Assessment – additional data was required to expand the extent of the Stage 1 VISSIM model to include Mottram Road (A57) and Stockport Road (A560) to the south-west, the A6018 to the north and the A57 towards Glossop to the south-east. ATC, CTC, queue and signal data were collected in Mottram and for the wider area to support the expansion of the modelled network.
- Environmental Assessment – additional data was required to verify vehicle volumes on the A57 for environmental assessment purposes. ATC and manual surveys were collected on the A57 between the Woolley Bridge Junction and Shaw Lane to provide more detailed vehicle type classification.
- Glossop Turning Counts – seven classified turning counts at various junctions on the A57 were commissioned by Arcadis. Five further counts in Glossop were commissioned by Atkins to facilitate the improvement of the network detail of the immediate local area.

- TomTom journey time data – independent observed journey time data was required to provide data for the validation of the extended network.

Model Development

- 4.3.7 The TPU model is developed from the TPS RTM, which includes a SATURN (v11.3.12) Highway Assignment Model (HAM) combined with a DIADEM Variable Demand Model (VDM) (DIADEM v6.3.4 and HEIDI v5.3). Figure 4-5 below shows the extent of the modelled area.

Figure 4.5: Area of Detailed Modelling (ADM)



- 4.3.8 The TPU base model year is 2015, with average hour peak time periods (AM peak: 07:00-10:00 hours, Inter Peak: 10:00-16:00 and PM peak: 16:00-19:00).
- 4.3.9 Improvements to the highway network coding around Mottram in Longdendale and Glossop have been made during 2020/21. This includes increasing the level of detail, ensuring coding consistency and adherence to best practice guidance.
- 4.3.10 To provide a more accurate reflection of base year network performance in the local area, the following network detail has been included in the 2020/21 TPU model:
- Ellison Street, Glossop between the B6105 and the High Street East (A57) - vehicles on the B6105 (SB) travelling towards Sheffield Road (A57) (and vice versa) can use an alternative to the signalised junction at Glossop Crossroads by travelling via Ellison Street.

- Shaw Lane / Newshaw Lane / Green Lane - offers vehicles access between the A57 and Hadfield Road, in addition to Dinting Road. Capturing this link road is important to ensure the level of demand replicated on the A57 is comparable to observed data.
- Dinting Road - in conjunction with Shaw Lane, Dinting Road is an alternative route to the A57. It is important to capture possible alternative routes when assessing the impact of the Scheme on the A57.

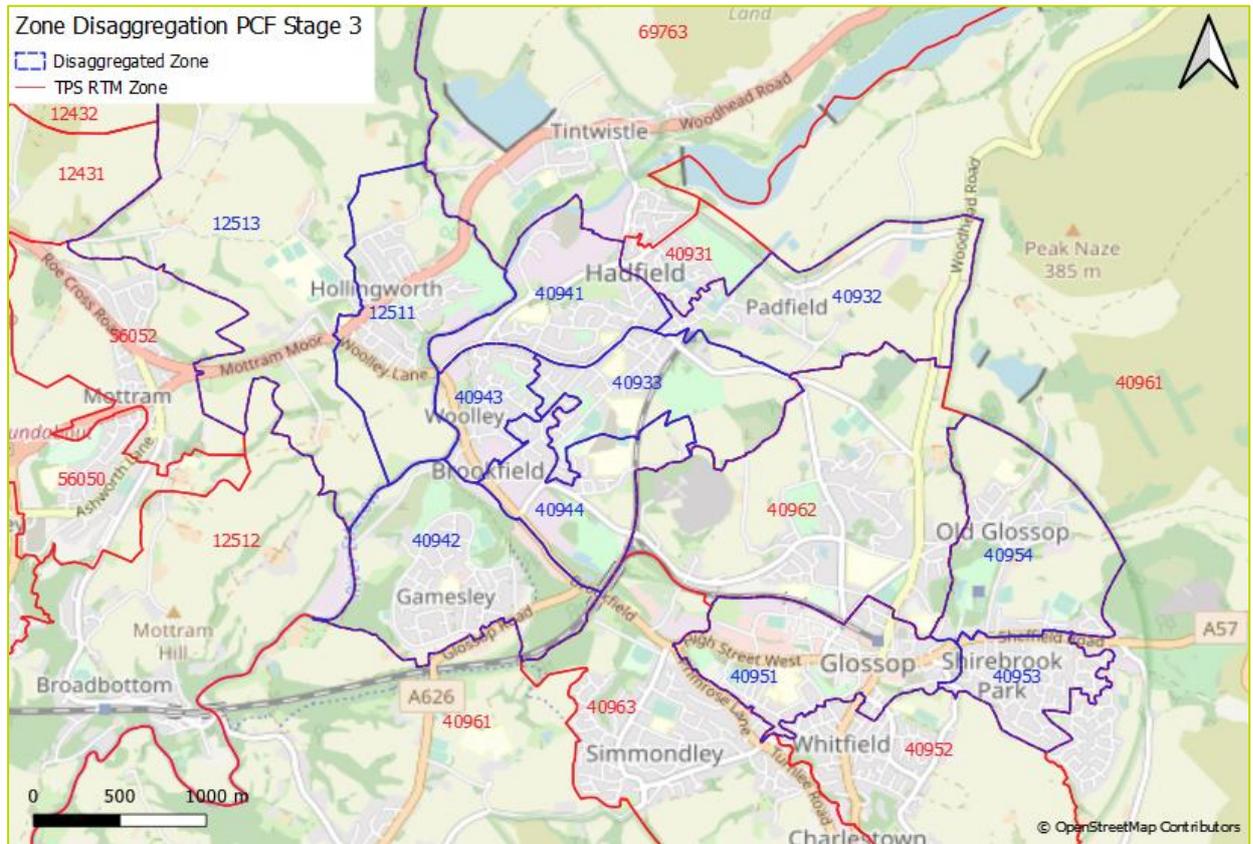
4.3.11 The zoning system for TPS RTM is derived through an aggregation of Office for National Statistics (ONS) Output Areas (OAs). Several zones developed in 2020/21 have been disaggregated into smaller sets of OAs to form new zones using the ONS 2011 Census population data (KS101EW: usual resident population) obtained at OA level.

4.3.12 **Error! Reference source not found.** provides details of the zones d isaggregated in the local area, whilst Figure 4-6 provides a visual representation of the zones location.

Table 4-2: Zone Disaggregation

| Existing Zone – years 2015/16 | Disaggregated Zone – years 2020/21 | Location | Description |
|-------------------------------|------------------------------------|--------------|--|
| 40951 | 40951, 40953, 40954 | Glossop | Glossop has been split into three zones: old Glossop, east Glossop and central Glossop. |
| 40941 | 40941, 40943 | Hadfield | Hadfield has been split into two zones: north Hadfield and south Hadfield. |
| 40942 | 40942, 40944 | Gamesley | This zone has been split into two zones: one represents Gamesley village, whilst the other represents Brookfield and the area surrounding the Carpenter industrial site. |
| 40932 | 40932, 40933 | Padfield | This zone has been split into two zones: one represents Padfield north of Park Road, whilst the other represents the area adjacent to Newshaw Lane. |
| 12511 | 12511, 12513 | Hollingworth | Hollingworth has been split into two zones: Hollingworth village and Hollingworth rural |

Figure 4-6: Zone Disaggregation – 2020/21



4.4 Future Network Performance

Traffic Flows

- 4.4.1 Link flows have been compared between the Do-Minimum (DM) and Do-Something (DS) scenarios to understand the impact of the scheme on the localised highway network. The scheme is expected to provide significant changes to traffic flows on the surrounding road network, due to the diversion of traffic away from the A57 Mottram Moor via the link roads.
- 4.4.2 As a result of introducing the Scheme, the most significant impacts on reducing traffic are predicted in the following locations:
- Mottram Moor (between Back Moor and Stalybridge Road) – 91% reduction in 2-way AADT;
 - Hyde Road – up to 86% reduction in 2-way AADT; and
 - Woolley Lane – 77% reduction in 2-way AADT.
- 4.4.3 Figures 4-7 and Figure 4-8 show the AADT flows for the Do-Minimum (DM) and Do-Something (DS) scenarios in 2025 and 2040 for the local highway network.

Figure 4-7: 2025 DM and DS AADT Flows (Local Highway Network)

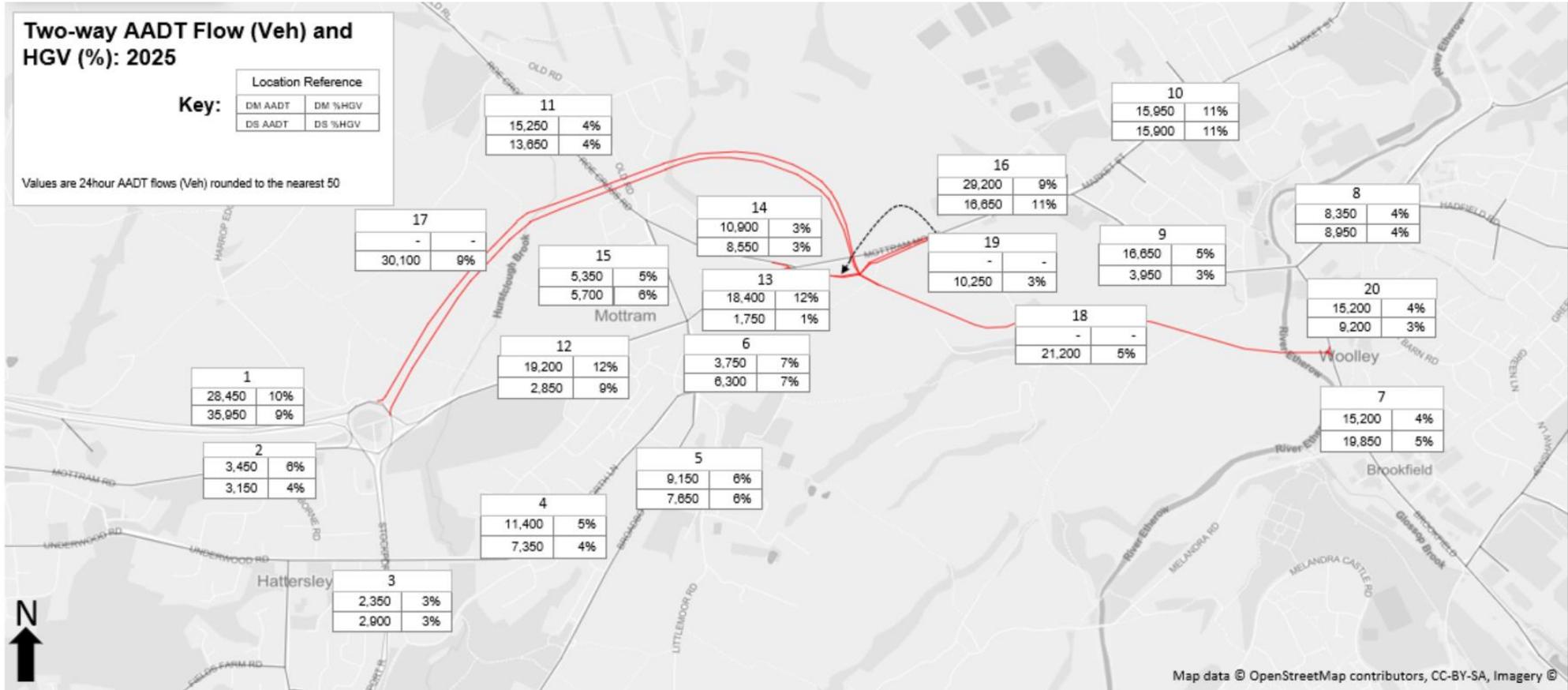
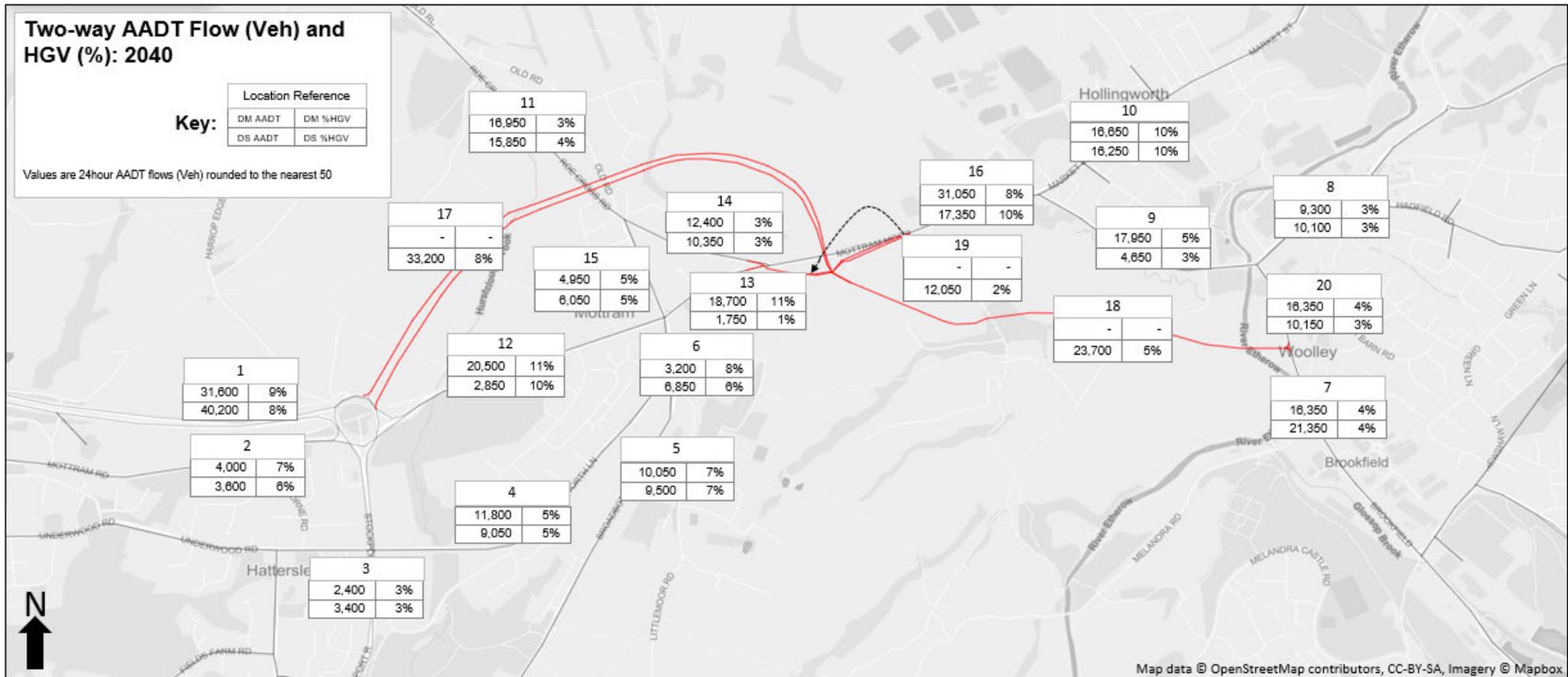


Figure 4-8 2040 DM and DS AADT Flows (Local Highway Network)



4.4.4 The full list of changes in 2 way AADT is shown in **Error! Reference source not found.**, along with the percentage change in AADT from the DM option.

Table 4-3: Changes in 2 Way AADT (DS – DM)

| Location Number | Description | 2025 | | 2040 | |
|-----------------|---|----------|----------|----------|----------|
| | | DS -DM | % Change | DS - DM | % Change |
| 1 | M67 J3 - J4 | 7,500 | 26% | 8,600 | 27% |
| 2 | A57 Mottram Road | - 300 | - 6% | - 400 | - 10% |
| 3 | A560 Stockport Road | 550 | 26% | 1,000 | 42% |
| 4 | Ashworth Lane | - 4,050 | - 35% | - 2,750 | - 24% |
| 5 | B1674 Broadbottom Road | - 1,500 | - 15% | - 550 | - 5% |
| 6 | B6174 Market St | 2,550 | 70% | 3,650 | 113% |
| 7 | A57 Brookfield | 4,650 | 30% | 5,000 | 31% |
| 8 | Woolley Bridge Road | 600 | 7% | 800 | 9% |
| 9 | A57 Woolley Lane | - 12,700 | - 77% | - 13,300 | - 74% |
| 10 | A628 Market Street Hollingworth | - 50 | - 1% | - 400 | - 2% |
| 11 | A6018 Roe Cross Road | - 1,600 | - 11% | - 1,100 | - 6% |
| 12 | A57 Hyde Road | - 16,350 | - 85% | - 17,650 | - 86% |
| 13 | A57 Mottram Moor (Between Stalybridge/ Back Moor) | - 16,650 | - 91% | - 1,950 | - 91% |
| 14 | A6018 Back Moor | - 2,350 | - 22% | - 2,050 | - 16% |
| 15 | B6174 Stalybridge Road | 350 | 8% | 1,100 | 24% |
| 16 | A57 Mottram Moor (Carrhouse Lane and Woolley Lane) | - 12,550 | - 43% | - 13,700 | - 44% |
| 17 | A57 Mottram Moor Link Road (From M67 to Mottram Moor Junction) | 30,100 | n/a | 33,200 | n/a |
| 18 | A57 Link Road (From Mottram Moor Junction to Woolley Bridge Junction) | 21,200 | n/a | 23,700 | n/a |
| 19 | A57 Mottram Moor Junction Arm (Link | 10,250 | n/a | 12,0500 | n/a |

| | | 2025 | | 2040 | |
|-----------------|---|---------|----------|---------|----------|
| Location Number | Description | DS -DM | % Change | DS - DM | % Change |
| | between Mottram Moor Junction and existing A57 (T)) | | | | |
| 20 | A57 Woolley Bridge | - 6,000 | - 39% | - 6,200 | - 38% |

4.4.5 Table 4-3 shows that the most significant changes in AADT and %HGV flows in 2025 as a result of the Scheme are predicted to be experienced on the following links:

- Ashworth Lane: -4,050 AADT (-35%).
- B6174 Market St, Mottram: +2,550 AADT (+70%).
- A57 Woolley Lane: -12,700 AADT (-77%).
- A57 Hyde Road: -16,250 AADT (-85%).
- A57 Mottram Moor (between Stalybridge/Back Moor): -16,650 AADT (-91%).
- A57 Mottram Moor (between Carrhouse Lane and Woolley Lane): -12,550 AADT (-43%).
- A57 Mottram Moor Link Road (From M67 J4 to Mottram Moor Junction): 30,100 AADT.
- A57 Link Road (From Mottram Moor Junction Arm to Woolley Bridge Junction): 21,200 AADT.
- Mottram Moor Junction Arm (Link between Mottram Moor Junction and existing A57 (T)): 10,250 AADT.
- A57 Woolley Bridge: -6,000 AADT (-39%).

4.4.6 Forecast changes in traffic flow and %HGV between the 2040 DM and DS scenarios are shown in Figure 4-8.

4.4.7 Table 4-3 and Figure 4-8 show that the most significant changes in AADT and %HGV flows in 2040 as a result of the Scheme are predicted to be experienced on the following links:

- Ashworth Lane: -2,750 AADT (-24%).
- B6174 Market St, Mottram: +3,650 AADT (+113%).
- A57 Woolley Lane: -13,300 AADT (-74%).
- A57 Hyde Road: -17,650 AADT (-86%).
- A57 Mottram Moor (between Stalybridge/Back Moor): -16,950 AADT (-91%).
- A57 Mottram Moor (between Carrhouse Lane and Woolley Lane): -13,700 AADT (-44%).
- A57 Mottram Moor Link Road (From M67 J4 to Mottram Moor Junction): 33,200 AADT.

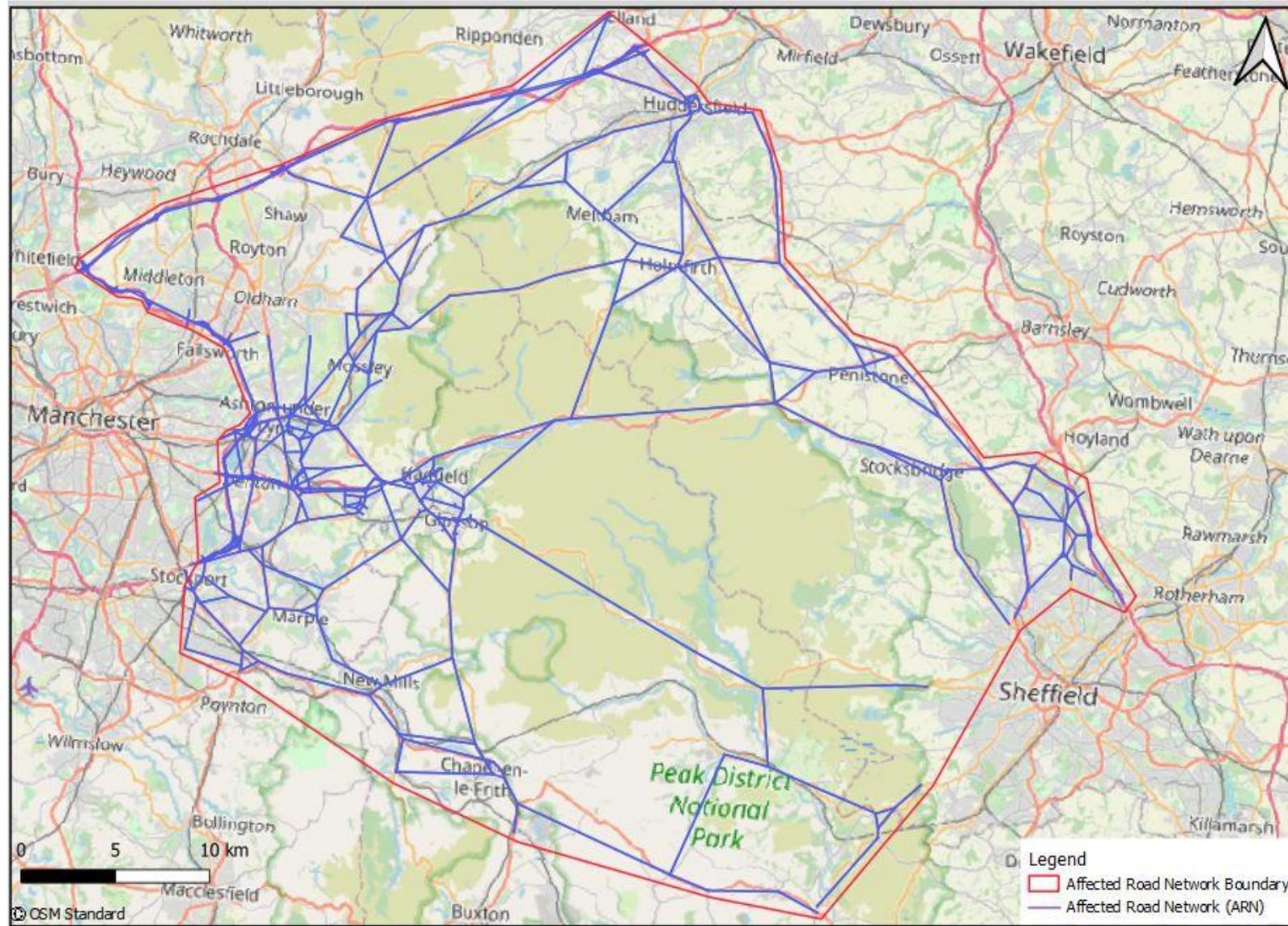
- A57 Link Road (From Mottram Moor Junction to Woolley Bridge Junction): 23,700 AADT.
- Mottram Moor Junction Arm (Link between Mottram Moor Junction and existing A57 (T)): 12,050 AADT.
- A57 Woolley Bridge: -6,200 AADT (-38%).

4.5 Road Safety

Accident Data

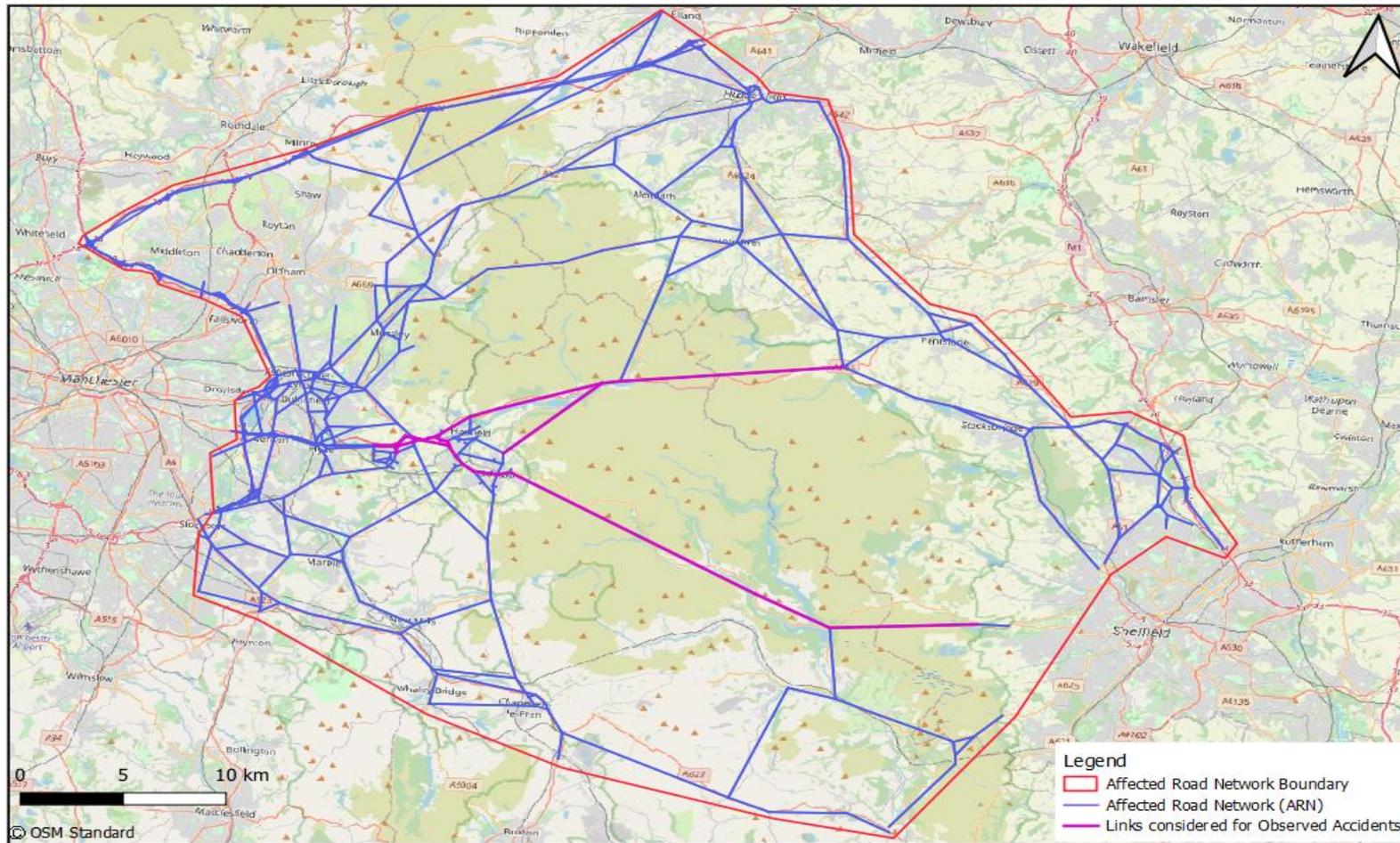
- 4.5.1 This section provides information and analysis regarding road traffic accidents on the highway network surrounding Mottram. The TAR [TR010034/APP/7.4] uses accident data for the years 2014 to 2018, in line with the baseline data used for Cost and Benefit to Accidents – Light Touch (COBALT).
- 4.5.2 The study area used for assessing the baseline accident data is set out in Figure 4-8. It is considered that, by using this study area, the analysis will capture the major roads through the area and omit residential roads, upon which the scheme is not expected to have an impact. A 20 metre buffer from these roads has also been added in order to capture any accidents that may have occurred on junctions joining the roads.

Figure 4-8: Local Study Area used in Baseline Accident Data Analysis



4.5.3 The distribution of all accidents within the study area registered in the years 2014 to 2018 is shown in Figure 4-9

Figure 4-9 – Use of Observed Accident data in the Local Study Area (2014 – 2018)



Expected Level of Savings

4.5.4 A safety assessment has been carried out using DfT's COBALT software to analyse the impact of the Scheme on road traffic accidents, providing a monetised impact for inclusion in the Benefit Cost Ratio (BCR). It estimates the number of accidents for each road link over the 60-year appraisal period, based on the product of:

- the accident rate per million vehicle kilometres
- the road length
- the forecast annual traffic flow

4.5.5 Table 4-4 summarises the accident impact of the Scheme over the 60-year appraisal period, in terms of Personal Injury Accidents (PIAs), casualties and associated economic impacts.

Table 4-4: Accidents and Casualties over Appraisal Period (£)

| Scenario | Accident Summary (PIAs) | Casualty Summary (Casualties, by Severity) | | | Economic Summary (Cost and Benefits) in (£m) |
|--------------|-------------------------|--|---------|--------|--|
| | | Fatal | Serious | Slight | |
| Do-Minimum | 34,884 | 431 | 4,691 | 43,599 | £1,304m |
| Do-Something | 34,985 | 438 | 4,718 | 43,755 | £1,311m |
| Impact | -102 | -6 | -28 | -156 | -£7 m |

Note: All monetary values are in 2010 market prices discounted to 2010. All accident and casualty figures are summarised to the nearest whole number.

4.5.6 The results in Table 4.4 show an increase in accident numbers on the assessed area of the modelled network, resulting in a monetised cost of accidents which is higher in the DS scenarios than the DM scenario. This means that the Scheme provides an accident disbenefit. The accident impact from the Scheme is -£7.32m. This relates to a modelled forecast increase of 102 accidents over a 60-year appraisal period this equates to 1.7 additional accidents per year.

4.5.7 It should be considered that the study has been undertaken on a wider network, which is referred to as the modelled network (general coverage of the whole country). The Scheme predicted increase in traffic within this network, due to its objective to increase capacity, therefore over the 60 year appraisal period a modelled, predicted increase in accident numbers has been identified. It should be noted that the baseline assessment includes a number of roads, such as the Snake Pass, which already have a relatively high accident rate, therefore adding further traffic to such roads results in an increase in the number of potential accidents.

4.5.8 The Snake Pass is an identified accident issue which will see flow increased as a result of the Scheme, measures will therefore be pursued to minimise these negative impacts.

Scheme Health and Safety Assessment

- 4.5.9 Within the local area adjacent to the Scheme safety benefits are expected to be generated through the proposals submitted. The increase in road capacity through and around Mottram in Longdendale and along the A57 route between the M67 Junction and Woolley Bridge supports reduction in safety risks, plus the development of new and upgrade of existing roads to modern safety standards. Traffic using the A6018 will be re-routed, avoiding the need to pass through Mottram in Longdendale and reducing WCH/vehicle conflicts through the Village. The Scheme will also deliver improved crossing facilities across the Scheme and will minimise interaction between traffic and WCH users.
- 4.5.10 The Scheme Health and Safety Assessment, indicates that the new Scheme will generally decrease existing safety hazards within the DCO boundary. The assessment indicates that there are safety benefits for road users as well as WCH, whilst the risks for road workers remain similar. The Scheme therefore meets its safety objectives. However, the construction of additional bridges adjacent to roads within the Scheme, does increase risk of suicide and this will be considered further at detailed design.

Walker, Cyclist and Horse Rider (WCH) Collisions

- 4.5.11 Personal Injury Collision (PIC) data for the study area was collated by the assessment team for collisions involving pedestrians, cyclists or equestrians. Data was obtained from freely available STATS 19 data for the 5-year period of 2014-2018. Detailed data for specific PICs was also obtained for a small number of collisions from TMBC (note this only includes collisions reported to the Police and therefore this data will not capture damage-only collisions or near misses).
- 4.5.12 PICs for the areas close to the Scheme extent have been reviewed. The collision analysis has been split into three sections as presented below, due to the length of the Scheme:
- Hattersley
 - Mottram in Longdendale and Roe Cross
 - Hollingworth

Hattersley

- 4.5.13 All collisions, including both vehicle-only collisions and those that involved pedestrians, cyclists or equestrians, in the Hattersley area between 2014-2018. Hattersley roundabout is considered a hotspot for collisions involving pedestrians and cyclists. In the five-year period examined, there were three collisions resulting in significant injury to a cyclist and two to a pedestrian.
- 4.5.14 A further four collisions involving pedestrians and vehicles also occurred at Hattersley roundabout, which resulted in more minor injuries.
- 4.5.15 The collisions at Hattersley roundabout suggest that improvements to the crossing facilities may help to reduce the number of pedestrian collisions at the roundabout. Improvements to the cyclist facilities may help to encourage cyclists to use these facilities rather than the road itself.

- 4.5.16 Further collisions close to Hattersley roundabout include a pedestrian collision, resulting in minor injury on the A57 Mottram Road, approximately 150 metres west of the Stalybridge Road / Market St signal-controlled crossroads junction.
- 4.5.17 The Scheme proposes significant improvements to the WCH facilities at the M67 Junction roundabout as part of the Scheme these are identified in the Work Plans [TR010034/APP/2.3] and the DCO Schedules [TR010034/APP/3.1].

Mottram in Longdendale and Roe Cross

- 4.5.18 There have been very few cyclist (2) and pedestrian (2) casualties in the Mottram in Longdendale and Roe Cross area in the five year period. Both incidents involving cyclists occurred on side streets, off the main Roe Cross Road. Both pedestrian casualties occurred on main roads, one on Roe Cross road and one on Hyde Road. Improvements are being considered in collaboration with TMBC outside of the Scheme.

Hollingworth

- 4.5.19 The assessment indicated that collisions resulting in pedestrian and cyclist injuries throughout the area of Hollingworth are concentrated on the main roads, including Market Street (on the carriageway not at designated crossing points) and Gun Inn Junction. Improvements to the pedestrian crossings at Gun Inn Junction are being considered in collaboration with TMBC, as part of the Scheme.

4.6 Walking, Cycling and Horse-Riders Assessment

- 4.6.1 A WCH Assessment has been undertaken for the Scheme. The Assessment describes existing pedestrian, cyclist and equestrian facilities. These details are provided in Table 4-5 with details of how this provision is affected by the Scheme.

Table 4-5: WCH Provision and Changes due to the Scheme

| Location | Existing provision (extracted from WCH assessment) | Changes due to Scheme |
|--|---|--|
| National Cycle Network and Trans Pennine Trail (for use by pedestrians, cyclists and horse riders) | Route 62 is located to the east of Woolley Bridge Road and crosses this road at the merger with A57 Brookfield, with a signal controlled crossing. The route then follows the River Etherow for a short distance. | Improvements will be made to the crossing facility. The proposed new bridleway (to the west of Woolley Bridge Road) will link into the National Cycle Network (NCN) at the crossing. |
| Current Pedestrian Provision | | |
| M67 Junction 4 roundabout | The Roundabout is a four arm unsignalised roundabout, connecting the M67 with the A57 Mottram Road, A57 Hyde Road and A560 Stockport Road. All arms of the M67 Junction 4 roundabout have at-grade uncontrolled crossings, three of which are shared use paths for pedestrians and cyclists. However, | Significant changes will be made to WCH provision at this junction including the installation of several, new non segregated footway/cycle track |

| Location | Existing provision (extracted from WCH assessment) | Changes due to Scheme |
|---|---|--|
| | on the M67 roundabout arm, the infrastructure is only a footway with no provision for cyclists. | with signal controlled crossing. |
| M67 Junction 4/ Stockport Road Junction | A signal-controlled crossroads junction located approximately 350 metres south of the M67 Junction 4 roundabout. Two-stage staggered pedestrian crossings are provided across the north, east and south arms of the junction. A straight across crossing is provided on Underwood Road. Adequate footways are provided on all approaches. | Improvements will be made to the crossing where Stockport Road meets M67 Junction 4, relating to the installation of a new non segregated footway/cycle track with signal controlled crossing. |
| A57 Hyde Road | From the M67/A57 Hattersley roundabout, the A57 runs east for 800 metres before reaching a signal-controlled crossroads at Mottram in Longdendale with the B6174. The shared use paths around the M67 Junction 4 roundabout end immediately east of the roundabout, however footways continue on both sides of the A57. | Hyde Road will be detrunked, with the current footways remaining in situ. |
| A6018 Roe Cross Road | Roe Cross Road is a one kilometre link connecting the south of Matley and Mottram Longdendale, passing through Roe Cross. The link has standard footways on both side for its entire length. There is a pedestrian refuge island 75 metres along Roe Cross Road, north east of Mottram Longdendale roundabout. | The current footways will remain in situ. |
| A6018 Back Moor | Back Moor link connects Mottram in Longdendale roundabout to the A57 Mottram Moor merge, stretching approximately 400 metres. Standard footways run the length of the link on both sides. A zebra crossing is located on the Moor Back arm of the Mottram in Longdendale roundabout. There is an uncontrolled crossing of Moor Back road 10 metres north of the Mottram Moor merge, with a refuge island. | The current footways will remain in situ. There will be some footway diversions around the proposed Mottram Moor Junction. |
| A57 Mottram Moor Road | The A57 Mottram Moor Road connects Mottram in Longdendale to Hollingworth. The one kilometre link has a signal-controlled junction where the A6018 Back Moor connects from the north, with an uncontrolled crossing for pedestrians. The link has footways on both sides for its length. There is a section on the north side where the footways are very wide, and residents park their cars on them | Mottram Road will be detrunked, with the current footways remaining in situ. There will be some footway diversions around the proposed Mottram Moor Junction. |
| A268 Market Street: | Market Street runs the length of Hollingworth high street. Standard footways are on both sides the entire length of the link. There are two signal-controlled pedestrian crossings, the first outside of Hollingworth Village Store | The current footways will remain in situ with improvements made to WCH crossings at Gun Inn Junction |

| Location | Existing provision (extracted from WCH assessment) | Changes due to Scheme |
|--------------------------------------|---|--|
| | and the second next to the Green Lane connection. | |
| A57 Woolley Lane | Woolley Lane connects Market Street to the Woolley Bridge area in the south of Hollingworth town. There is a standard footway on the east side of the link for its length. The link crosses the River Etherow at its southern end, with a narrow metal footbridge serving pedestrians, and ends in a compact roundabout serving Woolley Lane, Woolley Bridge Road and Woolley Bridge. There is no footway on the west side of the link. | The current footways will remain in situ with improvements made to WCH crossings at Gun Inn Junction |
| A57 Woolley Bridge Road | Woolley Bridge Road runs south for approximately 350 metres from the roundabout at the southern end of the A57 Woolley Lane, connecting to the A57 Brookfield where the NCN Route 62 crosses the road. The NCN route crossing has a Pegasus crossing installed that pedestrians, cyclists and horse riders can all utilise. The A57 Woolley Bridge has a standard width footway running its whole length on the eastern side of the link. | The current footways will remain in situ with a bridleway routed from the proposed A57 Link Road to the crossing at the north of A57 Brookfield. |
| A57 Brookfield | The A57 Brookfield Road continues south from the NCN Route 62 crossing at the southern end of the A57 Woolley Bridge link and continues south until the staggered T junction with Shaw Lane and Cottage Lane. The link has a standard width footway on its eastern side for its entire length. | The current footways will remain in situ. |
| Current Provision for Cyclists | | |
| Traffic Free – Rough Surface’ routes | The route follows the bridleway connecting Coach Road and Hall Drive | No changes to the route |
| Traffic Free – Rough Surface’ routes | The route connects Spring Street, Hollingworth, to Dewsnap Lane, Roe Cross. | No changes to the route |
| M67 Junction 4 | The A560 Stockport Road and the A57 Hyde Road arms of the Hattersley roundabout also have Shared Use Paths (SUP) (segregated by a small kerb), removing the need for cyclists to navigate the circulatory All four arms of the Hattersley Stockport Road Junction have green cycle advanced stop lines | Significant improvements will be made to WCH provision at this junction including the installation of several, new non segregated footway/cycle track with signal controlled crossing. |
| A560 Stockport Road | The major link running through the Hattersley Stockport Road Junction north to south, has on road cycle lanes both sides for the entire length on the south side of the junction. The cycle lanes are segregated from the carriageway by white hatched areas. The link north of the junction has road cycle lanes | No changes to the route |

| Location | Existing provision (extracted from WCH assessment) | Changes due to Scheme |
|-------------------------------|--|---|
| | demarked by a single white line on the east side and a mix of on road cycle lanes and a Shared User Path on the western side | |
| Current Equestrian Facilities | | |
| M67 Junction 4 | A bridleway connects the north side of M67 Junction 4, heading north east following Edge Lane, to Roe Cross | The route is not directly affected, however several PROWs coming off the bridleway to the south will be severed by the Scheme and a new bridleway will be provided to retain this provision, routed through the new Old Mill Underpass. |
| Roe Cross | A long section of bridleway connects the east side of Roe Cross to the eastern side of Stalybridge and continues even further north. | No changes to the route |
| Mottram Moor | There is a grass track bridleway through fields connecting Mottram Moor Road, via Coach Road turning, to Roe Cross to the north. This route then doubles back down into Hollingworth town further east | No changes to the route |
| Woolley Bridge | There is a bridleway connecting the south side of Hollingworth town to Gamesley about one kilometre south. The route follows the NCN Route 62 where a Pegasus crossing provides a safe crossing point for horse riders across the A57 Woolley Bridge Road. | No changes to the route |

4.6.2 Table 4-5 demonstrates that there will be no detrimental impacts upon WCH provision created by the Scheme. In many cases junctions and pathways are improved as new provision will be installed.

Public Rights of Way

4.6.3 PRoW located in the vicinity of the Scheme are shown on the Streets, Right of Way and Access Plans [TR010034/APP/2.4]. The Plan demonstrates that there are multiple PRoW along the Scheme extent that will be severed by the Scheme. These PRoW are identified within the DCO Schedule 3 [TR010034/APP/ 3.1], they include:

- Footpath south of Woolley Lane Road - LON/90/10 – will be amended with a new footpath heading south east under new A57 Link Road/River Etherow bridge and west following south of the A57 Link Road’s embankment.
- Carrhouse Lane Footpath - LON/88/60 – will be diverted with a new footpath leaving the west side of Carrhouse Lane, moving south through the new Carrhouse Lane Underpass and joining back up with the existing Carrhouse Lane.

- Footpath south of Mottram Moor Road - LON/87/10 – will be amended with a new footpath connecting directly onto the new A57 Link Roads ‘Mottram Moor Junctions’ footway (south west corner).
- Footpath south of Edge Lane - LON/52/10 – will be amended with a new footpath, which will run along the northern edge of the Scheme, connecting onto the proposed bridleway.
- Footpath south of Edge Lane - LON/51/20 – will be amended with a proposed bridleway underpass (Old Mill Underpass) beneath the Scheme.
- Footpath south of Edge Lane - LON/50/10 – will be amended with the proposed bridleway running south west along the northern edge of the new A57 Link Roads Scheme or running north east along the northern edge of the Scheme.
- Footpaths LON/52/20 and LON/52/30 will be amended with a proposed bridleway connecting to Hyde Road, running south west, parallel to the Scheme (south side).
- Footpath running along Old Hall Lane, Footpath (LON/52/20), will be subject to a temporary diversion within the highway boundary of Old Hall Lane as it is located above the underpass.

4.6.4 New bridleways and an equestrian crossing are being proposed as part of the Scheme, as shown on Sheet 4, 5 and 6 on the Streets, Rights of Way and Access Plans [TR010034/APP/2.4]. The Bridleway will go over the River Etherow bridge and run alongside the road.

PRoW Alternatives Assessment

4.6.5 A PRoW Alternatives Assessment Report has been produced in accordance with the requirements set out in Section 136 of the 2008 Act to inform PRoW diversion proposals for the Scheme.

4.6.6 This assessment presents the findings of a desk-based study which were supported by a site visit and is attached as Appendix F of this CftS.

4.6.7 Proposals for alternative PRoWs were assessed against the following points:

- Distance
- Walking time
- Walking directions
- Path condition
- Surface width
- Severance
- Gradient

4.6.8 The PRoW Alternatives Assessment Report demonstrates that the Applicant has considered appropriate potential alternative routes. The routes proposed by the Applicant within Schedule 4 of the DCO [TR010034/APP/3.1] are considered to be the most suitable.

Temporary effects

- 4.6.9 The Population and Human Health chapter of the ES [TR010034/APP/6.3] provides details of the Scheme's impact on provision for WCH. The assessment undertaken indicates that during construction there will be temporary impacts upon the following PRow:
- PRow 50 (LON/50/10)
 - PRow 51 (LON/51/20)
 - PRow 52 (LON/52/10)
 - PRow 87 (LON/87/10)
 - PRow 88 (LON/88/60)
 - PRow 90 / Transpennine Trail (LON/90/10).
- 4.6.10 The assessment concludes that "PRowS have been identified as requiring temporary closure during the works resulting in disruptions to access, pedestrian or cyclist delays and increases in journey length and/or time. This is anticipated to result in a negative health outcome. These effects would be temporary, direct and indirect and reversible. The effects would be the same for all groups. [TR010034/APP/6.3].
- 4.6.11 In order to reduce the potential effects on users of the affected PRowS, footpaths and cycleways users will be notified of planned diversions and closures, with signs along sections to be closed during construction at least one month prior to the works, as will be set out in the construction focused Environmental Management Plan (EMP). Construction works will be programmed so that affected PRowS, footpaths or cycleways remain open for part, or the duration, of the construction period, and also that other routes can act as a diversion route for those affected.
- 4.6.12 Clear signage and provision of access information will be provided for all users during construction and before operation, with public transport routes and stops maintained/disruption managed.
- 4.6.13 A Community Engagement Plan, outlining the methods in which the local and surrounding community will be engaged during construction of the Scheme including contact details for key site management.

Permanent effects

- 4.6.14 All WCH provision on the existing A57(T) and A57 would be permanently retained and maintained. All cycle lanes delivered by the Scheme will be designed for future cycle lane connectivity along the detrunked corridor.
- 4.6.15 WCHs would be encouraged to use facilities provided along the existing A57 corridor. However, for safety reasons, WCHs would be prohibited from using the section of the Mottram Moor Link Road between the Old Mill Underpass and Mottram Moor Junction and instead would use the provision above Mottram Underpass. Improvements are proposed to WCH crossings at the M67 Junction 4.
- 4.6.16 PRow LON 52-20 will be temporarily severed during construction, during which time a temporary diversion will be in place. Following construction, it will be re-

instated and upgraded from a footpath to a bridleway post construction, therefore increasing the availability of suitable equestrian facilities away from road traffic.

- 4.6.17 A new combined footway, cycleway / bridleway will be constructed along the A57 Link Road between Mottram Moor and Woolley Bridge, creating a route to link Mottram in Longdendale to the Trans-Pennine Trail (National Cycle Network route 62).
- 4.6.18 There will be beneficial improvements to the existing walking, cycling and horse-riding network when the Scheme is up and running, which will result in beneficial effects for WCH's.
- 4.6.19 During operation traffic congestion issues will be alleviated with significant reductions in traffic predicted at Mottram Moor (between Back Moor and Stalybridge Road, Hyde Road and Woolley Lane), therefore providing a safer and more pedestrian friendly environment in the village. The Scheme also makes considerable provisions for WCH, improving connectivity and the new bypass will also provide for more reliable, shorter journey times. These impacts are anticipated to result in a positive health outcome for travellers refer to Chapter 12 of the ES [TR010034/APP/6.3] for further details.

5. Economic Case Overview

5.1 Overview of Economic Assessment and Methodology Used

- 5.1.1 This chapter presents a summary of the methodology and findings of the economic assessment that has been carried out in respect of the Scheme. All Highways England projects over £1 million are subject to an economic assessment that considers the anticipated benefits and disbenefits of a Scheme to determine whether it provides sufficient value for money.
- 5.1.2 The economic assessment is undertaken through a cost benefit analysis (CBA) in line with DfT TAG and HM Treasury Green Book guidance. This compares the scheme cost (both capital and maintenance/renewal) against the projected monetised benefits and disbenefits to society that the scheme will offer such as travel time savings, accident reductions, environmental impacts and wider economic benefits. The CBA is calculated over an appraisal period which extends 60 years from the anticipated opening date, with all future costs and benefits discounted in line with the HM Treasury social time preference rate to calculate present values of costs and benefits. A benefit-cost ratio (BCR) is calculated, which along with any non-monetised impacts, are then used to determine a suitable value for money category for the scheme.
- 5.1.3 The primary source of benefits for the scheme are transport user benefits, or the change in generalised travel costs (the financial and non-financial costs of travel) for road users. These are predominantly the impact on travel times and vehicle operating costs, which are assessed through DfT TUBA (transport user benefit appraisal) software by monetising outputs from the traffic model for modelled years of 2025, 2040 and 2051. Journey time reliability benefits are also assessed and monetised, as are the impacts during construction and maintenance periods.
- 5.1.4 Environmental impacts of the scheme form a key part of the appraisal, which may include benefits and/or disbenefits. This includes the project impact on greenhouse gas emissions, air quality and noise levels.
- 5.1.5 Other impacts assessed as part of the CBA include: accident analysis using DfT COBALT (cost and benefits to accidents – light touch) software; wider economic impacts where benefits are realised in secondary (non-transport) markets; and the impact on public finances through indirect taxation (fuel duty).
- 5.1.6 The economic assessment is based on the assignment of a forecast Core Growth Scenario, with alternative sensitivity tests using Low Growth and Optimistic Growth assumptions for the volume of traffic using the Scheme (as aligned with TAG Unit M4 (Forecasting and Uncertainty)). The Core Growth Scenario traffic forecast is based upon what is deemed the most likely land use and traffic growth assumptions for the route.

5.2 Monetised Benefits

- 5.2.1 The assessment and monetisation of the anticipated economic, environmental and social benefits associated with the Scheme has been undertaken in accordance with DfT guidelines. The initial BCR contains all costs and benefits that are routinely quantified within economic assessments of transport Schemes. The adjusted BCR for the Scheme includes the benefits associated with journey time reliability, as well as those defined as wider economic benefits.

- 5.2.2 A summary of the economic, environmental and social benefits of the Scheme for the BCR is provided in the Analysis of Monetised Costs and Benefits (AMCB), presented in Table 5.1. The figures provided are based upon the core growth forecast assignments, taking the accident benefit and a number of additional monetised benefits into account.
- 5.2.3 The economic assessment for the Scheme has been based on a 60-year appraisal period in accordance with DfT guidelines. The headline figures reported relate to the Core scenario, which is the assumed most likely scenario based on central case growth assumptions, new developments and infrastructure schemes, which are deemed 'more than likely' to be completed. Analysis was also undertaken for the following scenarios:
1. Low Growth Scenario – Near Certain and More Than Likely Schemes (Low Growth TEMPro).
 2. Optimistic Growth Scenario – Near Certain, More Than Likely and Reasonably Foreseeable Schemes (High Growth TEMPro).
 3. High-carbon valuation – sensitivity of evaluation of carbon around the core forecast.
- 5.2.4 The assessment considers the calculation of impacts, both positive and negative, that are typically expressed in monetary terms. This includes the capital cost of the Scheme and tax revenues generated by it. The Appraisal compares the costs against benefits such as travel time and accident reduction.
- 5.2.5 Costs and benefits occur throughout the duration of the assessment period with construction costs occurring before the Scheme becomes operational. Benefits are primarily achieved in the operational phase, during the 60 years following the completion of the Scheme. The costs and benefits have been discounted to present values, that is benefits accrued today are considered to be of greater value than those accrued further into the future (as such the stream of costs and benefits are discounted to 2010 using the DfT standard discount rate).
- 5.2.6 Scheme costs and monetised benefits are compared to produce a BCR; the amount of benefit being bought for every £1.00 cost to the public purse.
- 5.2.7 The assessment and monetisation of the anticipated economic, environmental and social benefits associated with the Scheme has been undertaken in accordance with the DfT's TAG. The initial BCR contains all costs and benefits that are routinely quantified within economic assessments of transport schemes. The adjusted BCR for the Scheme includes the benefits associated with journey time reliability as well as those defined as wider economic impacts. The wider economic impacts assessed follow the definition in the DfT's Guidance, which does not include regeneration effects such as unlocking land which would lead to potential job creation.
- 5.2.8 Table 5-1 below provides a summary of the monetised economic, environmental and social benefits of the Scheme. The resulting BCR values are presented in the section on Value for Money, below.

Table 5-1: Summary of Monetised Benefits

| Benefits | | | £m Present Value (PV) |
|------------------------|--|---|-----------------------|
| Economic Benefits | Business User Benefits | Travel Time | 94.5 |
| | | Vehicle Operating Costs | 17.5 |
| | | Delays during Construction and Maintenance | -0.3 |
| | | User Charges | -1.2 |
| | | Net Business User Benefits | 110.5 |
| | Reliability benefits | 6.2 | |
| | Private Sector User Benefits | Revenue | -0.2 |
| | Wider Economic Impacts | 97.2 | |
| Environmental Benefits | Greenhouse Gas Emissions | | -17.4 |
| | Noise - Economic Appraisal Package | | 3.2 |
| | Air Quality - Economic Appraisal Package | | -3.8 |
| Social Benefits | Non business commuting | Travel Time | 42.2 |
| | | Vehicle Operating Costs | -0.6 |
| | | Delays during Construction and Maintenance | -0.3 |
| | | User Charges | 0.6 |
| | | Net Non-Business Benefits: commuting | 41.8 |
| | Non business other | Travel Time | 29.0 |
| | | Vehicle Operating Costs | -2.7 |
| | | Delays during Construction and Maintenance | -0.5 |
| | | User Charges | 2.1 |
| | | Net Non Business Benefits: Other | 27.9 |
| | | Reliability benefits | 4.5 |
| | | Accident Benefits | -7.3 |
| | Public Accounts | Wider Public Finances (Indirect Tax Revenues) | |
| TOTAL | Present Value of Benefits | | 264.2 |

Note: All values are calculated in 2010 market prices for each year over a 60yrs appraisal period, and then discounted back to 2010 present value year as per DfT guidance.

Economic Benefits

- 5.2.9 All benefits and costs were calculated in monetary terms and expressed as present values (PV) in 2010 market prices, discounted to 2010. This enables direct economic comparison with other schemes, which may have very different timescales.
- 5.2.10 The Scheme is forecast to produce user benefits derived through TUBA for the operational period of £181.2m (PV) over the 60-year appraisal period. These benefits are generated by travel time savings of £165.6m, vehicle operating cost benefits of £14.2m due to the Scheme generating reductions in congestion, which requires less fuel to be consumed and user charge savings of £1.4m through traffic diverting and making less use of tolled bridges and tunnels.
- 5.2.11 Analysis of user benefits show that more of the Scheme benefits are attributed to business trips than commuting and other trips. As can be seen, the user benefits claimed by business purpose trips account for approximately 61% of the total user benefits, with 23% and 16% for commuting and other trips respectively.
- 5.2.12 The significantly higher proportion of benefits attributed to business trips compared to commuting and others is expected as the Scheme serves as part of a key inter-urban route and connects many businesses in the region and the value of time for business trips are higher than commuting and other trips. Movements such as Glossop to Manchester, Hyde and Stockport all benefit as do longer distance trips between Manchester and Sheffield, which are more frequently made for business purposes.
- 5.2.13 Some vehicle operating cost benefits are achieved for business trips, relating primarily to avoiding the need for lengthy diversions when making trans-Pennine movements. Modelling indicates rerouting of trips, which use the M62 and M1 in the DM scenario for travelling between Manchester and Sheffield, but which transfer onto the A628 and A57 in the DS scenario due to reduced congestion levels in the vicinity of the Scheme. This is a much shorter journey, resulting in reduced operating costs.
- 5.2.14 In terms of user benefits by time period, the benefits show a similar level of impact during between the Interpeak and PM peak hours, with a lower level of benefit during the AM peak. This highlights the directional nature of the congestion in the DM scenario. Delays on the A57(T) through Mottram in Longdendale in the PM peak by the design year of 2040 are forecast to be approximately double the length of those in the AM peak and considerably higher in the eastbound direction for flows all the way from M67 Junction 4 Roundabout to the A628(T).
- 5.2.15 These delays will be relieved through implementation of the Scheme, leading to a larger reduction in journey time, and therefore increase in benefit, for those trips experiencing the greatest delay in the DM scenario.
- 5.2.16 Wider economic impacts have also been considered with regard to two variables:
- Agglomeration, which reflects the increased productivity created by firms being closer in physical or travel time terms to other firms and potential employees.

- Increased Output in Imperfectly Competitive Markets, which reflects the additional margin firms make on each unit of output they produce, and these impacts are anticipated to be modest.

Environmental Benefits

5.2.17 Details of the Scheme’s environmental benefits have been calculated in monetary terms below.

Air Quality Assessment

- 5.2.18 Air quality benefits over the 60-year appraisal period were calculated as part of the Environmental Assessment using the standard TAG Air Quality Workbook. The outcomes of the air quality assessment (undertaken using dispersion modelling to assess changes in concentrations at receptors) indicate there would be significant improvement for human health. Of the 76 modelled sensitive human health receptors, 75 have a decrease in concentrations (improvement) and one receptor has a small increase with the Scheme. Improvements at 57 receptors are considered to be large.
- 5.2.19 The value of these disbenefits over a 60 year period, is set out in Table 5-2 and results in a negative value of -£3.77 million.

Table 5-2: Summary of Air Quality Outputs over 60 Years

| Air Quality Output | Value |
|--|---------|
| Increase in NOx emissions (tonnes) | 284 |
| Value of change in NOx emissions (Net Present Value (NPV)) | -£1.14m |
| Increase in PM _{2.5} emissions (tonnes) | 37 |
| Value of change in PM _{2.5} emissions (NPV) | -£2.63m |
| Total Air Quality (NPV) | -£3.77m |

Note: All values are calculated in 2010 market prices for each year over a 60 year appraisal period, and then discounted back to 2010 present value year as per DfT guidance.

Greenhouse Gases

- 5.2.20 Whilst road improvement schemes can sometimes lead to reduced GHG emissions in operation due to easing of congestion, the Scheme will lead to an increase in operational GHG emissions due to increased vehicle kilometres generated by the Scheme.
- 5.2.21 Greenhouse gas disbenefits over the 60-year appraisal period were computed as part of the Environmental Assessment using the standard TAG Greenhouse Gases Workbook. The value of these benefits over 60 years is set out in Table 5-3 and across the Scheme, equates to a negative value of -£17.4m.
- 5.2.22 Throughout the Scheme’s design, material resources have been evaluated and their carbon emissions calculated. This has ensured that material resources with lower carbon outputs would be considered.

5.2.23 The Scheme will adhere to the principles of the PAS 2080:2016¹¹ 'Carbon management in infrastructure' certification. This will ensure the Scheme looks at reducing carbon emissions across the whole value chain through more intelligent design, construction and use. It would also ensure that carbon is consistently and transparently quantified at key points during the process, to inform decision-making.

Table 5-3: Summary of Greenhouse Gas Outputs over 60 Years

| Greenhouse Gas Output | Value |
|---|---------|
| Change in CO ₂ e emissions (CO ₂ e) | 399,867 |
| Greenhouse Gas (NPV) Central Carbon Values | -£17.4m |

Note: All values are calculated in 2010 market prices for each year over a 60 year appraisal period, and then discounted back to 2010 present value year as per DfT guidance.
CO₂e = carbon dioxide equivalent

Noise Assessment

5.2.24 The Scheme routes traffic away from an existing NIA, which is where most of the reductions in daytime and night-time noise will occur. The traffic is routed along a new route, through areas already affected by road traffic noise, however the dominant noise source changes. This is particularly evident around Mottram Moor Junction where the existing A57 is relocated further from the front facades of receptors, but the new route of the A57 would introduce noise predominantly affecting the rear facades of the same receptors.

5.2.25 The value of noise benefits, which are primarily related to health, over the 60-year appraisal period, is £3.17m.

5.2.26 Although some daytime significant adverse impacts are predicted during the construction phase, no impacts are predicted during the night-time.

5.2.27 Monetised benefits related to noise impacts are set out in Table 5-4.

Table 5-4: Noise benefits

| Economic parameters | Present value of reliability impact (2010 prices and values) |
|---------------------|--|
| Sleep disturbance | £1.42m |
| Amenity | £1.08m |
| AMI | £0.64m |
| Stroke | £0.01m |
| Dementia | £0.02m |
| Total | £3.17m |

Note: All values are calculated in 2010 market prices for each year over a 60 year appraisal period, and then discounted back to 2010 present value year as per DfT guidance.

¹¹ <https://www.carbontrust.com/what-we-do/assurance-and-certification/pas-2080-carbon-management-in-infrastructure>

Social Impacts

5.2.28 This section sets out the identified Social Impacts (SI) of the Scheme, several of which are monetised. A summary of the findings of the analysis undertaken for the SI assessment accompanied with a brief conclusion is presented in Table 5-5.

Table 5-5: Social Impacts

| Indicator | Anticipated effects | Conclusion |
|------------------------------------|---------------------|---|
| Collisions/ Road Traffic Accidents | Negative | There is a relatively small increase in the number of casualties and associated collision costs as a result of the Scheme the equivalent of two additional accidents per year over a 60-year appraisal and the accident impact from the Scheme is -£7.32m. |
| Physical activity | Positive | Walker, Cyclist and Horse Rider (WCH) facilities and a number of pedestrian crossings (Gun Inn Junction and M67 Junction 4) within the Scheme will be improved, making crossing roads easier and improving safety in the local area. |
| Journey quality | Neutral | No quantified assessment of journey quality has been undertaken for users. |
| Security | Neutral | The Scheme is not expected to have any significant impact on key security indicators, however improved street lighting may provide benefits. |
| Accessibiity | Neutral | The Scheme is not expected to have any significant impact on accessibility, the impact has been estimated to be neutral. The Scheme is likely to facilitate small improvements to be made to public transport. |
| Personal Affordability | Neutral | The scheme will cause a slight increase in vehicle operating costs as a result of increased vehicle speeds in the area. However, there is a slight benefit for low income groups. The overall impact is assessed as neutral. |
| Severance | Slight positive | <p>The A57 Link Roads Scheme includes detrunking measures and improved NMU facilities along the current A57 corridor from M67 to Back Moor which will lead to reduced traffic flows and are expected to decrease severance in Mottram.</p> <p>Consultation with landowners has been on-going throughout the Scheme's design to reduce severance on agricultural holdings.</p> <p>On the wider network there will be some limited increases in flows through Glossop, but these increases will be offset by the much larger traffic flow reductions on the A57 through Mottram. Improved Trans-Pennine connections will reduce severance between the Manchester and Sheffield conurbations</p> |
| Option and non-use values | Not assessed | No changes to public transport services or routes are proposed the Scheme, so this indicator was not assessed. |

5.3 Summary of non-monetised benefits

- 5.3.1 Non-monetised benefits could positively or negatively affect the value for money presented by the Scheme.
- 5.3.2 The following non-monetised potential positive and negative impacts associated with the Scheme. Table 5-6 summarises such impacts by topic.

Table 5-6: Non monetised benefits/dis-benefits of the Scheme

| Specialism | Potential Benefit/Dis-Benefit |
|--------------|---|
| Landscape | <p>Overall, the Scheme will not have a significant impact on landscape, the impact would mainly be associated with localised changes to visual amenity. The majority of visual changes could be effectively mitigated through the implementation of a Landscape Strategy (prepared as part of the Second Iteration EMP as DCO Requirement 4 [TR010034/APP/3.1].</p> <p>The objectives of the strategy being to mitigate the loss of existing vegetation and habitats, consider potential to reduce climate change impacts, as well as reduce the visual impacts through screening views of the Scheme.</p> <p>It is anticipated following the implementation of the strategy and establishment of tree and shrub planting, the highway route will be integrated visually into the existing landscape view and in most part screened from view.</p> |
| Townscape | <p>The Scheme would have a non significant impact on the townscape due to changes to the existing road infrastructure. This would mainly be associated with localised changes to visual amenity.</p> <p>The Scheme cannot be completely integrated within the existing layout because of the nature of the scale of some features. Mitigation implemented through the Landscape Strategy (as above) using planting would integrate the Scheme and soften new structures within the built environment.</p> |
| Biodiversity | <p>The impact on biodiversity is considered to be non significant. Any impacts upon designated sites, protected species, and habitats, has been identified and mitigated fully as part of the Scheme design. This includes providing compensatory habitat, above and beyond that to be lost. This has led to increased coverage of priority habitats, including woodland, grassland, and hedgerows ensuring the Scheme achieves no net loss. The Scheme is also targeting to provide increase of, and improved, habitats both on-site and off-site to provide measurable net gains for biodiversity.</p> <p>Species-specific improvements have been made for bats, badgers, otters, and breeding birds through improved connectivity, nesting spaces, and enhanced habitat. This will ensure that the Scheme not only achieves no net loss but provides enhanced features for biodiversity. Replacement planting above and beyond that to be lost which would result in a beneficial impact overall. There will be a beneficial impact upon bat species and otters due to the increase in habitat provision and breeding opportunities. A dedicated bat structure (Appendix C) would be constructed to provide appropriate mitigation for the loss of the potentially present maternity roosts. Whilst the Structure may be mainly designed for pipistrelle bat species, it is considered that the Structure would be suitable for a range of additional species that have the potential to be present (including brown-long eared and myotis species). Loss of bat foraging and roosting habitat would be mitigated through the creation of significant areas of replacement habitat, which includes a net increase in</p> |

| Specialism | Potential Benefit/Dis-Benefit |
|-------------------|--|
| | <p>broadleaved woodland, tree and hedgerow planting and the creation of species-rich grasslands, shrubs and scrub.</p> <p>Mammal passes will be installed along the road network to increase the permeability of the Scheme for badgers and other mammals and reduce the barrier effect.</p> |
| Water Environment | <p>There would be no residual, significant adverse effects on the water environment during construction or operation.</p> <p>Vegetation including shrubs and trees would be planted along riparian corridors to enhance riparian connectivity and complexity. Realignment designs would act to improve habitat conditions over the current situation (e.g. through provision of a two-stage channel, a naturalised meandering channel profile and, where feasible, fencing to reduce poaching pressure). Ecologically sensitive realignment of the Hurstclough Brook would replace 220 metres of watercourse with limited habitat complexity with 225 metres of improved habitat. The realignment of Tara Brook would replace 95 metres of channel lost under the footprint of the Scheme with 375 metres of new channel. New channels have been designed to maximise morphological and ecological complexity to mitigate the potential impact upon a watercourse and/ or its riparian zone, or a ground water body.</p> |

5.4 Value for Money

- 5.4.1 The assessment and monetisation of anticipated economic, environmental and social benefits associated with the Scheme has been undertaken in accordance with DfT guidance. The results of the TUBA assessment have been combined with the results of the accident analysis, the user impacts during construction and maintenance, the DMRB greenhouse gas and local air quality analysis and DMRB noise analysis to provide a combined Present Value of Benefit (PVB) as shown in Table 5-7.
- 5.4.2 The Scheme costs have been developed to capture both capital investment and the additional maintenance and renewals involved over the appraisal period and are provided in the Funding Statement [TR0010034/APP/4.2]. Capital and maintenance costs have been adjusted to include real terms inflation, discounted and presented in 2010 market prices to provide a Present Value of Cost (PVC).
- 5.4.3 The PVB is then taken forward to be compared with the PVC to create a BCR in the Analysis of Monetised Costs and Benefits (ACMB) table as shown in Table 5-7. This demonstrates an 'Initial BCR' of 1.45 for the Scheme. After inclusion of the benefits associated with journey time reliability and wider economic impacts the 'Adjusted BCR' is shown to be 2.45.

Table 5-7: Analysis of Monetised Costs and Benefits (Core Scenario)

| Description | Benefits/Costs | Total (£m) |
|-------------|---------------------------------|---------------|
| | | Core Scenario |
| Initial BCR | Present Value of Benefits (PVB) | 156.23 |
| | Present Value of Costs (PVC) | 107.72 |
| | Net Present Value (NPV) | 48.52 |

| Description | Benefits/Costs | Total (£m) |
|--------------|-------------------------------------|---------------|
| | | Core Scenario |
| | Initial Benefit Cost Ratio (BCR) | 1.45 |
| Adjusted BCR | Reliability Benefits (RB) | 10.72 |
| | Wider Economic Impacts (WEI) | 97.25 |
| | Adjusted PVB (including RB and WEI) | 264.20 |
| | Adjusted BCR | 2.45 |

Note: All values are calculated in 2010 market prices for each year over a 60 year appraisal period, and then discounted back to 2010 present value year as per DfT guidance.

5.5 Summary of Benefits Created by the Scheme

- 5.5.1 The BCR of the Scheme has been calculated for a range of scenarios, with an adjusted BCR for the core scenario, which is anticipated to be the most realistic. Following traffic modelling analysis and economic appraisal it is expected that the Scheme will provide the following benefits to road users and local residents.
- 5.5.2 The Scheme is forecast to produce total benefits valuing £156m (PV) by the end of the 60-year appraisal period, following the calculation of the dis/benefits identified below:
- Travel time savings, vehicle operating cost and user charge benefits of £181m
 - Safety disbenefits of -£7m
 - An environmental disbenefit of -£18m
 - An indirect tax increase of £1m and
 - Delays during the construction period valued at -£1m.
- 5.5.3 The total scheme costs, at the time of compiling this report, are £108m (PV).
- 5.5.4 The adjusted BCR has been generated to include the additional benefits listed below, which were not been included in the Initial BCR calculation. These include:
- Improved reliability worth £11m plus
 - Wider economic impacts of £97m, composed of:
 - Agglomeration benefits of £86m and
 - Increased output in imperfectly competitive markets of £11m.
- 5.5.5 The addition of these benefits results in an adjusted BCR of 2.45.

6. Planning History and Allocated Land

6.1 Introduction

- 6.1.1 The NN NPS (para. 5.165) states that the Applicant should identify existing and proposed land uses near the Scheme, any effects of replacing an existing development or use of the land with the Scheme or preventing a development or use on a neighbouring site from continuing. The NN NPS also states that applicants should assess any effects arising from the Scheme that precludes a development or use proposed within the development plan. Assessment of these impacts should also be proportionate.
- 6.1.2 In line with the NN NPS a planning history review within the DCO boundary and the surrounding area has been undertaken through analysis of the host authority websites and consultation with local authorities and landowners. A review of the development plan allocations has also informed the assessment
- 6.1.3 The assessment below aligns with the cumulative effects assessment included in Chapter 15 of the ES [TR010034/APP/6.3]. The ES has assessed development and planning applications which are considered to be major development

6.2 Assessment Criteria

- 6.2.1 The ES is aligned to Advice Note 17, which sets out a process involving four 'stages' which should be undertaken to assess cumulative effects, two of which are relevant to the planning history assessment, and are outlined below, with full details of the cumulative effects methodology provided within the ES [TR010034/APP/6.3].

- Stage 1: Establish the long list – i.e. this stage involves defining the project's Zone of Influence (Zol) and identify long list of 'other development'.
- Stage 2: Establishing the shortlist of 'other development' for the cumulative effects assessment by applying the threshold criteria based on temporal scope, the scale and nature of other development and any other relevant factors to assist in deciding whether to include or exclude 'other development'.

Stage 1: Establishing the long list (defining the project Zol and long list of 'other development')

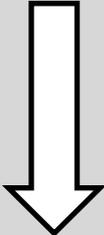
- 6.2.2 To establish a long list of 'other development', a review of the following was undertaken:
- Local planning documents and portals for and planning applications that were either approved or pending.
 - The traffic model uncertainty log.
 - Nationally Significant Infrastructure Projects (NSIPs) (under construction development, projects on the Inspectorate's programme of projects where a scoping report has or has not been submitted).
 - Transport and Works Act Orders.
- 6.2.3 The largest Zol (5 km) was used to compile the long list.

6.2.4 The following type of planning applications were not included in the long list as they were considered to be a development of insufficient scale, or of a type which would not result in different project cumulative effects with the Scheme, as follows:

- Any planning applications older than five years at the commencement date of the study (i.e. only considering applications from 2016 onwards)
- House extensions or cosmetic changes to buildings
- Material or non-material amendments to existing planning applications
- Planning applications to discharge conditions for an existing planning application
- Works to trees
- Micro-generation wind turbines
- Roof mounted solar Photovoltaic panels (or ground mounted less than 50kW output)
- House extensions or cosmetic changes to buildings
- Erection of advertisement signs and fencing
- Rejected planning applications (that were not subject to an active appeal by the applicant).

A tiered approach to assessment was undertaken which aligns with Advice Note 17.

Table 6-1: Level of certainty assigned to each development

| Tier | Likely degree of certainty | Level of detail |
|---|--|--|
| Tier 1 | <ul style="list-style-type: none"> c. Under construction*. d. Permitted application(s) whether under the Planning Act 2008 or other regimes but not yet implemented. e. Submitted application(s) whether under the Planning Act 2008 or other regimes but not yet determined. | Decreasing level of detail likely to be available  |
| Tier 2 | Projects on the Planning Inspectorate's Programme of Projects where a Scoping Report has been submitted. | |
| Tier 3 | <ul style="list-style-type: none"> a. Projects on the Planning Inspectorate's Programme of Projects where a Scoping Report has not been submitted. b. Identified in the relevant Development Plan (and emerging Development Plans - with appropriate weight being given closer to adoption) recognising that information on any relevant proposals will be limited. c. Identified in other plans and programmes (as appropriate) which set the framework for future development consents/approvals where such development is reasonable likely to come forward. | |
| * Where other projects are expected to be completed before construction of the proposed NSIP and the effects of these projects are fully determined, effects arising from them should | | |

| Tier | Likely degree of certainty | Level of detail |
|---|----------------------------|-----------------|
| be considered as part of the baseline and may be considered as part of the construction and operation assessment. | | |

Table source: adapted from PINS Advice note 17 Version 2, 2019

Stage 2: Identify shortlist of ‘other development’

- 6.2.5 A process of ‘shortlisting’ was then undertaken to identify which developments from the longlist should be taken forward and assessed in Stages 3 and 4. The developments on the longlist were reviewed to identify their potential for resulting in different project cumulative effects. This included consideration for the nature and scale of the development, the likelihood of the development to be brought forward and potential temporal and/or spatial interactions with receptors affected by the Scheme. The steps involved in this shortlisting are outlined below.

Scale and nature of other development

- 6.2.6 Based on the assumption that smaller size and scale developments have limited environmental effects and would not result in cumulative effects with the Scheme, a major development criterion was applied to the long list of developments to generate the short-list, as it was considered only larger scale development could result in different project cumulative effects.
- 6.2.7 The criterion used is set out by The Town and Country Planning (Development Management Procedure) (England) Order 2010¹² and is used in Planning Application decisions by district level planning authorities to classify the size and type of a development. The major development criterion removed any smaller ‘other developments’ that do not fall within the criterion for a large-scale development. The criterion is set out in Insert 1 as follows:

“For dwellings, a major development is one where the number of residential units to be constructed is 10 or more.

Where the number of residential units to be constructed is not given in the application a site area of 0.5 hectares or more should be used as the definition of a major development.

- 6.2.8 For all other uses a major development is one where the floor space to be built is 1,000 square metres or more, or where the site area is 1 hectare or more.”

Temporal Scope

- 6.2.9 Developments which were considered to be delivered over a similar timeframe of the Scheme were considered to be those developments that will be delivered before or shortly after the full year of the Scheme opening (2025).
- 6.2.10 Based on a review of the information available for all of the developments classified as a ‘Major’ development, it was determined whether or not the development would have a temporal overlap. Where construction programmes were not available, it has been assumed the temporal scope overlaps with the construction of the Scheme.

¹² <https://www.legislation.gov.uk/ukxi/2010/2184/article/2/made>

Local Authority Consultation

- 6.2.11 In accordance with guidance in the DMRB LA 104 and Advice Note 17, the relevant local authorities (TMBC and HPBC) were approached to determine whether any other developments in the vicinity of the Scheme should be taken into consideration and when they believe these to be likely to come forward.
- 6.2.12 TMBC and HPBC were first contacted on the 19th November 2020 during the initial short-listing exercise. HPBC responded which led to the addition of developments ID 40 and 41. At this stage TMBC did not provide any comments.
- 6.2.13 Following an updated review of the relevant planning portals in March 2021, HPBC and TMBC were once again invited to comment on the short list. HPBC clarified their previous list, which led to the addition of developments ID 39. TMBC did not provide any comments.

6.3 Planning History within the draft DCO boundary

- 6.3.1 A planning history search for the land within the draft DCO boundary has been carried out using the online planning registers of TMBC and HPBC.
- 6.3.2 No applications meeting the search criteria outlined above were identified within the DCO boundary.

6.4 Planning history for the area surrounding the draft DCO boundary

- 6.4.1 A review of planning applications local to the Scheme was completed in April 2021. The results are shown in Table 6-2 below.
- 6.4.2 The Uncertainty Log criteria for the traffic model is included in the TAR [TR010034/APP/7.4] and these criteria are considered when determining whether a planning application or development is included within the traffic model.

Table 6-1: Planning history in surrounding area

| ID | Tier | Development details (including planning reference) | Status | Programme | Approximate distance from the Scheme | Development in traffic model (Y/N)? |
|----|------|--|--|---|--------------------------------------|-------------------------------------|
| 1 | 1(a) | 20/01113/FUL Address: Rydal Walk, Ambleside, Stalybridge SK15 1DT. The development of 16 houses comprising of 2 no. 2 bedroom, 10 no. 3 bedroom and 4 no. 4 bedroom family homes. Retention and refurbishment of existing shopping parade and maisonettes with environmental improvements and new landscaping | Full planning permission granted 24 March 2021 | Construction has commenced on site therefore temporal lap assumed | 4.2 km north west of the Scheme | N |

| ID | Tier | Development details (including planning reference) | Status | Programme | Approximate distance from the Scheme | Development in traffic model (Y/N)? |
|----|------|--|---|--|--------------------------------------|-------------------------------------|
| 2 | 1(a) | 19/00618/FUL The Old Hattersley District Centre Address: Land Bounded by Underwood Road, Hattersley Road East and Melandra Crescent, Hattersley. Site 1 is bounded by Underwood Road, to the North, Hattersley Road East, to the west, Melandra Crescent to the East and St Barnabas Church to the South | Full planning permission approved 20 December 2019 (Related applications 19/00963, 19/055/FUL) | Enabling works have commenced on site, however, no detailed construction programme provided therefore temporal lap assumed | 0.4 km south of M67 Junction 4 | Y |
| 3 | 1(a) | 16/00948/OUT/, 19/00245/REM Address: Land to the west of Milverton Avenue Hattersley Tameside The proposed development of Site 11 includes construction of 37 dwellings comprising short terrace blocks, semi-detached and detached houses, as well as associated access roads and hard and soft landscaping | Reserved Matters approved 31 October 2019 | Enabling works have commenced on site, however, no detailed construction programme provided therefore temporal lap assumed | 1.3 km from the Scheme | Y |
| 4 | 1(a) | 18/00818/FUL Address: Former Globe Works Brook Street Hyde Tameside SK14 2NJ Demolition of existing buildings formally occupied by Globe Works and the construction of 37 dwelling houses and 6 apartments (43 residential units) with associated car parking and landscape works. | Full planning permission approved 12 February 2020 | Enabling works have commenced on site, however, no detailed construction programme provided therefore temporal lap assumed | 2.5 km west of the Scheme | Y |
| 5 | 1(a) | 18/00528/FUL Address: Former site of Christ Church Quarry Street Tameside 10 No new build residential units located to the north end of Quarry Street near its junction with High Street, Stalybridge. The site measures 0.21 ha is generally covering with grass and shrubs. The development aims to identify local characteristics in terms of | Full planning permission approved 14 November 2018 | Enabling works have commenced on site, however, no detailed construction programme provided therefore temporal lap assumed | 3.5 km from the Scheme | N |

| ID | Tier | Development details (including planning reference) | Status | Programme | Approximate distance from the Scheme | Development in traffic model (Y/N)? |
|----|------|---|--|--|--------------------------------------|-------------------------------------|
| | | construction styles and layout that may influence the proposed layout and building style | | | | |
| 6 | 1(a) | HPK/2018/0191 Address: Former Samas Roneo warehouse site, Glossop Road, Gamesley. Phase 1 - 93 houses | Reserved Matters approved 17 April 2019 | Enabling works have commenced on site, however, no detailed construction programme provided therefore temporal lap assumed | 1.2 km south east of the Scheme | Y |
| | 1(a) | HPK/2018/0272 Phase 2 - 44 units | Full planning permission approved 25 May 2018 | | | |
| | 1(c) | HPK/2019/0474 Phase 3 - proposed residential development (50 dwellings). Phase 3 will complement the existing planning approved phases 1 and 2 to tie the schemes visually together and to the wider context and has a mixture of apartments and house types, the primary materials are stone construction and grey slate tile | Full planning permission pending | | | |
| 7 | 1(a) | 18/00016/FUL Address: The junction of Stockport Road and Ashworth Lane, Hattersley. Chain Bar Lane and runs through the site from Ashworth Lane The proposal for a new district centre in Hattersley. Full planning permission for 2,809 sqm parcel of land (for engineering purposes) to enable extension of development boundary of Hattersley retail park. The application site extends to 3.99 ha (redline boundary) and is subject to significant variance in levels | Full planning permission approved 28 June 2018 | Enabling works have commenced on site, however, no detailed construction programme provided therefore temporal lap assumed | 0.1 km from the Scheme | Y |
| 8 | 1(a) | 17/01033/FUL Address: Ridge Hill Lane Construction of 11 dwellings and associated works The proposed houses would be located on the waste land to the north of Ridge Hill Lane | Full planning permission approved 24 July 2018 | Enabling works have commenced on site, however, no detailed construction | 4 km from the Scheme | N |

| ID | Tier | Development details (including planning reference) | Status | Programme | Approximate distance from the Scheme | Development in traffic model (Y/N)? |
|----|------|---|--|--|--------------------------------------|-------------------------------------|
| | | with an access road in front of them. | | programme provided therefore temporal lap assumed | | |
| 9 | 1(a) | 16/00959/OUT, 17/00982/REM Address: Hattersley Site 13 Sites Off Fields farm road and Hattersley road west Hyde Outline planning application (all matters reserved) for the residential development of 0.39 ha of land. It is anticipated that up to 23 dwellings could be accommodated on the site. Only private market housing is proposed in order to diversify the mix of housing in the area which is dominated by social rented accommodation. | Reserved Matters approved 27 April 2018 | Enabling works have commenced on site, however, no detailed construction programme provided therefore temporal lap assumed | 1.05 km from the Scheme | Y |
| 10 | 1(a) | 20/00766/ENV A Screening Opinion for Transpennine Route Address: Transpennine Route Electrification of the railway line and associated structural improvements between Clayton Bridge and Stalybridge and Stalybridge and Guide Bridge | Development under construction | Construction has commenced on site – delivery expected by Spring 2021 | 3 km from the Scheme | N |
| 11 | 1(a) | HPK/2017/0171, HPK/2019/0200 Address: Land south of Dinting Road, Glossop, Derbyshire Outline Permission with details of access (all other matters reserved) for proposed residential development of up to 65 houses | Reserved Matters pending decision April 2021 | Detailed construction programme not provided therefore temporal lap assumed | 1.7 km from the Scheme | Y |
| 12 | 1(a) | 16/00659/FUL Address: Land at Sandy Lane, Dukinfield, Tameside 10 no. 2 bedroom homes and 9 no. 3 bedroom homes. Dedicated off road parking for each dwelling - all three-bed dwellings are to be provided with 2 car parking spaces, with | Full planning permission pending – submitted 7 July 2016 | Detailed construction programme not provided therefore temporal lap assumed | 4.3 km from the Scheme | N |

| ID | Tier | Development details (including planning reference) | Status | Programme | Approximate distance from the Scheme | Development in traffic model (Y/N)? |
|----|------|---|---|---|--------------------------------------|-------------------------------------|
| | | all two-bed dwellings provided with a single car parking space | | | | |
| 13 | 1(a) | HPK/2016/0691, HPK/2018/0161 Address: Former Bridge Mills, New Road. Application to deliver a residential development of 120 units. A range of house sizes are proposed including 2-3 bed semi detached and 4 bed detached properties. Most of the houses will be two storeys in height although a number of 2.5 storey buildings are proposed. The application site comprises approximately 4.01 hectares of previously developed land | Reserved Matters approved 5 December 2018 | Construction has commenced on site – delivery expected by 2023 | 1.8 km from the Scheme | Y |
| 14 | 1(a) | HPK/2015/0571 Mixed Use allocation Pol H2/DS1 Local Plan. Address: Woods Mill, Milltown, Glossop, Derbyshire, SK13 8DJ. Proposed Demolition of existing buildings and structures and erection of 2,470sqm Class A1 retail unit, refurbishment of existing retail unit and extension to provide 155sqm additional Class B1 offices and 594sqm additional Class A1 retail floor space, erection of 57 dwellings, associated access including new bridges, car parking, landscaping and associated works. | Planning permission approved 1 July 2016 | Detailed construction programme not provided therefore temporal lap assumed | 2.7 km from the Scheme | Y |
| 15 | 1(b) | HPK/2020/0107, HPK/2019/0133, HPK/2017/0198 Address: Land off Woolley Bridge Hadfield Glossop Derbyshire Planning permission to erect twenty-nine dwellings, with an access and associated hard surfacing on a brownfield site at Woolley Bridge, Hadfield. | Reserved Matters approved 12 March 2021 | Detailed construction programme not provided therefore temporal lap assumed | Adjacent to Woolley Bridge Junction | Y |

| ID | Tier | Development details (including planning reference) | Status | Programme | Approximate distance from the Scheme | Development in traffic model (Y/N)? |
|----|------|--|--|---|--------------------------------------|-------------------------------------|
| 16 | 1(b) | <p>HPK/2020/0073</p> <p>Address: Dinting Lodge Industrial Estate, Shaw Lane, Glossop, Derbyshire, SK13 6LE.</p> <p>Demolition of existing building, partial dismantling of second building, construction of new building elevation, realignment of existing kerbs, formation of new access road and on-site staff car parking facilities, bunded off-load area and extension of existing trailer park hardstanding area, covering an area of roughly 2.72 hectares</p> | Full planning permission approved 23 October 2020 | Detailed construction programme not provided therefore temporal lap assumed | 0.5 km south of Woolley Lane | N |
| 17 | 1(b) | <p>19/00963/FUL</p> <p>Address: Hattersley District Centre, Beaufort Road, Hattersley.</p> <p>Residential development comprising of 91 no. apartments with associated access, car parking and landscaping. The site is part of the former District Centre and includes land off Hattersley Road East, Beaufort Road and Kingston Close. The site measures 0.66 hectare. It is currently occupied by areas of waste ground and public open space.</p> | <p>Full planning permission approved 13 February 2020</p> <p>(Related applications 19/00618/FUL and 19/055/FUL)</p> | Detailed construction programme not provided therefore temporal lap assumed | 0.4 km south of M67 Junction 4 | Y |
| 18 | 1(b) | <p>19/00555/FUL</p> <p>The Old Hattersley District Centre</p> <p>Residential development comprising of 46 units (six 2 bedroom houses; twenty-one 3 bedroom houses; nine 4 bedroom houses and ten 2 bedroom bungalows) including associated infrastructure.</p> | Full planning permission approved 20 December 2019 | Detailed construction programme not provided therefore temporal lap assumed | 0.4 km south of M67 Junction 4 | Y |
| 19 | 1(b) | <p>19/00873/FUL</p> <p>Address: Site of former Heritage House Nursing Home, Huddersfield Road, Stalybridge, Tameside, SK15 3JL</p> | Full planning permission approved 3 December 2020 | Detailed construction programme not provided therefore temporal lap assumed | 3.7 km north of the Scheme | N |

| ID | Tier | Development details (including planning reference) | Status | Programme | Approximate distance from the Scheme | Development in traffic model (Y/N)? |
|----|------|--|--|---|--------------------------------------|-------------------------------------|
| | | Construction of 23no. houses at site of former Heritage House Nursing Home, Huddersfield Road, Stalybridge together with associated access road and hard and soft landscaping. The area of the site is approximately 0.72 hectares. | | | | |
| 20 | 1(b) | 16/00946/OUT, 19/00723/REM Address: Land on the east side of Dawlish Close, Mottram, Tameside Hattersley Phase 6 - Site 24 (Hattersley regeneration programme) The site extends to circa 0.88 hectares - currently vacant rough ground and unmaintained rough grassland awaiting development. The approved reserved matters is for the means of access, appearance, layout, scale and landscaping for the construction of 29 new dwellings. | Full planning permission approved 19 December 2019 | Detailed construction programme not provided therefore temporal lap assumed | 0.1 km south of the Scheme | N |
| 21 | 1(b) | HPK/2019/0273 Address: Glossop North End Juniors AFC, Cemetery Road, Glossop, Derbyshire, SK13 7QG Redevelopment of existing sports facilities including new changing facilities/clubhouse and associated car parking, full-size artificial pitch, 2no. grass pitches and relocation of vehicular access. The site is located off Cemetery Road in Little Padfield on the outskirts of Glossop, it is approximately 3 hectares in size and is currently occupied by Glossop North End (GNE) Juniors Football Club's clubhouse and a number of pitches. | Full planning permission approved 25 March 2021 | Detailed construction programme not provided therefore temporal lap assumed | 2.3 km east of the Scheme | N |
| 22 | 1(b) | 19/01090/REM Address: Land between Ford Grove Atherton Avenue and Hyde Road, Mottram, Tameside | Reserved Matters pending – submitted 17 | Planning application not approved; detailed construction | 0.1 km from the Scheme | N |

| ID | Tier | Development details (including planning reference) | Status | Programme | Approximate distance from the Scheme | Development in traffic model (Y/N)? |
|----|------|--|--|---|--------------------------------------|-------------------------------------|
| | | Approval of the reserved matters with respect to access, appearance, layout, scale and landscaping for the construction of 16 new dwellings | December 2019 | programme not provided therefore temporal lap assumed | | |
| 23 | 1(b) | HPK/2016/0520, Address: Charlestown Works, Charlestown Road, Glossop A 3.9 hectares brownfield site application for proposed residential development consisting of 97 dwellings and associated parking including conversion of existing office space | Reserved Matters approved 26 March 2018 | Full site completion expected by 2022 | 3.3 km from the Scheme | Y |
| 24 | 1(b) | HPK/2019/0311 Local Plan allocation (G13) Address: Hawkshead Mill, Hawkshead Road, Glossop, Derbyshire, SK13 7SS Application for approval of Reserved Matters (access, landscape, appearance, layout and scale) for 30 dwellings | Reserved Matters approved 19 June 2020 | Full site completion expected between 2022-2025 | 3.4 km from the Scheme | Y |
| 25 | 1(b) | HPK/2019/0316 Address: Shire Hill Hospital, Bute Street, Glossop, Derbyshire, SK13 7QP Redevelopment of the Shire Hill Hospital site for residential development including retention and conversion of the former Administration Building. | Outline planning permission pending – awaiting decision April 2021 | Detailed construction programme not provided therefore temporal lap assumed | 3.2 km from the Scheme | N |
| 26 | 1(b) | HPK/2019/0215 Local Plan Allocation (G12) Address: Land East of Bute Street, Hawkshead Fold, Glossop, Derbyshire Outline permission with details of access and layout (all other matters reserved) for 56 new dwellings. | Outline planning permission pending – awaiting decision April 2021 | Detailed construction programme not provided therefore temporal lap assumed | 3.4 km from the Scheme | N |
| 27 | 1(b) | 18/00247/FUL Address: Flowery Fields Old Road Hyde Tameside The application proposes to build 20 new dwellings on the vacant brownfield site of the | Full planning permission pending – submitted | Detailed construction programme not provided therefore | 3.4 km from the Scheme | N |

| ID | Tier | Development details (including planning reference) | Status | Programme | Approximate distance from the Scheme | Development in traffic model (Y/N)? |
|----|------|---|---|--|--------------------------------------|-------------------------------------|
| | | former Flowery Field School building, this includes 16 semi-detached, 3 mews units and 1 detached unit. | 12 May 2017 | temporal lap assumed | | |
| 28 | 1(c) | HPK/2017/0325, HPK/2021/0160 Address: Land north of Dinting Road, Glossop Outline application for residential development for up to 108 dwellings | Reserved matters pending – submitted 23 March 2021 | Reserved matters planning application not approved and detailed construction programme not provided therefore temporal lap assumed | 0.9 km from the Scheme | Y |
| 29 | 1(c) | 21/00272/FUL Address: 58 Spring Gardens, Hyde Tameside SK14 4RZ Erection of 12 no. apartment block (Use Class C3) and associated landscaping, car parking and infrastructure works following demolition of existing building. | Full planning application pending – submitted 26 February 2021 | Planning application not approved and detailed construction programme not provided therefore temporal lap assumed | 3.4 km from the Scheme | N |
| 30 | 1(c) | 20/01223/FUL Address: Land to rear of 14-22 Porlock Avenue, bounded by Godley Reservoir and Sutton Walk, Hyde SK14 3LE Erection of 27 new Dwellings | Full planning application pending – submitted 17 December 2020 | Planning application not approved and detailed construction programme not provided therefore temporal lap assumed | 0.9 km from the Scheme | N |
| 31 | 1(c) | 20/01169/FUL Address: 132A and 134 Mottram Road, Hyde, Tameside, SK14 2RZ Erection of a 4 storey apartment block comprising 8 no. apartments with associated rear parking, and an additional 6 no. three story mews houses with integral garages and associated parking | Full planning application submitted 1 December 2020 – awaiting decision | Planning application not approved and detailed construction programme not provided therefore temporal lap assumed | 2.4 km from the Scheme | N |

| ID | Tier | Development details (including planning reference) | Status | Programme | Approximate distance from the Scheme | Development in traffic model (Y/N)? |
|----|------|--|--|---|--------------------------------------|-------------------------------------|
| 32 | 1(c) | 20/00811/FUL Address: Carson House Care Centre, 30 Stamford Street, Stalybridge, Tameside SK15 1JZ Conversion of existing building into 33 x 1-bedroom apartments | Full planning application submitted 27 August 2020 – awaiting decision | Planning application not approved and detailed construction programme not provided therefore temporal lap assumed | 3.5 km from the Scheme | N |
| 33 | 1(c) | HPK/2020/0334 Address: Land south of Hollin Cross Lane, Glossop, Derbyshire, SK13 8JH Demolition of redundant buildings including partial demolition of modern extensions to Redcourt and redevelopment of site to provide 30 dwellings (Use Class C3) including the retention and conversion of Redcourt together with access, parking and landscaping. | Full planning application pending – awaiting decision April 2021 | Planning application not approved and detailed construction programme not provided therefore temporal lap assumed | 2.8 km from the Scheme | N |
| 34 | 1(c) | 19/00334/FUL Address: Land at Rutland Street, Ashton-Under-Lyne, Tameside Demolition of existing buildings and construction of a supported housing scheme (use class C3) (19 x 1 bed units) and associated landscaping and access | Full planning application submitted 20 July 2020 – awaiting decision | Planning application not approved and detailed construction programme not provided therefore temporal lap assumed | 3.6 km from the Scheme | N |
| 35 | 1(c) | HPK/2016/0648, HPK/2020/0537 Address: Loxley Homes, land north of, Dinting Road, Glossop, Approval of Reserved matters – application HPK/2016/0648 was granted outline planning consent for the construction of up to 37 dwellings with all matters reserved on 21 July 2017. The time limit for implementation has now passed and therefore HPK/2020/0537 application | Reserved matters pending 23 March 2021 | Planning application not approved and detailed construction programme not provided therefore temporal lap assumed | 0.7 km from the Scheme | Y |

| ID | Tier | Development details (including planning reference) | Status | Programme | Approximate distance from the Scheme | Development in traffic model (Y/N)? |
|----|------|--|--|---|--------------------------------------|-------------------------------------|
| | | sought additional environmental approval in order to extend the implementation period to 1 May 2021 | | | | |
| 36 | 1(c) | HPK/2019/0349 Address: Land north of St Charles Hall, Woolley Bridge Road, Hadfield, Glossop, Derbyshire Outline planning permission for a proposed residential development (C2) of land to the north of St Charles Hall and former Jubilee Hall for assisted living purposes, including means of access, scale and layout (all other matters reserved). | Outline planning permission pending – awaiting decision April 2021 | Planning application not approved and detailed construction programme not provided therefore temporal lap assumed | 0.7 km from the Scheme | N |
| 37 | 1(c) | 18/01132/FUL, 19/00105/ENV (scoping) Address: Undeveloped land on the western edge of Hattersley Industrial Estate The proposal is to create 4,700sqm of B1/B2/B8 buildings to become known as Hattersley Science and Technology Park. Approximately half the building floor area would be a new soil testing laboratory for RSK Group company 'Envirolab' currently operating from premises in Mottram Road, Hyde. The screening opinion determined that it was not considered to be EIA development | Full planning permission submitted date EIA Scoping Opinion submitted date | Detailed construction programme not provided therefore temporal lap assumed | 1 km from the Scheme | Y |
| 38 | 3(c) | 20/00756/ENV Address: Former Hartshead Power Station and Millbrook Sidings, Millbrook, Stalybridge Residential development totalling 162 new homes. This development also proposes to form a new Community Park within the Valley. The proposals would look to also deliver environmental | Pre-application consultation held February 2021 to support the future planning application | Delivery estimated between 2022-2026 | 3.6 km from the Scheme | N |

| ID | Tier | Development details (including planning reference) | Status | Programme | Approximate distance from the Scheme | Development in traffic model (Y/N)? |
|----|------|--|--|--|--------------------------------------|---|
| | | enhancements through the management of existing high-quality habitats and the provision of substantial new areas of planting following the removal of remnant industrial structures and hardstanding | | | | |
| 39 | 3 | Employment Allocation under Pol E2 Local Plan Address: Wren Nest Road, Glossop The developer will be required to provide a landscaping strip along the northern site boundary. An archaeological survey will be required to support proposals. 2.59 hectares. | No approvals for any use since application | Uncertain if development has commenced – delivery expected by 2025 | 2.1 km from the Scheme | Classified as reasonably foreseeable in the traffic model |
| 40 | 3(b) | Local Plan Allocation (G25) Address: Land off Melandra Castle Road, Glossop Development for 35 dwellings | Allocated in adopted Local Plan | Delivery estimated between 2022-2026 | 1.6 km from the Scheme | Classified as reasonably foreseeable in the traffic model |
| 41 | 3(b) | Local Plan Allocation (G3) Address: Padfield Main Road, Hadfield Development for 102 dwellings | Allocated in adopted Local Plan | Delivery estimated between 2022-2026 | 1 km from the Scheme | Classified as reasonably foreseeable in the traffic model |
| 42 | 3(b) | Development opportunity area E2 HYD8 Godley Hill / The Thorns / Mottram Road Godley Green Garden Village In the latest 2020 of the Greater Manchester Spatial Framework (GMSF) draft, the site is allocated through draft Policy GM Allocation 43 to provide up to 2,350 new homes across a range of types and tenures, which reflects the Garden Village principles | Allocated in adopted Local Plan Also referred to in the GMSF draft 2020 | Submission planned for Spring 2021 | 1 km from the Scheme | Classified as reasonably foreseeable in the traffic model |
| 40 | 3(b) | Local Plan Allocation (G25) Address: Land off Melandra Castle Road, Glossop Development for 35 dwellings | Allocated in adopted Local Plan | Delivery estimated between 2022-2026 | 1.6 km from the Scheme | Classified as reasonably foreseeable in the traffic model |

6.5 Planning history for regionally significant and NSIPs near the Scheme

- 6.5.1 There are no NSIPs within 5 km (3.1 miles) of the Scheme.
- 6.5.2 A Transport and Works Act Order (TWAO) was submitted on 31 March 2021 for the Transpennine Route Upgrade of the rail corridor between Huddersfield and Westtown (Dewsbury) including upgrading of an eight mile section of the route comprising major station upgrades, electrification, doubling the number of tracks from two to four and a proposed grade separation.
- 6.5.3 A TWAO was approved in February 2018 for new passing facilities on the Hope Valley rail line at Bamford and Dore.

6.6 Conclusion on Planning History

- 6.6.1 No planning applications lie within the DCO boundary and a total of 42 in the area surrounding the DCO boundary. There are no NSIPs within 5 km (3.1 miles) of the Scheme but two TWAOs (one approved and one pending) lie within the study area.
- 6.6.2 The Applicant is working with HPBC and DCC with regard to a residential application High Peak HPK/2017/0198 at Woolley Bridge Road. The residential development will tie into the proposed new junction being created in this area.

6.7 Current Allocations and Minerals Safeguarding

- 6.7.1 Within the DCO boundary, two Mineral Safeguarding Areas (Mineral SAs) have been identified. The importance attached to safeguarding designated Mineral SAs is set-out in Paragraph 5.182 of the NN NPS, which states that, where a proposed development has an impact on a Mineral SA “*the Secretary of State should ensure that the applicant has put forward appropriate mitigation measures to safeguard mineral resources*”.
- 6.7.2 To the west of the Scheme at the M67 Roundabout, there is a Mineral SA for Sand and Gravel, which encroaches into the study area. These areas are illustrated on Plate 13.1 found in Chapter 13: Geology and Contaminated Land [TR010034/APP/6.13]. The planned works in this area are relatively minor and do not require large excavations. Given the existing road structure, the minerals in this part of the Mineral SA are not considered to be receptors and are therefore not considered further within the ES for assessment or consideration of the need for mitigation measures.

6.8 Future Allocations

- 6.8.1 The now-abandoned GMSF proposed 2,790 homes in TMBC, this included the Godley Green development. However, it is understood that TMBC is progressing a planning application for Godley Green independently of work on any Greater Manchester plan, and a public consultation exercise on the proposals took place between February and March 2021.
- 6.8.2 The abandoned GMSF also included 440 homes south of Hyde and 160,000 sq. metres of employment space at Ashton Moss West.

6.8.3 It is currently unclear what allocations from the former GMSF will be taken forward in the new *Places for Everyone* plan currently being prepared by the nine remaining Greater Manchester local authorities. The allocations have therefore not been included in this Report.

6.9 Other land

6.9.1 There is no National Trust land or common land affected by the Scheme

6.9.2 The Environment Agency (EA) would have an interest (but no formal registered land ownership) in the River Etherow as a Main River but the EA is a non-departmental public body that is sponsored by DEFRA. The plots in question are identified in the Book of Reference as plots: 6/2f, 6/2g, 6/2h, 6/2i, and 6/2j,

6.9.3 Six affected land plots are considered to be special category land (2/6, 3/3a, 3/30, 8/2, 8/3 and 8/4). The identification of these plots is included in the Common Land, Open Space and Allotment (COSA) Assessment (Appendix D). They include three plots which incorporate a hard standing, paved area in the centre of Mottram in Longdendale with seating and public art. Three further land plots considered to be special category land are located at the Junction of Hyde Road/Mottram Road/Stalybridge Road and the B6174; they include a small grassed area and bench.

6.9.4 The special category land plots identified are very small slithers of land currently consisting of paved and grassed highway verge. Their location adjacent to the flow of traffic limits their ability to accommodate recreation and their related value is therefore low. The hard standing area, accommodating seating and public art will be affected permanently by small changes to the layout of the footway.

6.9.5 Plots 2/6, 3/3a are owned by TMBC and the ownership of the further four plots 3/30, 8/2, 8/3, 8/4 is unknown but expected to be TMBC or the Applicant.

6.9.6 The special category land required to build the Scheme relates to the widening of the existing highway and is therefore exempt with regards to the requirement for replacement land. The formal provision of exchange land is considered unnecessary as it would not be in the public interest to replace land of this nature. The Scheme provides additional open space above Mottram Underpass, in excess of the cumulative size of the special category land plots (0.047ha), and additional planted highway verge along the new length of the two proposed link roads; Mottram Moor Link Road and A57 Link Road.

6.9.7 Further information is provided in the Statement of Reasons [TR010034/APP/4.1].

7. Alignment with Planning Policy and Transport Plans

7.1 Introduction

- 7.1.1 This Chapter sets out how the Scheme aligns with the NN NPS and other planning policies relevant to the Scheme. A list of the relevant sections of the NN NPS and how the Scheme aligns with them is presented in detail in Appendix B of this CftS.
- 7.1.2 The 2008 Act requires that applications for development consent are decided in accordance with relevant National Policy Statement (Section 104(3)) except where the adverse impact of the proposed development would outweigh its benefits (Section 104(7)). The NN NPS is therefore the primary national policy document that should guide decision making on this application.
- 7.1.3 The 2008 Act states that in deciding an DCO application the SoS must have regard to the following with relevance to the application:
- (a) a relevant national policy statement...*
 - (b) any local impact report (within the meaning given by Section 60(3)) submitted to the before the deadline specified in a notice under Section 60(2)...*
 - (d) any other matters which the SoS thinks are both important and relevant to the SoS's decision.'*
- 7.1.4 Planning and transport policy documents are often considered important and relevant to decision making on DCO applications. The key national policy documents are therefore explored within this chapter, as they may be considered to be material considerations.
- 7.1.5 Regional/local planning and transport policy documents can also be important and relevant to decision making, particularly where they are relatively up to date. The Planning Inspectorate's Advice Note 1: Local Impact Reports (Ref 1.22) provides guidance for host authorities on the production of Local Impact Reports, which the SoS must have regard to when determining DCO applications. Advice Note 1 (page 6) states that topics that may be of assistance in writing the report include: "*Relevant development plan policies, supplementary planning guidance or documents, development briefs or approved master-plans and an appraisal of their relationship and relevance to the proposals*". It goes on to state that: "*It will also be very helpful to have the local authority's appraisal of the proposed development's compliance with local policy and guidance*".
- 7.1.6 The above further emphasises the view of the Planning Inspectorate that regional and local planning policies are important and relevant in decision making on DCO applications. Local and regional planning policies, together with regional transport policies, have therefore been reviewed from an early stage, informing Scheme development. Compliance with these policies is assessed in this chapter with regional and local policy documents and Appendix A.

7.2 National Policy Context

National Policy Statement for National Networks

- 7.2.1 The NN NPS is the principal document that guides decision making for highway NSIPs. It outlines the need for national networks, wider government policy on the national networks, assessment principles and requirements for the consideration and assessment of generic impacts.
- 7.2.2 The NN NPS is the primary basis for decision making for the Scheme, although local policy is also a material consideration. This CftS provides a broad overview confirming the Scheme's compliance with the NN NPS and a commentary on how each of the relevant provisions of the NN NPS Chapters 3, 4 and 5 are met. Full details of compliance with the NN NPS are provided in Appendix B, whilst policy and legislative matters relevant to each environmental theme are covered in more detail in the ES.
- 7.2.3 The NN NPS is the primary basis for decision making for the Scheme, except where doing so relates to any of the following activities (Section 104 (3-8):
4. (a) *“the United Kingdom being in breach of any of its international obligations”*
 5. (b) *“the Secretary of State being in breach of any duty imposed on the Secretary of State by or under any enactment”*
 6. (c) *the decision “would be unlawful by virtue of any enactment”*
 7. (d) *“the adverse impact of the proposed development would outweigh its benefits”*
 8. (e) *“any condition prescribed for deciding an application otherwise than in accordance with a national policy statement is met”.*
- 7.2.4 The Applicant has prepared this application with careful consideration of all legal obligations applying to it and to the SoS. The Applicant is not aware of any respect in which deciding the application in accordance with the NN NPS would be in breach of the SoS's duties, would be unlawful or contrary to any other condition prescribed for deciding the application.
- 7.2.5 Deciding the application in accordance with the NN NPS would not lead to the United Kingdom being in breach of any of its international obligations, nor would the adverse impact of the Scheme outweigh its benefits. The Scheme's conformity to these conditions is demonstrated through the assessment of its compliance with the NPS, which is concerned with impacts on legislation, strategy and a range of environmental issues from international to local scales. The Scheme should therefore be decided in accordance with the decision making framework set out in the paragraph above.
- 7.2.6 Paragraph 1.1 of the NN NPS states that the purpose of the NPS is to establish: “The need for, and Government's policies to deliver, development of nationally significant infrastructure projects (NSIPs) on the national road and rail networks in England. It provides planning guidance for promoters of nationally significant infrastructure projects on the road and rail networks, and the basis for the examination by the Examining Authority and decisions by the Secretary of State”.

7.2.7 NN NPS paragraph 2.2 recognises that there is a critical need to improve the national networks to address road congestion in order “...to provide safe, expeditious and resilient networks that better support social and economic activity; and to provide a transport network that is capable of stimulating and supporting economic growth.”

National Planning Policy Framework 2019

7.2.8 The revised National Planning Policy Framework (NPPF) was written to guide planning applications under the Town and Country Planning Act 1990, rather than the 2008 Act. However, the NN NPS acknowledges in paragraph 1.17 that the overall strategic aims of the NPPF and the NN NPS are consistent but that the two documents have differing, but equally important, roles to play. The NPPF makes clear that it is not intended to contain specific policies for NSIPs and that it is the role of the NN NPS to assume that function, plus provide transport policy, which will guide individual development brought under it.

7.2.9 However, there are instances where the NPS directly references the NPPF and others where the NPPF may provide more detailed and/ or more up to date guidance than the NPS. The NPPF is therefore an important and relevant consideration in decision making on NSIPs, but only to the extent that it is relevant to the particular project and topic under consideration. The NPPF was updated in February 2019, with its recency increasing the weight that can be applied to it in decision making as a material consideration.

7.2.10 The NPPF outlines that the purpose of the planning system is to contribute to the achievement of sustainable development (paragraph 7). It explains that achieving sustainable development means that the planning system has three overarching objectives (economic, social and environmental), which are interdependent and need to be pursued in mutually supportive ways (paragraph 8). Paragraph 9 states that “*these objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged*”.

7.2.11 The significance of planning in developing the need for economic growth is stated in the overarching objectives, included in paragraph 8 of the NPPF: “an economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.”

Conclusions in relation to NPPF

7.2.12 The Scheme supports the delivery of NPPF core land-use planning principles, by providing improved infrastructure to support economic growth within the wider region through delivering capacity enhancements to the strategic road network.

7.2.13 In terms of specific policies of relevance to the Scheme, development within the Green Belt is an issue of importance within the NPPF. This is addressed below.

7.2.14 The ES demonstrates that across the range of environmental topics addressed within the NPPF, the Scheme has taken account of and accords with the relevant policy guidance of the NPPF.

- 7.2.15 The conclusions reached in the ES are that the Scheme would not result in any direct significant impacts on designated or non-designated sites of nature conservation value. In addition, once the proposed landscape planting is in place, the operation of the Scheme is seen as enhancing the current ecological environment of the area and that the effects on nature conservation through creating new habitats and minimising habitat fragmentation are assessed as beneficial, and overall no significant adverse residual effects have been predicated as a result of the Scheme.
- 7.2.16 Regarding other environmental matters referred to within the NPPF, both noise and air quality feature prominently. In relation to the former, changes in road traffic noise levels are assessed as resulting in both significant increases and decreases compared to the existing situation. In the long-term, although significant adverse effects are predicted to occur on 128 noise sensitive receptors during operation of the Scheme, significant beneficial effects are predicted to occur on 366 noise sensitive receptors during operation of the Scheme, primarily at dwellings within NIA 10992 (Mottram in Longdendale). This falls within the requirements of the NPPF for development to “avoid noise from giving rise to significant adverse impacts”.
- 7.2.17 In terms of air quality, the ES concludes that the Scheme does not have a significant impact on local air quality and a result complies with the requirements of the NPPF. The assessment reported a large beneficial change in air quality, with an overall significant improvement for human health.
- 7.2.18 The following other national plans and policies are considered important and relevant to the Scheme, particularly in terms of establishing the need for the Scheme:
- National Infrastructure Delivery Plan (2016-2021) (NIDP)
 - Road Investment Strategy 1 (2015-2020) (RIS1)
 - Road Investment Strategy 2 (2020-2025) (RIS2)
 - Highways England Strategic Business Plan 2020-2025 (HESBP)
 - Highways England Delivery Plan 2020-2025 (HEDP).

National Infrastructure Delivery Plan (2016-2021)

- 7.2.19 The National Infrastructure Delivery Plan (NIDP), authored by HM Treasury and the Infrastructure and Projects Authority, updates and replaces the previous National Infrastructure Plan, outlining details of £483 billion of investment in over 600 infrastructure projects and programmes in all sectors and spread across the UK, to 2020-21 and beyond.
- 7.2.20 The NIDP recognises that “A reliable and high-performing road network helps improve productivity, but over decades, the quality of the network has declined, and congestion, noise and poor air quality have become problems at certain hotspots. Poor or missing links mean cities which are close together do less business with one another”.

Road Investment Strategy 1 2015-2020

- 7.2.21 The first ‘Road Investment Strategy’ (RIS1), authored by the Department for Transport (DfT) and Highways Agency, outlines a long-term programme for

motorways and major roads with the stable funding needed to plan ahead. It comprises a long-term vision for England's motorways and major roads, outlining how the Government will create smooth, smart and sustainable roads, a multi-year investment plan that will be used to improve the network and create better roads for users high-level objectives for the first roads period 2015 to 2020.

7.2.22 RIS1 includes both the Mottram Moor Link Road and A57 Link Road.

Road Investment Strategy 2 2020-2025

7.2.23 The second Road Investment Strategy (RIS2), authored by the Department for Transport (DfT) and Highways England, sets a long-term strategic vision for the national network. With that vision in mind, it then specifies the performance standards the Applicant must meet; lists planned enhancement schemes it is expected to build; and states the funding that will be made available during the second Road Period (RP2), covering the financial years 2020/21 to 2024/25.

7.2.24 RIS2 maintains commitment for the delivery of both the Mottram Moor Link Road and A57 Link Road.

Highways England Delivery Plan (HEDP) 2020-2025

7.2.25 The HEDP sets out in detail how the Applicant will deliver its strategic outcomes and measure success. It gives details of specific funding, activities and projects which will be delivered over the five years from 2020 to 2025. It also explains the Applicant's approach to efficiency and risk management.

7.2.26 It includes the Applicant's performance framework, which brings together its delivery aims for the second road period (2020-2025).

7.2.27 In relation to the Scheme, it states "We are committed to delivering better environmental outcomes for people living close to our network. The Scheme at Mottram Moor Link Road and A57 Link Road will provide a dual carriageway bypass around Mottram in Longdendale, near Manchester. It will also provide an alternative route for traffic heading north south on the A57, reducing congestion and bringing both social and environmental benefits for local communities".

Highways England Strategic Business Plan 2020-2025

7.2.28 Highways England's Strategic Business Plan sets out its commitment to protecting the environment and neighbouring communities, while preparing roads for future developments. It sets out the Applicant's response to RIS2 and presents the careful balancing between maintaining and operating the SRN safely and providing new capacity where it is needed.

7.2.29 As agreed with DfT, Transport Focus and the Office of Road and Rail, the Applicant's performance framework reflects how they will deliver the following six outcomes:

- Improving safety for all
- Providing fast and reliable journeys
- A well-maintained and resilient network
- Delivering better environmental outcomes
- Meeting the needs of all users

- Achieving efficient delivery.

Conclusions

7.2.30 The national policy review demonstrates that the Scheme's development is supported by a variety of policy documents. The aims of the NIDP includes the provision of a reliable and high-performing road network, the delivery of the Scheme would support this objective. The Scheme is identified directly within RIS1 and RIS2, plus the HEDP. The Scheme's individual objectives align with those identified in Highways England's Strategic Business Plan.

7.3 Regional and Local Policy Context

7.3.1 Although the National Policy Statements are the primary planning policy documents for decision making on NSIPs, regional and local planning policy is still relevant and so this section addresses the relevant local planning and transport policy documents and considers the Scheme's alignment with them. Appendix A, of this document, provides a full list of individual regional/local planning and transport policies considered relevant to the Scheme.

7.3.2 As noted in section 1.5.6 above, following the withdrawal of Stockport Council from the Greater Manchester Spatial Framework (GMSF) process, the nine remaining councils voted to form a joint committee to develop a long-term plan for jobs, new homes, and sustainable growth across their boroughs, to be known as "*Places for Everyone*". This is not considered relevant to the Scheme as it carries little material weight in decision-making as it is currently at an embryonic stage of development. The timescale for the progress and adoption of *Places for Everyone* is currently uncertain.

7.3.3 The following regional planning policy documents are considered:

- Greater Manchester Joint Minerals Development Plan Document (2013).

7.3.4 Local Planning Authorities (LPAs) have a statutory duty to prepare a development plan for their area. Relevant local plans have been included for each of the LPAs where Scheme works are proposed, namely, TMBC, HPBC and DCC.

7.3.5 The following local planning policy documents are considered relevant:

- Tameside Unitary Development Plan (UDP 2004) (saved 2007)
- High Peak Adopted Local Plan 2016 (April 2016)
- Derby and Derbyshire Minerals Local Plan (adopted 2000 and amended in 2002) (saved policies).

7.3.6 The main planning policy issues raised by the Scheme proposals across each of the 'host' local authorities relate to traffic and construction impacts. Tameside's UDP Green Belt policy and specific policy to safeguard the route identified with the Scheme's proposals are considered. Policy recognises the role the Scheme can play in alleviating existing congestion along and surrounding the route. The Scheme would also result in an improvement in community connectivity across the area.

7.3.7 The following regional transport policy documents are considered relevant to the Scheme:

- Northern Transport Strategy: ‘The Northern Powerhouse: One Agenda, One Economy, One North’
- Transport for the North (TfN) Strategic Transport Plan (2019)
- Southern Pennine Strategic Development Corridor (2019)
- Greater Manchester Transport Strategy 2040: A Sustainable Urban Mobility Plan for the Future (February 2017)
- Derbyshire Local Transport Plan 3 (2011-2026).

Greater Manchester Joint Minerals Development Plan Document 2013

7.3.8 The Minerals Plan identifies how Greater Manchester will deliver the spatial vision for minerals development to 2028. The Minerals Plan sets out policies to guide future minerals development and identifies Areas of Search and Mineral Safeguarding Areas to meet aggregate requirements and to protect minerals resources across Greater Manchester to 2028.

7.3.9 The Scheme is considered to be aligned with the key policies of the Greater Manchester Joint Minerals Development Plan as set out in the table at Appendix A.

Tameside Unitary Development Plan (UDP) 2004 (Saved 2007)

7.3.10 The Tameside UDP is the principal document in guiding development within the TMBC authority area. The current UDP is saved as a Development Plan Document beyond its expiry date of 27 September 2007. It provides a framework for development and conservation and sets out the main considerations on which planning applications in the Borough are determined. Six Supplementary Planning Documents (SPDs) currently provide further detail to the policies within the UDP.

7.3.11 Work to replace the Tameside UDP with the Tameside Local Plan is ongoing and aims to align TMBC specific policies with those being prepared at a regional level. An Issues and Options report (first draft) is anticipated in Autumn 2021 for consultation, however this is subject to change pending the timescales associated with the production of the new development plan document for Greater Manchester, “*Places for Everyone*”. Adoption of the Tameside Local Plan is currently anticipated to be in winter 2024. The saved policies of the Tameside UDP are therefore the primary local development plan document for the Scheme given it is located mostly within the TMBC area.

7.3.12 The UDP provides a specific policy T2: Trunk Road Developments, which safeguards the route proposed for the Scheme.

7.3.13 The Scheme is considered to be aligned with the key policies of the Tameside UDP, as set out in the table at Appendix A and section 7.5 which focuses on Green Belt policy.

High Peak Adopted Local Plan 2016

- 7.3.14 The Local Plan was adopted on 14 April 2016 and sets out HPBC's vision and strategy for the Borough until 2031. The Local Plan sets out the development strategy, strategic and development management policies and land designations for the parts of High Peak that lie outside of the PDNP.
- 7.3.15 The Scheme is considered to be aligned with the key policies of the High Peak Adopted Local Plan as set out in the table at Appendix A. The effects of the Scheme on the Green Belt and the justification for the Scheme are also set out in section 7.5 below.

Derby and Derbyshire Minerals Local Plan (adopted 2000 and amended in 2002) (saved policies)

- 7.3.16 The Minerals Local Plan sets out detailed policies and proposals for mineral working in DCC (outside of the PDNP). Its aim is to provide for the future supply of minerals, whilst ensuring that the environment is satisfactorily protected.
- 7.3.17 The Scheme is considered to be aligned with the key policies of the Derby and Derbyshire Minerals Local Plan as set out in the table at Appendix A.

Conclusions on Regional and Local Planning Policy

- 7.3.18 The Scheme is considered to be aligned with local and regional planning policy and it is anticipated that the Scheme would also result in an improvement in community connectivity across the area.
- 7.3.19 Environmental considerations have been recognised through the ES process, such as biodiversity, drainage, cultural heritage, landscape, air and noise impacts. The ES and related EMP ensure the proposals are environmentally sensitive and mitigation measures are implemented with respect to the surrounding countryside and natural habitats. The economic benefits the Scheme can bring are also acknowledged, especially given the area's economic aspirations.

7.4 Regional and Local Transport Policy

Northern Transport Strategy: 'The Northern Powerhouse: One Agenda, One Economy, One North', HM Government, March 2015

- 7.4.1 The Transport Strategy seeks to transform northern growth, rebalance the UK economy and establish the North as a global powerhouse. The Strategy sets out how transport is a fundamental part of achieving these goals and how to develop long-term investment in the region.
- 7.4.2 As set out in the Greater Manchester Transport Strategy 2040, The Northern Transport Strategy "has set out a vision for a core free-flow network of motorways and expressways increasingly offering reliable 'mile a minute' journey times. Central to achieving the vision is increased capacity and improved Trans-Pennine road links". The Northern Transport Strategy states that the "Northern road network will become increasingly congested without action".

7.4.3 Specifically, it sets out that the “proposed Trans-Pennine route enhancements include a new Mottram Moor link road, a link road between the A57 and A57 trunk road, consideration of climbing lanes on the A628 and dualling of the A61”.

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

7.4.4 TfN’s Strategic Transport Plan outlines how up to £70 billion of investment to 2050 could contribute towards an additional £100 billion in economic growth. TfN’s vision is of “*a thriving North of England, where world class transport supports sustainable economic growth, excellent quality of life and improved opportunities for all*”.

7.4.5 Supporting this vision are four Northern transport objectives, which have informed the development of the Strategic Transport Plan and TfN’s work programmes:

- Transforming economic performance.
- Increasing efficiency, reliability, integration, and resilience in the transport system.
- Improving inclusivity, health, and access to opportunities for all.
- Promoting and enhancing the built, historic, and natural environment.

7.4.6 The Scheme seeks to improve the connectivity and the strategic transport performance in the North by creating reliable and resilient connections between Manchester and Sheffield and so supports the objectives of TfN’s Strategic Transport Plan.

Southern Pennine Strategic Development Corridor (SDC) (2019)

7.4.7 TfN has identified and is taking forward a series of Strategic Development Corridors. These are currently seven geographic corridors that reflect the economic links across the North, as well as links with its neighbours in Scotland, Wales and the Midlands.

7.4.8 The corridors represent “where the largest gaps between demand and performance currently exist, and also where there is likely to be the greatest economic potential for agglomeration between the economic assets and clusters across the North”.

7.4.9 For the Southern Pennines, which includes the Scheme the priority is “improving the strategic East-West, multimodal connectivity between the important economic centres, assets and ports within Liverpool City Region, Greater Manchester, Cheshire, Sheffield City Region, East Riding and Hull and Humber, as well as cross-border movements to the Midlands”.

7.4.10 The Mottram Moor Link Road and A57 Link Roads are included in a Strategic Outline Programme (SOP) of interventions for the Southern Pennines Strategic Development Corridor (SDC).

Greater Manchester Transport Strategy 2040: A Sustainable Urban Mobility Plan for the Future (February 2017)

- 7.4.11 Greater Manchester's 2040 Vision for Transport is for "*world class connections that support long-term, sustainable economic growth and access to opportunity for all*". The draft Vision was consulted on in 2015 and set out ambitions for a radical new approach to planning Greater Manchester's transport system in support of long-term needs and aspirations. The Transport Strategy builds on the Vision, highlighting the priority interventions needed to achieve it. The priority interventions include measures to tackle congestion in the Longdendale area including the Mottram Moor Link Roads and A57 Link Roads.
- 7.4.12 The Greater Manchester Transport Strategy 2040 recognises that transport is crucial in supporting Greater Manchester's ambitious plans, and that "*growth will both need and be driven by improved connectivity*" on both "*a local and pan-northern level; as Greater Manchester has a fundamental role to play at the heart of a successful, more connected, Northern Powerhouse*".
- 7.4.13 It acknowledges plans for the Scheme as set out in the Government's first Road Investment Strategy (RIS1), and states that TfGM will "*work closely with Highways England and TfN to ensure that these initiatives are developed as an integrated and sequenced strategy that fully addresses local connectivity and environmental concerns in this area of Tameside*".

Derbyshire Local Transport Plan 3 (2011-2026)

- 7.4.14 The Derbyshire Local Transport Plan 3 covers the period 2011 to 2026 and provides a basis for transport policy over the plan period as well as helping to secure funding for transport initiatives. It defines a path towards transport investment, which will result in a more sustainable and healthy transport system, which also supports the local and sub-regional economy.
- 7.4.15 It recognises that due to Derbyshire's central position between major conurbations, cross-boundary and joint working arrangements are a feature of the plan. The Plan sets the following vision:
- 7.4.16 "At the heart of our vision is a transport system that is both fair and efficient. Healthier lifestyles, safer communities, a safeguarded and enhanced natural environment and better access to jobs and services will be the result. To get there, we will improve the choice and accessibility of transport whilst integrating economic, social and environmental needs".

Conclusions on Regional and Local Transport Policy

- 7.4.17 The relevant regional and local transport policies provide strategic support for the delivery of the Scheme. The Scheme is also expected to contribute to the respective objectives and visions of each document. A more detailed breakdown of the individual policies is provided within the table at Appendix A.

7.5 Green Belt Policy

- 7.5.1 The Scheme consists of new linear highway, of which 22.28ha is located within the Tameside UDP Green Belt designation. Alignment with Green Belt policy is therefore a key issue. The additional development area will consist of landscaping works, PRow/access diversions and ponds, which are in keeping with the existing Green Belt.
- 7.5.2 Both national and local planning policy sets out that the general presumption of development in the Green Belt is to refuse inappropriate development unless overriding reasons, very special circumstances, justify development.
- 7.5.3 Paragraphs 5.170 and 5.171 of the NN NPS state:
“The general policies controlling development in the countryside apply with equal force in Green Belts but there is, in addition, a general presumption against inappropriate development within them. Such development should not be approved except in very special circumstances. Applicants should therefore determine whether their proposal, or any part of it, is within an established Green Belt and, if so, whether their proposal may be considered inappropriate development within the meaning of Green Belt policy...”
“...Linear infrastructure linking an area near a Green Belt with other locations will often have to pass through Green Belt land. The identification of a policy need for linear infrastructure will take account of the fact that there will be an impact on the Green Belt and as far as possible, of the need to contribute to the achievement of the objectives for the use of land in Green Belts”.
- 7.5.4 Paragraph 5.178 NN NPS states:
“When located in the Green Belt national networks infrastructure projects **may** comprise inappropriate development. Inappropriate development is by definition harmful to the Green Belt and there is a presumption against it except in very special circumstances. The Secretary of State will need to assess whether there are very special circumstances to justify inappropriate development. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. In view of the presumption against inappropriate development, the Secretary of State will attach substantial weight to the harm to the Green Belt, when considering any application for such development”.
- 7.5.5 In addition to the NN NPS wording above, it is noted that paragraph 144 of the NPPF states:
“When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations”.

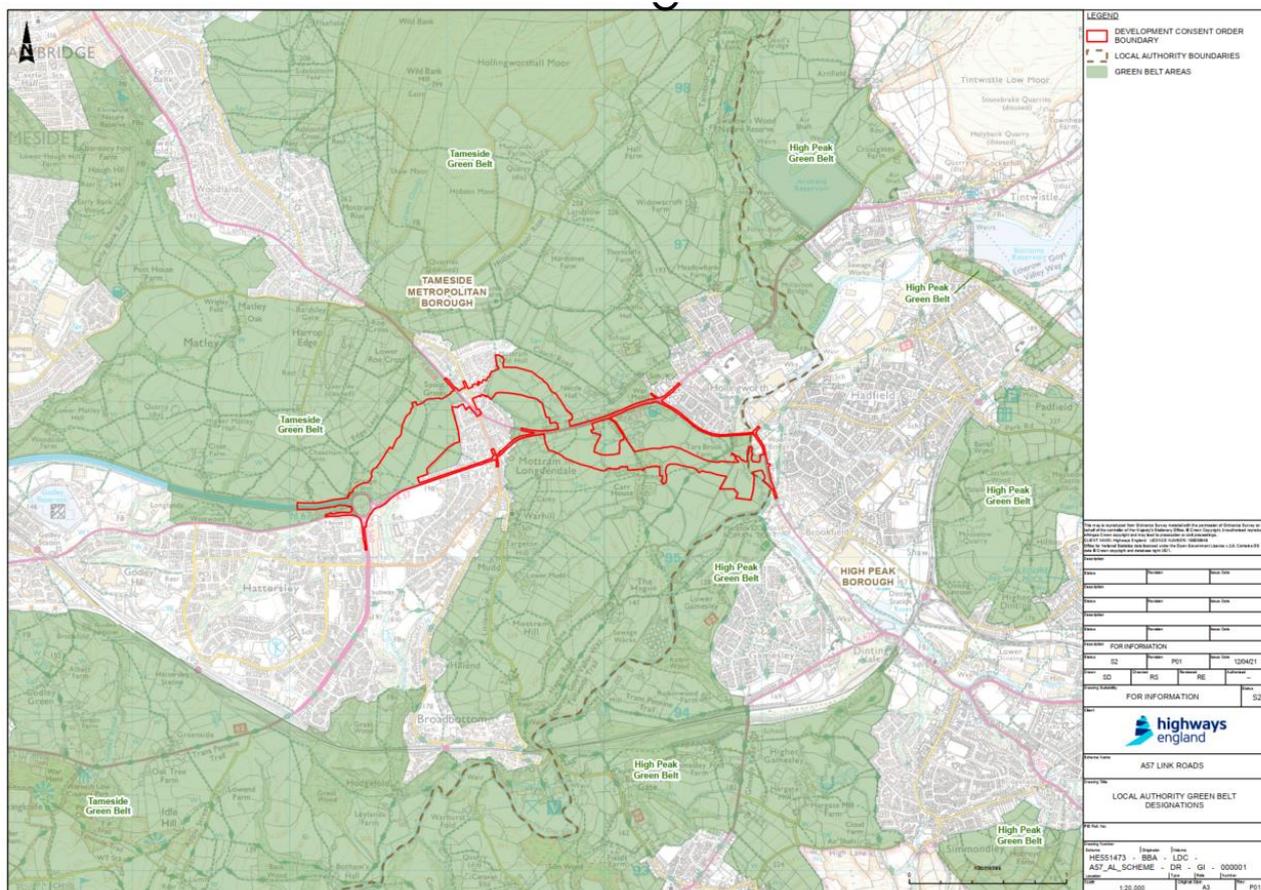
Inappropriate development

- 7.5.6 Paragraph 146 of the NPPF sets out that certain developments are not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. This includes “*local transport infrastructure, which can demonstrate a requirement for a Green Belt location*”.
- 7.5.7 The location of the Scheme in the Green Belt is unavoidable as it relates to existing road routes, which are surrounded by Green Belt. Use of the Green Belt has been identified as an essential requirement of the A57 Link Roads Scheme. The areas which require connection are geographically surrounded by Green Belt policy designations as demonstrated in Figure 7-1
- 7.5.8 Paragraphs 5.170, 5.171 and 5.178 of the NN NPS consider proposals in the Green Belt and, therefore, apply to the Scheme. Whilst there is a general presumption against inappropriate development in the Green Belt, and an expectation that such development should not be approved except in very special circumstances, the NN NPS also recognises that linear infrastructure may need to pass through Green Belt land. The exception to this might be if alternative alignments not within the Green Belt are available and suitable.
- 7.5.9 As Paragraph 5.178 NN NPS states that “*When located in the Green Belt national networks infrastructure projects may comprise inappropriate development*”. A recent decision notice on the A38 Derby Junctions scheme indicated that it should not be categorised as a local infrastructure project¹³. However, the Examining Authority and Secretary of State agreed that the A38 Derby Junctions would fall within the exception set out in paragraph 146(c) of the NPPF and would not be considered as inappropriate development in the Green Belt.¹⁴
- 7.5.10 The Scheme’s Green Belt location is supported by Policy T2: Trunk Road Developments of the Tameside UDP, which safeguards the route of the Scheme across the Green Belt. This policy was tested during the preparation and adoption of the UDP, which considered the Scheme’s Green Belt location. The proposals for the Scheme align with the safeguarded route within the UDP and should therefore not be considered to be inappropriate development.
- 7.5.11 The Scheme will provide significant benefits to the regional and local transport network. It aids connection between the urban areas of Greater Manchester and South Yorkshire, whilst also supporting journeys between local settlements, including Hattersley, Mottram in Longdendale, Hollingworth and Glossop.
- 7.5.12 The effect of the proposed Scheme on the Green Belt is discussed below, including the impact on the perceived/openness of the Green Belt.

¹³ [TR010022-001426-TR010022_A38 Derby Junctions Recommendation Report_FINAL and appendices.pdf \(planninginspectorate.gov.uk\), Para. 4.5.38](#)

¹⁴ [TR010022-001461-210108 A38 draft Decision Letter \(final\).pdf \(planninginspectorate.gov.uk\), Para. 6.4.35](#)

Figure 7-1 Local Authority Green Belt designations



- 7.5.13 The Scheme has been carefully designed and includes extensive mitigation to minimise visual impact on surrounding receptors and limit the impact on the openness of the Green Belt as set out within Chapter 7 of the ES [TR010034/APP/6.3].
- 7.5.14 The NN NPS recognises that linear infrastructure projects often have to be located in the Green Belt if they are to be taken forward. The exception to this might be if alternative alignments not within the Green Belt are available and suitable. As set out within the alternatives assessment within Chapter 3 of the ES [TR010034/APP/6.3], there are no viable, alternative options that would avoid works taking place within the Green Belt.
- 7.5.15 It is considered that the Scheme does not constitute inappropriate development as:
- It is a regional/local transport development, of approximately two miles, that cannot avoid a Green Belt location.
 - The only way to avoid developing in the Green Belt would be to not progress the Scheme. The option assessment has demonstrated that there are no viable alternatives for the Scheme.
- 7.5.16 Should it be considered, however, that the Scheme does represent inappropriate development within the Green Belt, there are very special circumstances for the Scheme, which are met, as described below.

Very Special Circumstances

- 7.5.17 As set out in paragraph 143 of the NPPF, “inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances”. As highlighted above, paragraph 144 states that “‘very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations”.
- 7.5.18 The following section outlines that any actual or perceived harm is outweighed by other material considerations, which amount to ‘*very special circumstances*’ sufficient for the Scheme to be consented.
- 7.5.19 The need for the Scheme is an important and relevant consideration that should be attributed significant weight. This document sets out the rationale behind the Scheme and identifies the Government’s support in increasing capacity, reducing congestion and delays, improving safety and reducing incident rates, minimising impact on noise, air quality and protecting access for WCH’s, which are reflected in the Scheme objectives. The Tameside UDP policy T2 Trunk Road Development safeguards the proposed route of the Scheme and therefore supports its delivery.
- 7.5.20 The Scheme has been through a rigorous assessment process and was included in the first RIS (published in 2014) and continues to be a committed scheme in RIS2 (published in March 2020). Furthermore, the Scheme was included in the DfT 2014 RIS, as one of the routes in greatest need of improvement.
- 7.5.21 It would not be possible for the Scheme to take place without development taking place in the Green Belt. The Scheme has been designed so as to minimise potential effects on the Green Belt, through minimising land take and incorporating a significant landscaping Scheme, designed to follow the contours of the land, to lessen visual impacts and mitigate adverse effects.
- 7.5.22 In determining the extent to which harm may be caused to the Green Belt by the Scheme, reference is made to the five purposes of the Green Belt, set out in paragraph 134 of the NPPF, as follows:
- To check the unrestricted sprawl of large built-up areas.
 - To prevent neighbouring towns merging into one another.
 - To assist in safeguarding the countryside from encroachment.
 - To preserve the setting and special character of historic towns.
 - To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 7.5.23 Taking each in-turn, the purposes of including land within the Green Belt and the associated responses are set out below:
- To check the unrestricted sprawl of large built-up areas
- 7.5.24 The section of Scheme lying within Green Belt land is limited to new highway and accompanying ecological mitigation landscaping. It does not involve any other urban development such as new housing, business or industrial uses that would constitute unrestricted sprawl of large built up areas.

7.5.25 The Scheme does not provide any new junctions which would aid development within the Green Belt. Its junctions are with the existing M67 Junction 4 roundabout, the existing A57 (Mottram Moor Junction) route and the existing Woolley Bridge Road.

7.5.26 In view of the limited nature of the Scheme's proposals it is considered that its construction would not lead to an extension of the urban area, nor further incursion into the Green Belt.

To prevent neighbouring towns from merging into one another

7.5.27 Work is proposed outside of the existing highway boundary within the Green Belt, but this would not by itself lead to the merging of two towns, and as mentioned above, the Scheme does not entail or support any other urban development. It would also not impact on or reduce the ability of the Green Belt to prevent neighbouring towns from merging.

To assist in safeguarding the countryside from encroachment

7.5.28 Encroachment into the Green Belt has been minimised as much as possible whilst ensuring that the relevant design safety standards are met. The Scheme's land take has been minimised and is only proposed where there is an identified need for the land to support construction, operation, maintenance or environmental mitigation of the Scheme. Based on the purpose and extent of the proposals and their relationship to the existing highway infrastructure, this does not, in itself, represent encroachment into the countryside.

7.5.29 The Scheme includes screening and planting around its edge to minimise visual intrusion and to discourage any further development from around the perimeter of the Scheme.

To preserve the setting and special character of historic towns

7.5.30 As set out in Chapter 7 Landscape and Visual Effects of the ES [TR010034/APP/6.3], there are no significant residual effects on landscape and townscape character areas. By the design year (Yr.15) there are no effects on the Landscape and Townscape Character considered to be significant.

To assist in urban regeneration by encouraging the recycling of derelict and other urban land

7.5.31 The Scheme entails the construction of a road which, as stated above, needs to be located within the Green Belt in this area. The construction of the Scheme itself does not impact the ability of the Green Belt to assist in urban regeneration by encouraging the recycling of derelict and other urban land.

Openness of Green Belt

7.5.32 Notwithstanding the case for '*very special circumstances*' noted above, the Scheme has been designed to minimise any perceived impact to the existing openness of the Green Belt.

- 7.5.33 There are no alternative options to deliver the Scheme in a non-Green Belt location. The need for the Scheme and lack of alternatives present very special circumstances strongly in favour of the Scheme. Very special circumstances exist that outweigh any harm caused to the openness of the Green Belt.
- 7.5.34 The visibility towards the location of the Scheme is restricted by a network of intervening hedgerows, tree belts and woodland areas, and landform. Landscape and visual essential mitigation measures, which form an integral part of the Scheme, include native woodland, shrub planting, and linear planting, roadside specimen trees, grassland meadows and amenity grassland and verges. The Scheme also includes some use of cuttings, false cuttings and embankments. The proposals indicate that the Scheme has been designed to sit at a low level in the landscape, as the Scheme passes below the existing main roads; Roe Cross Road, Old Road and Old Hall Lane.
- 7.5.35 Details of these proposals are included within Scheme Layout plans [TR010034/APP/2.6], Environmental Masterplan (Figure 2.4, TR010034/APP/6.4) and ES Chapter 7 Landscape and Visual Effects [TR010034/APP/6.3].
- 7.5.36 The construction compound area has been minimised through the design process and will be a temporary feature for the duration of the construction. The impact of the construction compounds on the openness of the Green Belt will therefore be limited and short term.

Environmental Mitigation Structure

- 7.5.37 An environmental mitigation structure to accommodate bats displaced by the Scheme is proposed within the Green Belt. A separate report (Appendix C) considers and supports the ecological mitigation structure's location in the Green Belt.
- 7.5.38 The mitigation structure has been designed to decrease any visual impacts and to be in fitting with the local landscape, to avoid any cultural heritage impacts. It's location has been led by the need to provide provision for bats in proximity to the demolished residential properties in which they now reside. A location could not be provided outside of the Green Belt, as all open space in the required area is within the Green Belt designation. The location of the Structure has been agreed in consultation with relevant stakeholders.

Conclusion on Green Belt

- 7.5.39 Based on the above assessment, potential harm to the Green Belt is minimal and is clearly outweighed by the other important and relevant considerations in relation to the need for the Scheme. Based on conclusions reached regarding other NSIP highway projects in the Green Belt the Scheme should not be considered inappropriate development.
- 7.5.40 The Scheme is also able to demonstrate compliance with all Green Belt tests of very special circumstances, as detailed above.
- 7.5.41 The Scheme is required to link two existing locations, which are surrounded by Green Belt, and therefore the Scheme cannot be completed without works being undertaken in the Green Belt.

7.6 Open Space

- 7.6.1 Paragraphs 5.165 to 5.167 of the NN NPS state that existing open space, sports and recreational buildings and land should not be developed unless the land is surplus to requirements or the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.
- 7.6.2 Chapter 12 of the ES Population and Human Health [TR010034/APP/6.3] provides an assessment of the land take required to facilitate the Scheme, which aligns with the COSA Assessment. The COSA Assessment indicates that a small amount of special category land will be taken for highway widening, which will not require replacement. The COSA land is currently highway verge/hardstanding with public seating.
- 7.6.3 In light of the above, it is considered that the Scheme is in accordance with the relevant national and local planning policy with regard to open space and the procedures in the 2008 Act regarding open space are not triggered.

7.7 Sustainable Development

- 7.7.1 As set out in paragraph 1.20 of the NN NPS, both the NN NPS and NPPF seek to achieve sustainable development. Paragraph 5.163 of the NN NPS encourages the re-use of previously developed land but recognises that this may not be feasible for some forms of infrastructure such as roads. There are no opportunities to deliver the Scheme using previously developed land.
- 7.7.2 NN NPS paragraph 5.202 recognises that the impacts from transport infrastructure schemes can be economic, social and environmental and that consideration and mitigation of these impacts is an essential part of the Governments wider policy objectives for sustainable development. NPPF paragraph 8 states that there are three overarching objectives to achieving sustainable development, all of which are interdependent, including the economic objective, the social objective and the environmental objective.
- 7.7.3 The ES [TR010034/APP/6.3] provides an assessment of the effects expected as a result of the Scheme. In particular, Chapter 10 of the ES deals with material assets and waste. The estimated quantities of materials consumed during the construction phase have been assessed against a regional or national material sales baseline. The estimated quantities of waste generated during the construction phase have been assessed against a local waste infrastructure capacity baseline.
- 7.7.4 In line with the mitigation hierarchy, impacts on material assets and waste have been designed out and are considered embedded mitigation. Actions taken include consideration of off-site manufacture of components and use of modular construction and other modern methods of construction, as well as onsite reuse of 99% of waste, use of materials with minimum 30% recycled content and recovery of 95% of wastes that are managed offsite.
- 7.7.5 Discussions would also take place with the supply chain to use reusable packaging and take back unused materials, instead of them being disposed of. Decisions made in the design stage would also support the circular economy through specifications to use the target amount of recycled material.

- 7.7.6 Chapter 10 of the ES [TR010034/APP/6.3] concludes that during construction, the amount of material to be used and waste to be generated is estimated to have a no significant adverse effects.
- 7.7.7 Chapter 14 of the ES [TR010034/APP/6.3] assesses the effects of the Scheme with regard to climate change. The Scheme is likely to contribute 116,332 tCO₂e to the UK's Carbon Budgets across the period 2023-37, compared with the Do-Minimum scenario. The (net) contribution of the Scheme to the fourth Carbon Budget period would be 55,253 tCO₂e (equivalent to 0.0028% of that budget), including construction and operational phase emissions. The contribution of the Scheme to the fifth Carbon Budget would be 29,231 tCO₂e (equivalent to 0.0017% of that budget), from operational emissions. The contribution of the Scheme to the sixth Carbon Budget would be 31,848 tCO₂e (equivalent to 0.0033% of that budget). It is very unlikely that the impact of a road project will, in isolation, affect the ability of Government to meet its carbon reduction plan targets. In this context, it is considered unlikely that this Scheme will in isolation conclude significant effects on climate. However, mitigation measures have been embedded into the Scheme design to reduce emissions as far as possible.
- 7.7.8 Climate projections from the United Kingdom Climate Projections 2018 (UKCP18) have been examined to assess the Scheme's vulnerability to climate change. This confirms that the climate in North West England is expected to change in the future. The assessment finds that the Scheme could be vulnerable to operational impacts linked to these changes in the climate, however none of the potential climate vulnerability effects are found to be significant.
- 7.7.9 As required by the DMRB and the NN NPS, the assessment presented in the Environmental Statement [TR010034/APP/6.3] has quantified the magnitude of greenhouse gas emissions (GHG) from the construction and operation of the Scheme, and considered the significance of the impact on the UK's ability to meet its legislated carbon budgets. It is not considered that the magnitude of emissions for the Scheme is sufficient to significantly affect the UK meeting its carbon budgets, in line with the conclusions drawn in the NN NPS. However, mitigation measures have been embedded into the Scheme design to reduce emissions as far as possible and are set out in section ES Chapter 14 [TR010034/APP/6.3]. It also identifies additional mitigation measures which have not been embedded into the design of the Scheme but will be secured where possible and implemented during construction to further reduce emissions.

7.8 Traffic, Transport and Public Rights of Way

- 7.8.1 The Scheme was identified in the first RIS (RIS1) (published in 2014) and continues to be a committed Scheme in RIS2 (published in March 2020). Furthermore, the Scheme was highlighted in RIS1, as one of the routes in greatest need of improvement.
- 7.8.2 In terms of the Tameside UDP, Policy T2 (Trunk Road Developments) safeguards part of the route of the Scheme from the M67/A57/A560 intersection at Hattersley to the Derbyshire border. This is reflected on the Policies Map. Policy T3 (Major Highway Schemes) commits to the delivery of what at the time was called the 'Glossop Spur' from Mottram Moor to Woolley Bridge, which now forms part of the Scheme and is named A57 Link Road throughout this application.

- 7.8.3 In terms of the High Peak Adopted Local Plan, policy CF6 Accessibility and Transport aims to support “*highways and junction improvements required to address the cumulative impact of development across High Peak*”. Policy S5 Glossopdale sub-area strategy states that High Peak will work with partner organisations to address congestion along the A57.
- 7.8.4 A Transport Assessment Report [TR010034/APP/7.4] has been produced to accompany the application, which provides details of the traffic forecasts prepared for the preferred route of the Scheme based on the DfT’s standard assumptions about growth in travel demand and incorporates proposed local housing and employment development and network assumptions.
- 7.8.5 The Scheme is expected to lead to a reduction in traffic within Mottram in Longdendale, Hollingworth and Tintwistle, which may increase walking and cycling in these localities. The Scheme would reduce congestion and delays affecting residents and businesses in the area and help the reliability of public transport because of reduced congestion and delays.
- 7.8.6 The Scheme’s impact on PRoW is considered within this document (Chapter 12), the Population and Human Health chapter of the ES [TR010034/APP/6.3] and Equality Impact Assessment [TR010034/APP/5.6]. The key conclusion is that there will be a temporary, negative impact on PRoWs during construction due to the diversions required. However, the permanent impact of the Scheme is considered positive as many PRoWs will be improved and additional provision is proposed.

7.9 Air Quality

- 7.9.1 Paragraph 5.6 of the NN NPS sets out that where the impacts of the Scheme (both on and off-Scheme) are likely to have significant air quality effects, the Applicant should undertake an assessment of the impacts of the proposed project as part of the ES.
- 7.9.2 ES Chapter 6 Air Quality [TR010034/APP/6.3] assesses the potential air quality impacts of the Scheme during the construction and operational phases, within the study area. The traffic change criteria applied to the Scheme is set out in the Design Manual for Roads and Buildings (DMRB) and has been used to define the Affected Road Network (ARN) for the local air quality assessment.
- 7.9.3 Paragraph 5.10 of the NN NPS requires that the Secretary of State should: “consider air quality impacts over the wider area likely to be affected, as well as in the near vicinity of the Scheme”. It states that “where a project is likely to lead to a breach of the air quality thresholds, the applicant should work with the relevant authorities to secure appropriate mitigation measures with a view to ensuring so far as possible that those thresholds are not breached”.
- 7.9.4 Paragraph 5.12 of the NN NPS makes clear that the Secretary of State “must give air quality considerations substantial weight where, after taking into account mitigation, a project would lead to a significant air quality impact”.
- 7.9.5 Paragraph 5.13 of the NN NPS states that: “The Secretary of State should refuse consent where, after considering mitigation, the air quality impacts of the Scheme will:

- *result in a zone/agglomeration which is currently reported as being compliant with the Air Quality Directive becoming non-compliant; or*
- *affect the ability of a non-compliant area to achieve compliance within the most recent timescales reported to the European Commission at the time of the decision*".

7.9.6 Paragraphs 170 and 181 of the NPPF state that planning decisions should prevent new development from contributing to unacceptable levels of air pollution and, where possible, new development should help to improve air quality.

7.9.7 Chapter 5 of the ES [TR010034/APP/6.3] considers the impact of the Scheme on air quality. It outlines the air quality study area, methodology for assessment, baseline conditions, and the potential impacts associated with the Scheme during construction and operation. Where relevant, it identifies mitigation measures recommended to moderate any potentially significant adverse effects.

7.9.8 Effects on air quality during both construction and operation phases are assessed. For the construction phase, a qualitative assessment of the effects on air quality from construction has been undertaken in line with DMRB LA 105, taking into account the nature of any proposed construction activities that have the potential to generate dust and the location of sensitive receptors. For the operational phase, the air quality assessment has been undertaken following the relevant guidance given in DMRB LA 105, as well as Defra Local Air Quality Management Technical Guidance.

7.9.9 Construction activities for the Scheme represent a construction dust risk potential. However, mitigation measures to control dust during construction would be specified within contract documentation and incorporated into the construction focused EMP. Additional traffic during construction is considered unlikely to affect air quality.

7.9.10 During construction and operation, there is not expected to be a significant negative effect on air quality in general or with regard to human health.

7.10 Noise and Vibration

7.10.1 The nearest residential properties to the Scheme are concentrated in the settlements of Mottram In Longdendale, Hollingworth and Woolley Bridge, with various outlying properties located outside the main settlement areas along minor roads and within the countryside.

7.10.2 Non-residential receptors that could be potentially sensitive to noise and vibration include educational buildings, medical buildings and community facilities concentrated in Hattersley, Mottram In Longdendale, Hollingworth and Woolley Bridge.

7.10.3 An assessment of both construction and operational road traffic noise has been undertaken within ES Chapter 11 (Noise and Vibration) [TR010034/APP/6.3] in accordance with DMRB LA 111. Operational assessments considered road traffic noise impacts in both the short-term (year of opening) and long-term (15 years after opening). The construction noise assessment considers how noise levels would vary throughout the construction period at sensitive receptor locations, based on construction activities as well as construction vehicles on the road network.

- 7.10.4 Paragraph 5.194 of the NN NPS requires that the Scheme “should demonstrate good design through optimisation of Scheme layout to minimise noise emissions and, where possible, the use of landscaping, bunds or noise barriers to reduce noise transmission”.
- 7.10.5 Paragraph 5.195 states that:
“The Secretary of State should not grant development consent unless satisfied that the proposals will meet, the following aims, within the context of Government policy on sustainable development:
- avoid significant adverse impacts on health and quality of life from noise as a result of the new development.
 - mitigate and minimise other adverse impacts on health and quality of life from noise from the new development; and
 - contribute to improvements to health and quality of life through the effective management and control of noise, where possible”.
- 7.10.6 Paragraph 5.196 states that when determining an application, the Secretary of State “should consider whether requirements are needed which specify that the mitigation measures put forward by the applicant are put in place to ensure that the noise levels from the project do not exceed those described in the assessment or any other estimates on which the decision was based”.
- 7.10.7 Paragraph 5.198 sets out that “mitigation measures for the project should be proportionate and reasonable”.
- 7.10.8 The Scheme incorporates several embedded and essential mitigation measures within its design, including permanent noise barriers and low noise road surfacing, to maximise opportunities to decrease noise levels and improve quality of life. An EMP [TR010034/APP/7.2] has been prepared together with a Register of Environmental Actions and Commitments (REAC) [TR010034/APP/7.3]. This includes a set of best practice working methods for the control of construction noise and vibration. Noise monitoring during construction would be undertaken at key sensitive receptors to ensure that mitigation is working effectively.
- 7.10.9 Significant adverse effects from daytime construction activities have the potential to arise during construction. At any point during the construction works, up to six of the 24 representative assessment locations were predicted to experience significant adverse effects. The extent to which these effects materialise is dependent on detailed construction planning with due regard to noise limits and the use of best practicable means throughout the works. No night works are anticipated with the exception of traffic management.
- 7.10.10 The road traffic noise modelling results for the operation phase identified that 128 noise sensitive receptors as having significant adverse effects due to the Scheme. However, in balance there were also 366 noise sensitive receptors (primarily dwellings) that will significantly benefit from the Scheme.
- 7.10.11 Overall, there were more perceptible increases than perceptible decreases with the Scheme, however, the decreases were predominantly within the existing Noise Important Area (NIA) at Mottram in Longendale. The Scheme meets the three tests identified in NN NPS paragraph 5.195 and is therefore compliant.

7.11 Biodiversity

- 7.11.1 Paragraphs 5.20-5.38 of the NN NPS set out the national policy requirements regarding biodiversity. Paragraph 5.22 states that:
- “Where the project is subject to EIA the applicant should ensure that the environmental statement clearly sets out any likely significant effects on internationally, nationally and locally designated sites of ecological or geological conservation importance (including those outside England) on protected species and on habitats and other species identified as being of principal importance for the conservation of biodiversity and that the statement considers the full range of potential impacts on ecosystems”.
- 7.11.2 Paragraph 5.25 of the NN NPS requires that development “should avoid significant harm to biodiversity and geological conservation interests, including through mitigation and consideration of reasonable alternatives”. It states that “where significant harm cannot be avoided or mitigated, as a last resort, appropriate compensation measures should be sought”.
- 7.11.3 The Biodiversity Chapter 8 of the ES [TR010034/APP/6.3] presents the biodiversity assessment associated with the Scheme. Desk study and field survey data were used to inform the detailed assessment of nature conservation receptors that were considered likely to be affected by the Scheme. This chapter provides the ecological baseline, an evaluation of the nature conservation receptors relevant to the Scheme, and an assessment of the significant effects on those receptors after mitigation, as a result of the Scheme.
- 7.11.4 NN NPS paragraph 5.29 states that “Where a proposed development on land within or outside a Site of Special Scientific Interest (SSSI) is likely to have an adverse effect on a SSSI (either individually or in combination with other developments), development consent should not normally be granted. Where an adverse effect on the site’s notified special interest features is likely, an exception should be made only where the benefits of the development at this site clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest, and any broader impacts on the national network of SSSIs”.
- 7.11.5 The Dark Peak SSSI is situated approximately 2.2 km (1.36 miles) north-east of the Scheme at its nearest point, but within 200 m of the ARN. The Eastern Peak District Moors SSSI and Huddersfield Narrow Canal SSSI are also located within 200 m of the ARN. The eastern half of the Scheme is also situated within the Dark Peak SSSI Impact Risk Zone, which includes infrastructure projects that could cause changes in nitrogen deposition.
- 7.11.6 The change in nitrogen deposition rates with the Scheme is expected to be less than the DMRB LA 105 designated habitat screening criteria at all relevant statutory designated sites (SSSI, SAC, SPA and LNR) and non-statutory designated sites. (Two non statutory designated sites required further assessment but were not considered to be significantly affected). Further details of the air quality assessment on these habitats are provided in Chapter 5: Air Quality and Chapter 8: Biodiversity.
- 7.11.7 The Scheme will not result in the direct loss of any habitats the SSSIs, and subsequently, is not considered likely to impact upon any of the species. Therefore, any impacts upon SSSIs have been scoped out of the assessment.

- 7.11.8 No European sites were identified within 2 km (1.24 miles) and no Special Areas of Conservation (SACs) designated for bats were identified within 30 km (18.64 miles) of the Scheme. The Scheme does not cross or lie adjacent to, upstream or downstream of, a watercourse which is designated in part or wholly as a European site, nor is it hydrologically or hydro-geologically linked to a European site with a groundwater dependent terrestrial ecosystem. The Peak District Moors (South Pennine Moors Phase 1) Special Protection Areas (SPA), and the South Pennine Moors SAC share the same boundary with the nearest point to the Scheme approximately 2.2 km (1.36 miles) to the north-east of the DCO boundary. However, both sites are within 200 m of the Affected Road Network (ARN).
- 7.11.9 Potential effects on these European sites are assessed within a separate Habitats Regulations Assessment (HRA) [TR010034/APP/5.3]. The Report concludes that the Scheme is unlikely to result in any likely significant effects. NN NPS paragraph 5.29 states that “*Sites of regional and local biodiversity and geological interest (which include Local Geological Sites, Local Nature Reserves (LNR) and Local Wildlife Sites (LWS) and Nature Improvement Areas) have a fundamental role to play in meeting overall national biodiversity targets, in contributing to the quality of life and the well-being of the community, and in supporting research and education. The SoS should give due consideration to such regional or local designations. However, given the need for new infrastructure, these designations should not be used in themselves to refuse development consent*”.
- 7.11.10 Two statutory designed sites (both Local Nature Reserves (LNR)) of importance for nature conservation lie within 2 km (1.24 miles) of the Scheme, these are Hurst Clough LNR and Great Wood LNR. Hurst Clough LNR and Great Wood LNR are situated sufficiently far from the Scheme (approximately 350 m south) and separated by natural and anthropogenic barriers (including major roads, residential properties, and commercial buildings) that it is not considered there will be any direct impact pathways. Hurst Clough LNR, also designated as a Site of Biological Interest (SBI), is hydrologically connected to the Scheme via Hurstclough Brook. However, any impacts upon the water course would be safeguarded via standard best practice measures.
- 7.11.11 NN NPS paragraph 5.36 says that that applicants should provide appropriate mitigation measures as an integral part of their Scheme.
- 7.11.12 Embedded mitigation measures have been incorporated into the Scheme design to avoid and prevent effects including environmental working practices to ensure adequate pollution control measures are implemented and use of precautionary methods of working (PMW) during construction to minimise risks to individual animals of protected species where licences would not be required. Mitigation measures under licence (for bats and badgers) will be required due the legal protection afforded to these species.
- 7.11.13 NN NPS paragraph 5.23 requires the applicant to show how the Scheme “has taken advantage of opportunities to conserve and enhance biodiversity and geological conservation interests”.
- 7.11.14 Overall, the assessment finds that during construction of the Scheme, there would be temporary negative effects on a number of biodiversity features including notable habitats (lowland mixed deciduous woodland, wet woodland,

hedgerows, lowland dry acid grassland, and flood plain mire) and protected species including bats, badgers, otter, breeding birds, and priority species (such as common toad, brown hare, and hedgehog).

- 7.11.15 Following construction, the Scheme would result in an increase in notable habitats in terms of area and quality to ensure that sufficient and increased habitat is provided across the Scheme. Essential mitigation has been provided for protected species through increased breeding opportunities (including a dedicated bat structure and a range of bat/bird nesting boxes) at several crossing points to aid connectivity across the Scheme.
- 7.11.16 The assessment concludes that no significant negative impacts have been predicated as a result of the Scheme.

7.12 Road Drainage and Water Environment

- 7.12.1 Section 5 of the NN NPS considers the generic impacts of national networks on flood risk and water quality and resources. A number of the paragraphs in the NPPF follow the same approach and objectives to the NN NPS.
- 7.12.2 Paragraph 5.92 sets out criteria for when an application should be accompanied by a Flood Risk Assessment (FRA). Paragraphs 5.93 and 5.94 of NN NPS set out requirements for carrying out the assessments.
- 7.12.3 The FRA [TR010034/APP/5.5] demonstrates that the flood risk to the Scheme overall is generally considered to be low during construction and operation. . To mitigate the impacts on localised flood risk due to construction in the River Etherow floodplain, the Scheme will provide compensation floodplain storage.
- 7.12.4 Paragraph 5.98 states that when flood risk is a factor in determining an application, the Secretary of State should be satisfied that, where relevant the application is supported by an FRA and the NPPF's sequential and exception tests have been applied.
- 7.12.5 Paragraph 5.99 states that "when determining an application the Secretary of State should be satisfied that flood risk will not be increased elsewhere".
- 7.12.6 An FRA has been undertaken in accordance with the NPPF and local planning policy and informs the ES chapter. Flood risk to the Scheme overall is generally considered to be low during construction and operation, the most significant sources are fluvial and surface water flooding. Parts of the Scheme lie in Flood Zones 2 and 3, however the sequential test indicates the Scheme is defined as 'Essential Infrastructure', which is considered to be an acceptable development within these flood zones.
- 7.12.7 Due to the changes to the Scheme since the previous ground investigations were undertaken, a supplementary ground investigation commenced in February 2021, with a 12-week programme for completion. The full reporting for this investigation was not available prior to this DCO submission, however once available a Hydrogeological Risk Assessment will be completed to increase the understanding of groundwater flood risks and support detailed design.
- 7.12.8 Paragraph 5.220 of the NN NPS states that:
- "The Government's planning policies make clear that the planning system should contribute to and enhance the natural and local environment by, amongst other things, preventing both new and existing development from contributing to, or

being put at unacceptable risk from, or being adversely affected by, water pollution”.

- 7.12.9 Paragraph 5.221 of the NN NPS states that where the Scheme “is likely to have significant adverse effects on the water environment, the applicant should ascertain the existing status of, and carry out an assessment of the impacts of the proposed project on water quality, water resources and physical characteristics as part of the environmental statement”.
- 7.12.10 ES Chapter 12 Road Drainage and the Water Environment [TR010034/APP/6.3] presents an assessment in line with the requirements of paragraphs 5.223.
- 7.12.11 Paragraph 5.228 of the NN NPS recognises that “the impact on local water resources can be minimised through planning and design for the efficient use of water, including water recycling” and risks to the water environment can be *“reduced through careful design to facilitate adherence to good pollution control practice”*.
- 7.12.12 ES Chapter 12 [TR010034/APP/6.3] has been prepared in accordance with best practice guidance for impact assessment of highway schemes including the DMRB LA 113 Road drainage and the water environment¹⁵ and DMRB LA 109 Geology and Soils.
- 7.12.13 ES Chapter 12 seeks to mitigate against pollutant releases and monitor potential polluting activities on site during construction. These measures include providing suitable construction site drainage systems, including cut-off ditches and Sustainable Drainage Systems (SuDS), or equivalent, with suitably sized treatment facilities.
- 7.12.14 A Water Framework Directive (WFD) [TR010034/APP/5.4] compliance assessment has been undertaken to support the ES. The WFD compliance assessment evaluates the impact of likely significant effects of the Scheme on surface water and groundwater bodies and considers opportunities for betterment to help meet the objectives of the WFD (to protect the water environment) where appropriate.
- 7.12.15 The WFD screening process identified that the Scheme may have an impact on three surface water bodies (rivers) and on one groundwater body. It states that assuming the best practice guidelines for design, construction, and identified specific mitigation measures are adhered to the Scheme is likely to be WFD compliant.
- 7.12.16 Impacts to groundwater resources and groundwater quality associated with the Scheme have been addressed in both ES Chapter 12 and the Geology and Soils chapter (Chapter 9 of the ES). However, due to the changes to the Scheme since the previous ground investigations were undertaken, additional ground investigation is planned to support detailed design, as above. Impacts to aquatic ecology have been addressed in the Biodiversity Chapter (Chapter 8 of the ES).
- 7.12.17 ES Chapter 12 sets out various embedded mitigation and best practice measures that will be used during construction and operation in relation to water quality, hydromorphology, flood risk and groundwater and the assessment has been undertaken with consideration of these.

¹⁵ DMRB LA 113 Road drainage and water environment (formerly (formerly HD 45/09) Revision 1

7.12.18 Following assessment of surface watercourses and groundwater within the study area, no significant impacts, are identified either during construction or operation. No further additional mitigation is therefore proposed.

7.13 Landscape and Visual Impact

- 7.13.1 Paragraph 5.144 of the NN NPS states that “Where the development is subject to EIA the applicant should undertake an assessment of any likely significant landscape and visual impacts in the environmental impact assessment and describe these in the environmental assessment”. Paragraph 5.143 notes that “the landscape and visual effects of proposed projects will vary on a case by case basis according to the type of development, its location and the landscape setting of the proposed development”.
- 7.13.2 An assessment of the potential landscape and visual impacts associated with the construction and operation of the Scheme has been carried out to meet the requirements of NN NPS paragraphs 5.144 - 5.146 and is presented within ES Chapter 7 Landscape and Visual Effects [TR010035/APP/6.3].
- 7.13.3 The DCO boundary is located within a transitional zone between the open moorlands of the Dark Peak and Southern Pennines and densely populated suburban areas on the fringe of Manchester. It is an agricultural landscape (predominately equestrian) influenced by the adjacent Pennine Moors, and the deeply incised steep valleys that characterise the transition from moorland to urban areas. The Scheme is crossed by several drainage ditches, the River Etherow, and by various PRowS. The footprint of the Scheme includes several hedgerows, trees and built form. Several TPOs and important hedgerows are located within the DCO boundary.
- 7.13.4 The Scheme lies outside of any designated landscapes at either the statutory/national or non-statutory/local levels. It is however considered to be within the setting of the PDNP located approximately 2 km (1.24 miles) to the east. The study area however contains several Listed Buildings, two Conservation Areas, and one Scheduled Monument. In addition, five Ancient Woodlands are present or part present and one Local Nature Reserve (Hurst Clough) within the one kilometre study area.
- 7.13.5 No part of the Scheme lies within the Dark Peak National Character Area (NCA) though it is included as part of the indirect effects (within the PDNP) assessment. The PDNP is acknowledged for its special qualities including those of tranquillity and wildness. Several arterial traffic routes already pass through the NCA including Woodhead Road (A628), Snake Road (A57) and Glossop Rd (A624). It is likely that the flow of traffic on the routes, and numbers of vehicles, are subject to variation, between seasons, hour of the day and day. Noise and movement on these routes is constant and easily perceptible. The effects of these existing roads undermine the tranquillity and wildness of the PDNP and landscape character area.
- 7.13.6 There are five Ancient Woodlands located or part located within the one kilometre study area. However, all are located outside of the DCO boundary and the Scheme is considered not to affect them.

- 7.13.7 As discussed in section 7.5 above, the Scheme is primarily located within TMBC Green Belt and the Scheme has been designed to decrease any potential impacts on the openness of the Green Belt.
- 7.13.8 Construction effects will include the demolition of properties, excavations, and cuttings to facilitate the Roe Cross Road overbridge and Mottram underpass and the wider Scheme. The development of the Scheme will lead to a reduction of pastoral agricultural land use, and woodland which contributes to the distinctive quality of the Pennine fringe landscape. The magnitude of effect during the construction phase is judged to be Minor Adverse.
- 7.13.9 During operation, it is likely that any effects would be minor in nature and with mitigation, including the use earthworks and planting (within the DCO boundary) which would overtime establish to provide additional screening and integration of the Scheme. The impacts of the operational scheme are therefore considered to be negligible adverse.
- 7.13.10 Works to TPOs to facilitate Scheme are detailed within Appendix 7.3 the Arboricultural Impact Assessment Report of the ES [TR010034/APP/6.3], within the DCO Schedules [TR010034/APP/3.1], and TPO and Hedgerow Plans [TR010034/APP/2.13]. It is considered that there would be some perceptible effects, though these are limited in nature.
- 7.13.11 Paragraph 5.152 of the NN NPS states that “Planning of the Strategic Road Network should encourage routes that avoid National Parks, the Broads and Areas of Outstanding Natural Beauty”. Paragraph 5.154 states that:
- 7.13.12 “The duty to have regard to the purposes of nationally designated areas also applies when considering applications for projects outside the boundaries of these areas which may have impacts within them. The aim should be to avoid compromising the purposes of designation and such projects should be designed sensitively given the various siting, operational, and other relevant constraints”.
- 7.13.13 Paragraph 5.155 states that “the fact that a proposed project will be visible from within a designated area should not in itself be a reason for refusing consent”.
- 7.13.14 Paragraph 5.150 notes that “great weight should be given to conserving landscape and scenic beauty in nationally designated areas. National Parks, the Broads and Areas of Outstanding Natural Beauty have the highest status of protection in relation to landscape and scenic beauty”.
- 7.13.15 There would be a traffic change through the PDNP as a result of the Scheme, however, these changes vary depending on the route and the time of day. It is not considered that there would be any significant indirect effects to the landscape character or visual amenity within the PDNP due to these traffic changes.
- 7.13.16 The Scheme includes a range of measures designed to mitigate for potential effects on landscape character and visual amenity. The Scheme design has been an iterative process, which has been developed through optioneering to identify the most suitable location and development of the design to minimise landscape and visual impacts. This includes the retention of existing vegetation and features within the DCO boundary. The Scheme also includes some use of cuttings, false cuttings and embankments.

- 7.13.17 The mitigation strategy proposed encompasses mitigation requirements and potential enhancements for the ecology and landscape assets. These are illustrated on the Environmental Masterplan [TR010034/APP/6.4].
- 7.13.18 The Landscape and visual effect chapter concludes that during construction there would be a temporary, negative effect on ten landscape character areas and 51 viewpoints. There is expected to be a permanent negative effect on nine viewpoints, with a further 30 viewpoints adversely affected for up to 15 years.

7.14 Geology and Soils

- 7.14.1 Section 5 of the NN NPS considers the impact of national networks on land stability, geotechnics, geology and soils. Chapter 9 of the ES [TR010034/APP/6.3] has been prepared to identify the likely effects with respect to geology and soils resulting from the Scheme and is aligned to DMRB LA109 Geology and soils¹⁶ standard for assessing and managing the various impacts of road schemes.
- 7.14.2 The assessment of soil resources includes the identification of agricultural soils and Agricultural Land Classification (ALC) of farmland affected by the Scheme. Assessment of impacts on the operation of agricultural holdings is provided in the ES Population and Human Health chapter (Chapter 13).
- 7.14.3 ES Chapter 13 describes information from the JNCC Geological Conservation Review and MAGIC website (www.magic.gov.uk), which indicates that there are no recorded geodiversity heritage sites, Regionally Important Geology Sites (RIGS) or geological SSSIs within 1 km (0.62 miles) of the Scheme. The study area is not within a groundwater Source Protection Zone.
- 7.14.4 Paragraph 5.117 of the NN NPS states that “if land stability could be an issue, applicants should seek appropriate technical and environmental expert advice to assess the likely consequences of proposed developments on sites where subsidence, landslides and ground compression is known or suspected”.
- 7.14.5 The Scheme and study area are within a coal mining affected area. A report on the local area produced by the Coal Authority indicates that there are two mine entries in, or within 20 metres of the boundary of the Scheme, towards the south west. Details in the available Ground Investigation Report (GIR) indicate that the risk of shallow coal mining is low, and the two mining entries shown relate to the Longdendale aqueduct airshaft. The Longdendale Aqueduct is a water supply pipeline from a reservoir source.
- 7.14.6 Overall, baseline conditions have not identified any significant potential sources of contamination or sites of geological interest. Further ground investigations are being undertaken across the Scheme to further refine ground conditions across the Scheme and aid in the design process. These surveys are to be supplemented by intrusive investigations which are currently ongoing. The additional surveys will support the detailed design of the Scheme. Details of the ground investigations are provided in the Ground Investigation Report [TR010034/APP/7.6]
- 7.14.7 Where possible, the Scheme has been designed to avoid and minimise impacts on the geology and soils environment through the process of design

¹⁶ <https://www.standardsforhighways.co.uk/dmrb/search/adca4c7d-4037-4907-b633-76eaed30b9c0>

development. Based on the limited potential for geologically important sites being present, it is concluded that the Scheme will not have a significant impact on any statutory and non-statutory geological designated sites, therefore mitigation is not deemed necessary for this.

- 7.14.8 The creation of the Mottram Underpass will provide an opportunity to create a geological benefit associated with the visual exposure of local geology within the cutting. It is envisaged that the cutting may become an asset to the visual landscape which can be seen on journeys through the area.
- 7.14.9 None of the affected agricultural land is of Best and Most Versatile (BMV) quality, or significantly better than any other in the study area, so there is no need for the design to be modified to avoid land-take in any particular area of soils. There is no mitigation for the permanent loss of agricultural soils, apart from conserving the soils that are stripped and using them elsewhere on the Scheme.
- 7.14.10 An intrusive investigation has been undertaken previously to further classify land quality and identify any mitigation measures which may be required. No significant contamination sources have been identified from chemical testing undertaken for the Scheme. Closed landfills are present within the Scheme, however, none are considered to pose an impact to the Scheme, due to nature of material accepted, age of infilling and the proposed works associated with the Scheme.
- 7.14.11 Overall, with mitigation, all residual impacts (during both construction and operation) on geology and soils are considered not to be significant in terms of environmental effects.

7.15 Cultural Heritage

- 7.15.1 Paragraph 5.126 of the NN NPS states that “Where the development is subject to EIA the applicant should undertake an assessment of any likely significant heritage impacts of the proposed project as part of the Environmental Impact Assessment and describe these in the environmental statement”.
- 7.15.2 Paragraph 5.132 states that “any harmful impact on the significance of a designated heritage asset should be weighed against the public benefit of development, recognising that the greater the harm to the significance of the heritage asset, the greater the justification that will be needed for any loss”.
- 7.15.3 Paragraph 5.134 adds that “where the proposed development will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use”.
- 7.15.4 Paragraph 5.142 notes that “where there is a high probability that a development site may include as yet undiscovered heritage assets with archaeological interest, the Secretary of State should consider requirements to ensure that appropriate procedures are in place for the identification and treatment of such assets discovered during construction”.
- 7.15.5 Chapter 6 of the ES [TR010034/APP/6.3] contains an assessment of the Scheme’s impact on designated and non-designated heritage assets in line with the requirements of paragraph 5.127 of the NN NPS. This assessment presents the known cultural heritage resource of the study areas, identifies potential impacts on cultural heritage assets (designated and non-designated) associated

with the Scheme during construction and operation, and discusses mitigation measures that could be applied to mitigate, and compensate for, any potentially significant adverse effects. An assessment of environmental effects, including residual effects, is presented in chapter 6 of the ES [TR010034/APP/6.3].

- 7.15.6 The study area contains 51 designated heritage assets. These comprise:
- One Scheduled Monument
 - Two Grade II* Listed Buildings
 - 45 Grade II Listed Buildings
 - Three Conservation Areas.
- 7.15.7 There are no World Heritage Sites, Registered Parks and Gardens or Registered Battlefields within the site or study areas.
- 7.15.8 Of these designated assets, only one, Mottram in Longdendale Conservation Area is partly located within the DCO boundary. In addition to the designated heritage assets identified, 104 non-designated heritage assets and a total of seventeen find spots lie within the 500 m study area. Of these non-designated heritage assets, only eight are located within the DCO boundary [TR010034/APP/2.10].
- 7.15.9 Measures to avoid or prevent impacts on historic assets have been incorporated into the design of the Scheme and assessed as an integral part of the proposals. Measures to avoid or prevent impacts on historic assets have been incorporated into the design of the Scheme and assessed as an integral part of the proposals above. A programme of archaeological investigation comprising geophysical survey, archaeological evaluation and geotechnical monitoring will be undertaken prior to construction.
- 7.15.10 The assessment concludes that there is potential for five significant negative effects on designated heritage assets within the study areas. Of these, four would be temporary negative construction effects only, and apply to Dial House, Ivydene, Mottram Old Hall, Dial Cottage and Tara Brook Farm. A permanent negative effect would result during operation on Tara Brook Farm, due to the alteration of its setting.

7.16 Materials and Waste

- 7.16.1 Paragraphs 5.42 and 5.43 of the NN NPS deal with the management of waste and state that the Applicant should set out the arrangements that are proposed for managing any waste produced. This should include information on the proposed waste recovery and disposal system for all waste generated by the development. To align with the NN NPS the Scheme should seek to minimise the volume of waste produced and the volume of waste sent for disposal unless it can be demonstrated that the alternative is the best overall environmental outcome.
- 7.16.2 The material assets and waste aspects of the Scheme are considered in Chapter 10 of the ES [TR010034/APP/6.3]. The assessment concludes that estimated quantities of waste generated during the construction phase are considered not to be significant. The impact assessment for the operational stage concluded that effects were negligible, and it has been scoped out of the assessment.

- 7.16.3 Mitigation measures have been recommended, to further minimise the effects of material use and wastes generated and are included in the EMP [TR010034/APP/7.2]. This document will be adopted as part of the Scheme and will require the construction contractors to adopt best practice measures to reduce the quantity of waste generated. The EMP will include a Materials Management Plan (MMP) and a Site Waste Management Plan (SWMP), aligned to the CL:AIRE Definition of Waste: Code of Practice (DoWCoP).
- 7.16.4 Additional consents required regarding waste disposal are included in the Consents and Agreements Position Statement [TR010034/APP/3.3].

7.17 Population and Human Health

- 7.17.1 Chapter 12 of the ES [TR010034/APP/6.3] sets out an assessment of the Scheme's impact on Population and Human Health. Paragraph 3.19 of the NN NPS identifies the Government's commitments to creating a more accessible and inclusive transport network that provides a range of opportunities and choices for people to connect with jobs, services and friends and family. The Scheme objectives include protecting access for non-motorised users (pedestrian and cyclists) and improving provision where possible. This application refers to this group as WCH.
- 7.17.2 The assessment indicates that there will be temporary diversion/closure of a number of PRowS, which is anticipated to result in negative effects on the local population. Mitigation activities include the provision of diversionary routes, signage and early engagement with the community.
- 7.17.1 In compliance with paragraph 5.165, this chapter has identified existing and proposed land uses near the project and assessed the effects of precluding new development or proposed uses in the development plan. It concludes that negative effects are anticipated on seven land holdings as a result of severance and / or land take. To mitigate against this impact underpasses or new accesses are to be provided, apart from land holdings which are not subject to severance.
- 7.17.2 Paragraph 5.166 states that "Existing open space, sports and recreational buildings and land should not be developed unless the land is surplus to requirements or the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location". As set out in the Population and Human Health chapter (Chapter 12), the Scheme would encroach onto the Mottram Agricultural Showground. As such, the Mottram Show will be relocated to a new larger site to mitigate this effect. However, this land is not considered to be open space as its primary use is agricultural outside of a small number of annual shows. The Site is not open to the public and due to this factor, alongside its primary use, it is not considered to be open space.
- 7.17.3 Paragraph 4.81 of the NN NPS states that "where the proposed project has likely significant environmental impacts that would have an effect on human beings, any environmental statement should identify and set out the assessment of any likely significant adverse health impacts".
- 7.17.4 Paragraph 4.82 states that
"The applicant should identify measures to avoid, reduce or compensate for adverse health impacts as appropriate. These impacts may affect people simultaneously, so the applicant, and the Secretary of State (in determining an

application for development consent) should consider the cumulative impact on health”.

7.17.5 The Chapter concludes that a temporary, negative health effects are expected on the following receptor groups during construction, with no negative effects predicted during operation:

- Private property and housing
- Development land and business
- Active travel
- Agricultural land holdings.

7.17.6 An Equality Impact Assessment [TR010034/APP/5.6] has been prepared which considers the social equality of the Scheme and consultation undertaken with regard to the diversity of social groups engaged. It indicates that community engagement will be undertaken during the detailed design phase of the Scheme and its construction, to ensure impacts on the community and its services are minimised.

7.18 Climate

7.18.1 Chapter 14 of the ES [TR010034/APP/6.3] sets out an assessment of the Scheme’s Climate effects. The NN NPS acknowledges that the emissions from the construction and operation of a road scheme are likely to be negligible compared to total UK emissions, and are unlikely to materially impact the UK Government’s ability to meet its carbon reduction targets.

7.18.2 However, the NN NPS requires evidence of the emissions impact of a scheme, an assessment of the emissions against the Government’s carbon budgets, and evidence of mitigation measures. The assessment presented in Chapter 14 provides the required evidence and assessment against targets.

7.18.3 Paragraph 4.37 of the NN NPS states that “climate change mitigation is essential to minimise the most dangerous impacts of climate change”. Paragraph 4.38 goes on to explain that “new development should be planned to avoid increased vulnerability to the range of impacts arising from climate change”.

7.18.4 Paragraph 4.40 states that applicants “must consider the impacts of climate change when planning location, design, build and operation. Any accompanying Environmental Statement should set out how the proposal will take account of the projected impacts of climate change”.

7.18.5 Chapter 14 of the ES [TR010034/APP/6.3] provides an assessment of the impact of the Scheme on climate change and details of the adaptation to the measures incorporated into the Scheme design:

- The Scheme is looking to reuse on-site earthworks, particularly near underpasses where there is large amount of cutting. This would reduce the quantity of materials required to be produced off-site.
- The Scheme is seeking to use recycled materials in the sub-base to reduce emissions from the production of virgin materials.
- Local procurement options are being investigated, to reduce the emissions associated with transport or materials and labour.

- Electricity used on the site will be from the renewable sources where viable and where feasible, electric and hybrid vehicles and construction plant will be used.

7.19 Cumulative Impacts

- 7.19.1 Paragraph 4.3 of the NN NPS requires that the Secretary of State should consider cumulative adverse impacts, as well as any measures to avoid, reduce or compensate for any adverse impacts.
- 7.19.2 Paragraph 4.16 states that “when considering significant cumulative effects, any environmental statement should provide information on how the effects of the applicant’s proposal would combine and interact with the effects of other development (including projects for which consent has been granted, as well as those already in existence).”
- 7.19.3 Paragraph 4.17 sets out that the Secretary of State “should consider how significant cumulative effects and the interrelationship between effects might, as a whole, affect the environment, even though they may be acceptable when considered on an individual basis with mitigation measures in place”.
- 7.19.4 An assessment of the cumulative effects of the Scheme has been undertaken and is reported within Chapter 15 of the ES [TR010034/APP/6.3]. The assessment considers the combined effects, which are defined as the effect resulting from several different impacts from the Scheme on a single receptor for example being subject to noise, air quality and visual impacts associated with the Scheme.
- 7.19.5 The assessment concluded that the majority of significant single project cumulative effects are related to noise/vibration and visual receptors effecting a number of residential properties/streets. However, no additional mitigation measures beyond those already identified within the relevant topic chapters (Chapter 7 and 11) or the EMP (TR010034/APP/7.2) and REAC (TR010034/APP/7.3) are considered to be necessary.

7.20 Planning Balance

- 7.20.1 The analysis of planning policy above provides an assessment of the Scheme’s compliance with relevant planning policy, including the NN NPS. It firstly sets out that there is a compelling and crucial need for the Scheme, supported by both national policy through the NN NPS, NIDP, RIS1 and RIS2 and through local and regional planning policy. Local policy includes a specific policy with the Tameside UDP safeguarding the land for the Scheme’s development.
- 7.20.2 This Chapter explains that, in the case of the Scheme’s location within the Green Belt, it is the Applicant’s view that the Scheme is not inappropriate development and that there are compelling ‘very special circumstances’ for the Scheme.
- 7.20.3 An assessment of the environmental effects of the Scheme has been carried out and documented within the ES and summarised within the Non-Technical Summary of the ES [TR010034/APP/6.2]. The mitigation measures proposed to offset the impacts identified include, but are not limited to:

- Production and refinement of an EMP throughout all project stages, which will provide the framework for managing and mitigating the environmental effects, demonstrate compliance with environmental legislation, and outline how all mitigation measures committed to in the ES will be delivered and maintained .
- Landscaping, including screening, noise fencing/bunds, diverse and native vegetation planting as described in the Environmental Masterplan.
- Ecological mitigation, including the erection of monitored bat houses across the DCO Boundary and a specific bat mitigation structure.
- The installation of drainage ditches, culverts, ponds and a flood storage compensation area.
- Provision of PRow diversions, including the creation of new assets.
- Conserving topsoil and earthworks materials for use across the wider scheme.
- An Archaeological Fieldwork Strategy, prepared prior to construction, that will include excavation, targeted watching briefs, monitoring and sampling
- Seeking to use recycled materials, procure services and materials locally where possible and using renewable energy sources.

7.20.4 Notwithstanding this, it is noted through the ES that there are a number of negative effects are still expected as a result of the Scheme. These include:

Table 7-1: Significant, residual environmental effects

| Chapter | Summary of significant residual environmental effects | |
|--|---|--|
| | Construction | Operation |
| Chapter 6: Cultural heritage | There would be a temporary negative effect on four residential/agricultural receptors | There would be a permanent negative residual effect on Tara Brook Farm due to changes to its setting |
| Chapter 7 Landscape and visual effects | There would be a temporary, negative effect on ten landscape character areas and 51 viewpoints. | There would be a negative effect on nine viewpoints. A further 30 viewpoints will be negatively affected but the impacts are not considered to be significant after 15 years. |
| Chapter 11: Noise and vibration | There would be significant adverse construction noise effect to six of the assessment locations. | The road traffic noise modelling results indicate that a large number of properties and receptors (366) will gain significant benefits from the Scheme. However, 128 noise sensitive receptors are expected to be negatively affected by the Scheme. |
| Chapter 12: Population and human health | Although no significant effects have been predicted for health outcomes in line with DMRB LA 112, a negative effect is predicted for the following wider determinants of health ¹⁷ | No significant effects predicted |

¹⁷ In accordance with DMRB LA 112, significant effects are not reported on for health outcomes. Although Table 7-1 only aims to summarise residual significant effects for each environmental topic, Positive and Negative effects on health outcomes as a result of the Scheme during construction and operation have still been reported.

| Chapter | Summary of significant residual environmental effects | |
|---------|--|-----------|
| | Construction | Operation |
| | Private property and housing Development land and business Active travel Agricultural land holdings | |

- 7.20.5 Chapter 15 of the ES [TR010034/APP/6.3] assesses cumulative effects and indicates that the majority of significant single project cumulative effects are related to noise/vibration and visual receptors effecting a number of residential properties/streets. However, no additional mitigation measures beyond those already identified within the relevant topic chapters (Chapter 7 and 11) or the EMP (TR010034/APP/7.2) and REAC (TR010034/APP/7.3) are considered to be necessary, as implementing mitigation for each individual effect would also serve to reduce the identified single project cumulative effects.
- 7.20.6 The full set of mitigation measures are set out within the REAC [TR010034/APP/7.3] which supports this DCO application. Requirement 4 of the draft DCO secures the preparation of a construction focused Second Iteration EMP, which must align with the submitted EMP [TR010034/APP/7.2] and reflect the mitigation measures set out in the REAC. These mitigation measures significantly reduce the adverse impact of the Scheme and have been developed utilising best practice measures, liaison with relevant LPA representatives and through engagement with affected landowners. With these mitigation measures in place, the residual environmental effects of the Scheme are expected to be minor overall.
- 7.20.7 The environmental mitigation measures have been subject to discussion with external stakeholders and constitute a significant package of mitigation measures.
- 7.20.8 The economic appraisal of the Scheme in Chapter 5 of the is CftS has identified that the proposal would constitute an adjusted BCR of 2.45.
- 7.20.9 It is necessary to provide a balance of the compelling need for the Scheme against those effects outlined, considering the substantial set of mitigation measures proposed.
- 7.20.10 Through a combination of the ES and the TAR, it has been demonstrated that the Scheme would achieve the objectives which have been identified and set out in Chapter 4 of this Statement. The Scheme is expected to lead to a reduction in traffic within Mottram in Longdendale, Hattersley and Woolley Bridge, which may increase walking and cycling in these localities. The Scheme would reduce congestion and delays affecting residents and businesses in the area and support the reliability of public transport because of reduced congestion and delays. Trans Pennine journey times between the city regions of Manchester and Sheffield would also benefit from improved journey times and increased reliability, with associated economic benefits expected.
- 7.20.11 In light of the above, it is considered that the adverse effects do not outweigh the significant benefits of the Scheme and the overall planning balance is therefore in favour of the making of the DCO for the Scheme.

8. Conclusions

- 8.1.1 This document and accompanying appendices set out the policy context against which the Scheme should be viewed. It has been prepared to demonstrate that there is a clear case in favour of the Scheme grounded in national, regional and local planning policy.
- 8.1.2 The NN NPS, NIDP the RIS and RIS2 set out a strong position of support in delivering national networks that meet the country’s long-term needs, whilst supporting a prosperous and competitive economy and improving the quality of life for all.
- 8.1.3 There is a pressing need identified for the Scheme to address the four scheme objectives, being:

Table 8-1: Scheme Objectives and Compliance

| Scheme Objectives | Scheme Compliance |
|---|---|
| Connectivity - By reducing congestion and improving the reliability of people’s journeys through Mottram in Longdendale, Hollingworth and Tintwistle and also between the Manchester and Sheffield city regions | <p>The Transport Assessment Report (TAR) [TR010034/APP/7.4] demonstrates the various time saving benefits and their spatial distribution. Congestion through Mottram in Longdendale, Hattersley and Woolley Lane will be relieved, improving journey times for trips on the SRN between Manchester and Sheffield, as well as for trips using the local road network in this area.</p> <p>This impact benefits traffic not only between Manchester and Sheffield but also helps trips to and from Glossop which travel through Woolley Bridge or Mottram, by providing additional network capacity.</p> <p>Congestion on the detrunked section of the A57 is also relieved, improving connectivity for local traffic.</p> |
| Environmental - By improving air quality and reducing noise levels in certain areas, through reduced congestion and removal of traffic from residential areas. The Scheme is also being designed to avoid unacceptable impacts on the natural environment and landscape in the PDNP | <p>The outcomes of the air quality assessment (undertaken using dispersion modelling to assess changes in concentrations at receptors during the operational phase) indicate there would be significant improvement in terms of annual mean NO2 concentrations at sensitive human health receptors within the air quality study area.</p> <p>Once operational the Scheme will displace large volumes of traffic from a route immediately in front of properties through Mottram in Longdendale and Woolley Lane, such that despite improvements in flow the noise impacts will be positive. The Scheme also demonstrates a positive impact upon the Noise Important Area (NIA) at Mottram in Longdendale, located within the DCO boundary. However, there is forecast to be an adverse daytime noise impact during the construction phase, but with no night-time disturbance.</p> <p>The Scheme is located over two kilometres outside the PDNP. Where possible, traffic flows, resulting from the Scheme, have been designed to reduce impacts on the PDNP. Significant indirect impacts were considered as part of the EIA, with the ES reporting no significant impacts on the PDNP. Further details are provided in the ES [TR010034/APP/6.2-6.5].</p> |
| Societal - By re-connecting local | Reduced journey times and improved reliability will increase the accessibility of the Scheme and associated routes. The |

| Scheme Objectives | Scheme Compliance |
|--|---|
| <p>communities along the Trans-Pennine route</p> | <p>user benefits, including improvements in travel affordability related to the Scheme, which will be distributed, supporting all income groups.</p> <p>The detrunking of a section of the existing A57 will help to decrease the severance of the communities close to this road as the speed limit is decreased as the volume of traffic decreases leading to improvements in traffic flow.</p> <p>All new and improved junctions will be provided with upgraded WCH facilities (Gun Inn Junction, Mottram Moor, Wooley Bridge and M67 Junction 4) making crossing easier and improving safety.</p> <p>However, collision rates are expected to be adversely impacted across the wider area as a result of increased traffic drawn in by the Scheme, with motorcyclists and young males identified as most at risk.</p> |
| <p>Capacity - By reducing delays and queues that occur during busy periods and improving the performance of junctions on the route</p> | <p>Transport modelling forecasts compare delays across the area with a Do Minimum option and with the Scheme in place. It indicates that delays in excess of five minutes would be present along the A57(T) in both directions in the Do Minimum scenario by the scheme design year of 2040 during the busy evening peak period. The associated congestion would also lead to delays of several minutes per trip crossing the existing A57(T). However, with the Scheme in place delays through the same section of network or using the new links are all forecast to be less than one minute during the same time period and forecast year.</p> <p>At the M67 Junction 4 signalisation will be improved with positive impacts on safety and the smoothness of traffic flow. The cut-through of the existing roundabout will provide direct access between the M67 and the new Mottram bypass.</p> <p>A reliability assessment has been performed which shows that, particularly for local movements in the vicinity of the Scheme, journey times will become more consistent on a day-to-day basis.</p> |

- 8.1.4 The Scheme will relieve traffic congestion in the Mottram in Longdendale, Hattersley and Woolley Bridge area, providing benefits to local drivers who will have reduced journey times with greater reliability. Drivers travelling in various direction across through the local area (Mottram, Hollingworth, Glossop and Hattersley) will also gain from reduced journey times.
- 8.1.5 Significant benefits with regard to journey times and reliability have been calculated for business trips drivers (to the value of £117 million), as the Scheme is a key section of the inter-urban route between Manchester and Sheffield. The Scheme is part of a route which connects many businesses in these two regions. The economic appraisal of the Scheme has identified that there will be £97 million of positive, wider economic impacts that can be attributed to the Scheme.
- 8.1.6 The Scheme will support WCH safety in the local area as footways/cycleways and bridleways are improved, alongside identified road crossings.
- 8.1.7 This Statement has demonstrated that the Scheme has an adjusted BCR of 2.45. The Scheme is expected to provide benefits with a present value of £264.2 million, relating to journey travel times, reliability and wider economic impacts for business and non business users.

- 8.1.8 Limited impacts on the PRow network are expected to be created by the Scheme as new provision will be provided to replace that severed by the proposed works. Overall, there are benefits to WCH users with regard to PRowS including a new bridleway is to be developed to the south of A57 Link Road, linking into Woolley Bridge Junction and the Trans Pennine Trail/National Cycle Network.
- 8.1.9 A detailed assessment of the Scheme's accordance with the NN NPS is considered within Appendix B. It demonstrates that the Scheme is compliant with national policy.
- 8.1.10 The Scheme has been shown to be in accordance with the Tameside UDP, which has a safeguarded route for the Scheme within its policies. An assessment has also provided details of Scheme's accordance with Green Belt policy. Based on decisions made regarding other highway NSIPs located in the Green Belt the Scheme should not be considered inappropriate development. It is also considered that if the Scheme fails this inappropriate development test, there is a case for 'very special circumstances' against which the Scheme is still considered to be acceptable.
- 8.1.11 The Scheme is considered to be in accordance with both local and regional planning and transport policy.
- 8.1.12 The Scheme is expected to provide air quality improvements at sensitive human health receptors; however, the introduction of a new road has generally led to an increase in emissions. It is anticipated that the Scheme will displace large volumes of traffic from a route immediately in front of properties through Mottram and Woolley Lane/Bridge and therefore noise impacts will generally be positive. The Scheme also demonstrates a positive impact upon the Mottram NIA located within the DCO boundary.
- 8.1.13 The Scheme is supported by the ES [TR010034/APP/6.1-3] to establish the impacts and mitigation measures required to ensure that the Scheme is acceptable.
- 8.1.14 An assessment of the merits of this Scheme against the policy within the NN NPS has been undertaken and a review of the planning balance has been completed which determines that the benefits that the Scheme will generate are considered to outweigh any harm identified. The Scheme is therefore considered to be acceptable against the requirements of the NN NPS.

Appendix A. Planning Policy Tables

1.1 Introduction

- 1.1.1 The tables below supplement the Alignment with Planning Policy and Transport Plans Chapter of the Case for the Scheme (CftS) and provide additional detail of regional and local planning policies relevant to the A57 Link Roads Scheme.
- 1.1.2 Details of the policies are provided alongside their relevance to the Scheme.
- 1.1.3 Planning policy conclusions are covered in the main document.

1.2 Tameside Unitary Development Plan (UDP 2004) (saved 2007)

| Tameside Unitary Development Plan (UDP 2004) (saved 2007) | | |
|---|--|--|
| Policy | Key Extract from Relevant Objectives | Relevance |
| T1: Highway Improvement and Traffic Management | <p>Sets out related aims for all developments, including inter alia:</p> <ul style="list-style-type: none"> • <i>‘improving safety for all road users,</i> • <i>encouraging the use of non-car modes,</i> • <i>providing safe and convenient facilities for pedestrians and cyclists,</i> • <i>improving road and community safety, especially in residential areas,</i> • <i>improving safety and the environment in town and local centres, assisting their viability and encouraging new investment,</i> • <i>assisting sustainable development,</i> • <i>safe management of congestion problems,</i> • <i>improving the efficiency and attractiveness of public transport and the convenience and safety of passengers,</i> • <i>conserving and enhancing the valued characteristics of an area through the use of appropriate design and materials.’</i> | The Scheme will help to manage identified congestion problems, and in so doing, provide road safety benefits. It will also provide opportunities for sustainable modes of transport, ie walking and cycling. |
| T2: Trunk Road Developments | <p><i>“The Council will protect the Mottram line to Tintwistle Bypass, proposed by the Highways Agency as a trunk road scheme, from the M67/A57/A560 intersection at Hattersley to the Derbyshire border”.</i> This is reflected on the Policies Map.</p> | The Scheme is acknowledged as a policy goal within the adopted Development Plan. |
| T3: Major Highways Schemes | <p>Identifies “Glossop Spur from Mottram Moor to Woolley Lane, Longdendale (local road element of the proposed Mottram - Tintwistle Bypass)” as a highway scheme to be constructed during the plan period.</p> <p>It is added in the supporting text that:</p> <p><i>“As a result, Hollingworth will be more effectively relieved of through traffic, bus reliability will be improved, and pedestrians and cyclists will be provided with a safer, more convenient and attractive environment”.</i></p> | The Policy highlights that the Scheme may help provide enhancements to road safety and the attractiveness of sustainable transport modes. |
| OL1: Protection of | Seeks to protect the Green Belt from inappropriate development. The | The majority of the Scheme is unavoidably located within the Green Belt. The |

| Tameside Unitary Development Plan (UDP 2004) (saved 2007) | | |
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| Policy | Key Extract from Relevant Objectives | Relevance |
| the Green Belt | development principle may be supported where very special circumstances can be demonstrated and/or for “other uses of land that preserve the Green Belt’s openness <i>and which do not conflict with the purposes of including land within it</i> ”. | Scheme is not considered to represent inappropriate development within the Green Belt and has been carefully designed to preserve its openness. The Scheme does not conflict with the purposes of including land within the Green Belt. Should it be considered, however, that the Scheme does represent inappropriate development within the Green Belt, it is considered that there are very special circumstances for the Scheme. |
| OL7: Potential of Water Areas | <i>“The Council will permit proposals for development which enhance the environment and value of water areas” for the purposes of recreation, amenity, nature conservation and environment value, “provided any scheme will not have an adverse effect on operational requirements, the value of the area for nature conservation or its landscape character, lead to a loss of amenity in any adjoining residential areas, or lead to traffic problems on adjacent highways”.</i> | The eastern section of the scheme (proposed junction with Woolley Bridge/Brookfield) will cross River Etherow on a bridge. As demonstrated by the ES (TR010034/APP/6.1 – 6.3), the proposals will not have an adverse effect on the value of the area for nature conservation or its landscape character, or to a loss of amenity in any adjoining residential areas, or lead to traffic problems on adjacent highways. |
| OL8: Informal Recreation and Countryside Access | <i>“Where development is proposed adjacent to the countryside or other areas available for informal recreation, the Council will require developers to protect existing links into these areas and where appropriate to enhance existing links or form new ones. Where development would have a detrimental effect on such areas or increase the pressure of use, the Council will require suitable mitigation or compensatory measures to be taken”.</i> | The Scheme will pass semi-rural areas. It will demonstrate suitable mitigation measures where necessary. New provision has been provided with regard to any PROWs affected by the Scheme so as to support countryside access and recreation. |
| OL10: Landscape Quality and Character | <i>“Within the countryside, river valley and urban fringe areas, any development will be required to be sympathetic to its surroundings, and high standards of siting, design, materials and landscaping will be expected, particularly where existing residential or agricultural buildings which contribute positively to the character and appearance of the landscape are involved. Especially careful consideration will be given to the appearance of developments within open land in the eastern, upland part of the Borough”.</i> | As set out in Chapter 7 of the ES, the Scheme has been designed to avoid or reduce, as far as practicable, the adverse effects. Landscape and visual essential mitigation measures, which form an integral part of the Scheme, include native woodland, shrub planting, and linear planting, roadside specimen trees, grassland meadows and amenity grassland and verges. The Scheme also includes some use of cuttings, false cuttings and embankments. It concludes that by the design year (Yr.15) there are no effects on the Landscape and Townscape Character considered to be significant. |
| OL11: Support for Agriculture | <i>“Where development of agricultural land is unavoidable, the Council will seek to encourage the use of poorer quality land in</i> | The Scheme will pass over Grade 4 agricultural land (according to the GMSF map 2019). Grade 4 agricultural land |

| Tameside Unitary Development Plan (UDP 2004) (saved 2007) | | |
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| Policy | Key Extract from Relevant Objectives | Relevance |
| | <i>preference to that of higher quality, except where other sustainability considerations suggest otherwise</i> ". | category does not constitute "best and most versatile (BMV) land". Chapter 9 of the ES considers geology and soils and identifies that none of the affected agricultural land is of BMV quality, or significantly better than any other in the study area, so there is no need for the design to be modified to avoid land-take in any particular area of soils. |
| OL15: Openness and Appearance of River Valleys | <i>"The Council will not permit developments which would adversely affect the character of the Tame, Medlock and Etherow river valleys including their value for nature conservation, or the overall improvement of their appearance, or break the open parts of the valleys into further sections"</i> . | The eastern section of the Scheme (proposed junction with Woolley Bridge/Brookfield) will cross River Etherow on a bridge. As set out in Chapter 7 of the ES, the Scheme has been designed to avoid or reduce, as far as practicable, the adverse effects. Landscape and visual essential mitigation measures, which form an integral part of the Scheme, include native woodland, shrub planting, and linear planting, roadside specimen trees, grassland meadows and amenity grassland and verges. The Scheme also includes some use of cuttings, false cuttings and embankments. It concludes that by the design year (Yr.15) there are no effects on the Landscape and Townscape Character considered to be significant. |
| OL16: Peak District National Park | <i>"The Council will not permit development that would adversely affect the purposes of the Peak District National Park or be harmful to its valued characteristics"</i> . | The scheme lies near the Peak District National Park. As set out in Chapter 7 of the ES, the Scheme has been designed to avoid or reduce, as far as practicable, the adverse effects. The ES concludes that whilst there would be a traffic change through the Peak District National Park as a result of the Scheme, these changes vary depending on the route and the time of day, and it is not considered that there would be any significant indirect effects to the landscape character or visual amenity within the Peak District National Park due to these traffic changes. |
| C1: Townscape and Urban Form | <i>"In considering proposals for built development, the Council will expect the distinct settlement pattern, open space features, topography, townscape and landscape character of specific areas of the Borough to be understood, and the nature of the surrounding fabric to be respected. The relationship between buildings and their setting should be given particular</i> | As set out in Chapter 7 of the ES, the Scheme has been designed to avoid or reduce, as far as practicable, the adverse effects. Landscape and visual essential mitigation measures, which form an integral part of the Scheme, include native woodland, shrub planting, and linear planting, roadside specimen trees, grassland meadows and amenity grassland and verges. The Scheme also includes some use of cuttings, false |

| Tameside Unitary Development Plan (UDP 2004) (saved 2007) | | |
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| Policy | Key Extract from Relevant Objectives | Relevance |
| | <i>attention in the design of any proposal for development”.</i> | cuttings and embankments. It concludes that by the design year (Yr. 15) there are no effects on the Landscape and Townscape Character considered to be significant. |
| C4: Control of Development in or adjoining Conservation Areas | <i>“When considering proposals for development in or adjoining Conservation Areas, including advertisements and the alteration, extension or conversion of existing buildings within Conservation Areas, the Council will have regard to the desirability of preserving or enhancing the character or appearance of the area, and to the need to ensure that the proposals make a positive contribution to the context in which they are set”.</i> | The scheme lies near the Mottram-in-Longdendale Conservation Area. Chapter 6 of the ES considers Cultural Heritage, including the Scheme’s impact on the Conservation Area. It finds that the Scheme would impact upon the setting of the conservation area, particularly in mid-range views to the north-east. The relationship of the Conservation Area to the surrounding landscape would, however, be maintained, with views to the surrounding Pennine hills remaining the dominant feature of its setting. The magnitude of this impact on this asset of medium value has therefore been assessed to be permanent minor beneficial and permanent minor adverse. This would result in a permanent slight beneficial effect and a permanent slight adverse effect which are not significant. |
| C6: Setting of Listed Buildings | <i>“New development, including any proposed as a result of a new use for a Listed Building, which fails to preserve, or detracts from, the setting of a Listed Building or structure will not be permitted”.</i> | Several Listed Buildings are present near the scheme. Chapter 6 of the ES considers Cultural Heritage, including the Scheme’s impact on Listed Buildings. It concludes that there will be less than significant effects on any Listed Buildings. Measures to avoid or prevent impacts on historic assets have been incorporated into the design of the Scheme |
| N3: Nature Conservation Factors | <i>“When considering development proposals which could have an impact on wildlife, plant life or geological features (whether or not these are currently designated for protection), the Council will wish to be satisfied that the potential benefits to nature conservation have been fully taken into account in the design of the scheme and arrangements for subsequent maintenance or management, including any opportunities to help create or enhance wildlife habitats and increase biodiversity in both urban and rural locations”.</i> <i>“Consideration of these factors should be informed by the Council’s Nature Conservation Strategy and the evolving Greater Manchester Biodiversity Action Plan”.</i> | Chapter 8 of the ES considers the impact of the Scheme on biodiversity. It provides the ecological baseline, an evaluation of the nature conservation receptors relevant to the Scheme, and an assessment of the significant effects on those receptors after mitigation, as a result of the Scheme. Embedded mitigation measures have been incorporated into the Scheme design to avoid and prevent effects including environmental working practices to ensure adequate pollution control measures are implemented and use of Precautionary Methods of Working (PMW) during construction to minimise risks to individual animals of protected species where licences would not be required. |

| Tameside Unitary Development Plan (UDP 2004) (saved 2007) | | |
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| Policy | Key Extract from Relevant Objectives | Relevance |
| | | It concludes that no significant adverse residual impacts have been predicated as a result of the Scheme. |
| N5: Trees within Development Sites | <p><i>“Where the quality and location of existing trees, whether individually, in groups or woodlands, are of significant value to the appearance and amenity of a site, the Council will not permit development proposals which would:</i></p> <ol style="list-style-type: none"> <i>a. result in unnecessary loss of, or damage to, such existing trees, or</i> <i>b. not allow for successful retention of such existing trees, or</i> <i>c. not make adequate provision for replacement planting”.</i> | <p>There are a number of individual trees, woodland and tree groups together with lengths of hedgerow within the Order Limits. These include 21 TPO’s, of which there are 18 individual trees, 2 woodlands and 1 group. However, the Scheme will only affect two TPOs.</p> <p>ES Chapter 7 considers the impact of tree loss as a result of the Scheme, and Appendix 7.3 of the ES provides a full Arboricultural Impact Assessment.</p> <p>Effort has been made to conserve as much of the landscape features that offer landscape value as possible, for example avoiding unnecessary loss of woodland and protected trees.</p> <p>Landscape and visual essential mitigation measures, which form an integral part of the Scheme, include native woodland and roadside specimen trees.</p> |
| N6: Protection and Enhancement of Waterside Areas | <p>States that <i>“the Council will permit developments alongside watercourse so long as they”</i> meet a series of criteria, including:</p> <ul style="list-style-type: none"> <i>• ‘allow for the retention or creation of a “green” corridor following the watercourse, wherever possible and at least along one side, and</i> <i>• include improvements where appropriate to existing waterside features, and</i> <i>• enable the waterside environment and its ecology to be enhanced generally, avoiding the creation of a backyard character, and</i> <i>• do not involve watercourses being culverted and, where appropriate and in accordance with Environment Agency policy, include the removal of existing culverts, and</i> <i>• avoid erosion or destruction of established habitats and associate species, and</i> <i>• encourage the provision of new habitats in appropriate locations, and</i> <i>• protect valuable floodplain habitats from development, and</i> | <p>The Scheme will cross the River Etherow. It seeks to comply with the Policy by mitigating any potential impacts, this includes the provision of a flood storage area to the south of the crossing of the River Etherow.</p> |

| Tameside Unitary Development Plan (UDP 2004) (saved 2007) | | |
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| Policy | Key Extract from Relevant Objectives | Relevance |
| | <ul style="list-style-type: none"> open up waterside land and frontages to public access where appropriate.' | |
| N7: Protected Species | <p><i>“The Council will not permit development which would have an adverse impact on badgers or species protected by Schedules 1, 5 and 8 of the Wildlife and Countryside Act as amended, unless the applicant can demonstrate that any such impact can be successfully mitigated and the population status of the species be maintained at current levels”.</i></p> | <p>Chapter 8 of the ES considers the impact of the Scheme on biodiversity. It provides the ecological baseline, an evaluation of the nature conservation receptors relevant to the Scheme, and an assessment of the significant effects on those receptors after mitigation, as a result of the Scheme.</p> <p>Embedded mitigation measures have been incorporated into the Scheme design to avoid and prevent effects.</p> |
| U4: Flood Prevention | <p><i>“The Council will consult the Environment Agency in any such assessment and will consider, among other things, whether the development would be at direct risk of flooding, likely to increase the risk of flooding elsewhere, likely to obstruct the flow of floodwaters, or likely to interfere with the integrity of existing flood defences.</i></p> <p><i>Where, exceptionally, development is permitted in areas liable to flooding, appropriate flood protection and mitigation measures will be required as part of the development. Where practical, areas adjacent to watercourses will be preserved or created to allow access for maintenance purposes”.</i></p> | <p>The scheme passes through areas of medium and high flood risk zones associated with River Etherow (zones 2&3), as shown on the Environment Agency’s online flood risk mapping.</p> <p>ES Chapter 13 presents the road drainage and water environment assessment associated with the Scheme. A Flood Risk Assessment (FRA) [TR010034/APP/5.5] has been undertaken in accordance with the National Planning Policy Framework (NPPF) and local planning policy and has informed the ES chapter.</p> <p>Following assessment of surface watercourses and groundwater within the study area, one significant impact (non-significant) is noted at River Etherow resulting from a temporary non-permanent change to flood plain functioning during construction. No other significant impacts are identified to all remaining receptors either during construction or operation. The EA and Lead Local Flood Authority (LLFA) have been consulted to identify key requirements and data. Discussions are ongoing between the Applicant and the EA regarding the receipt of a flood risk permit.</p> |

1.3 High Peak Adopted Local Plan 2016 (April 2016)

| High Peak Adopted Local Plan 2016 (April 2016) | | |
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| Policy | Key Extract from Relevant Objectives | Relevance |
| CF6: Accessibility and Transport | States that the Council will support transport infrastructure and services, highways and junction improvements and schemes that promote maintenance of facilities for cyclists, pedestrians and horse riders. | The scheme aims to bring new transport infrastructure and services to enhance connectivity. It will provide facilities for pedestrians and cyclists. |
| S5: Glossopdale Sub-area Strategy | <p><i>“The Council will seek to promote the sustainable growth of Glossopdale and promote and maintain the district identity of the settlements by:</i></p> <ul style="list-style-type: none"> <i>Protecting and enhancing sites designated for environmental value... European wildlife sites, recreation areas and allotments</i> <i>Protecting the designated Green Belt</i> <i>Protecting and enhancing the historic environment</i> <i>Ensuring that development protects and/or enhances landscape character and the setting of the Peak District National Park</i> | <p>Part of the Scheme is located in the Glossopdale Area. The ES considers the impact of the Scheme on the natural and historic environment.</p> <p>Chapter 6 of the ES considers impacts on cultural heritage and concludes there would not be a significant effect on heritage assets within High Peak that fall within the Study area, including the Tintwistle Conservation Area and Melandra Castle Roman Fort.</p> <p>Chapter 8 of the ES considers the impact of the Scheme on biodiversity, including on relevant sites designated for environmental value. It concludes that no significant adverse residual impacts have been predicated as a result of the Scheme.</p> <p>It concludes that no significant adverse residual impacts have been predicated as a result of the Scheme.</p> <p>As set out in Chapter 7 of the ES, the Scheme has been designed to avoid or reduce, as far as practicable, the adverse effects. The ES concludes that whilst there would be a traffic change through the Peak District National Park as a result of the Scheme, these changes vary depending on the route and the time of day, and it is not considered that there would be any significant indirect effects to the landscape character or visual amenity within the Peak District National Park due to these traffic changes.</p> <p>Most of the scheme is unavoidably located within the Green Belt. The Scheme is not considered to represent inappropriate development within the Green Belt and has been carefully designed to preserve its openness. The Scheme does not conflict with the purposes of including land within the Green Belt. Should it be considered, however, that the Scheme does represent inappropriate development within the Green Belt, it is considered that there are</p> |

| High Peak Adopted Local Plan 2016 (April 2016) | | |
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| Policy | Key Extract from Relevant Objectives | Relevance |
| | | very special circumstances for the Scheme which it is able to meet. |
| EQ 2: Landscape Character | <i>“The Council will seek to protect, enhance and restore the landscape character of the Plan Area for its own intrinsic beauty and its benefit to the economic, environmental and social well-being of the Plan Area, and resists development which would harm or be detrimental to the character of the local and wider landscape or the setting of a settlement as identified in the Landscape Impact Assessment.”</i> | As set out in Chapter 7 of the ES, the Scheme has been designed to avoid or reduce, as far as practicable, the adverse effects. Landscape and visual essential mitigation measures, which form an integral part of the Scheme, include native woodland, shrub planting, and linear planting, roadside specimen trees, grassland meadows and amenity grassland and verges. The Scheme also includes some use of cuttings, false cuttings and embankments. It concludes that by the design year (Yr.15) there are no effects on the Landscape and Townscape Character considered to be significant. |
| EQ 4: Green Belt Development | <i>“The Council will seek to protect the Green Belt and maintain its openness and permanence.</i> <i>Within the Green Belt, planning permission will not be granted for development unless it is in accordance with national planning policy.”</i> | The majority of the Scheme is unavoidably located within the Green Belt. The scheme is not considered to represent inappropriate development within the Green Belt and has been carefully designed to preserve its openness. The Scheme does not conflict with the purposes of including land within the Green Belt. Should it be considered, however, that the Scheme does represent inappropriate development within the Green Belt, it is considered that there are very special circumstances for the Scheme which it may be able to meet. |
| EQ 5: Biodiversity | <i>“The biodiversity and geological resources of the Plan Area and its surroundings will be conserved and, where possible, enhanced by ensuring that development proposals will not result in significant harm to biodiversity or geodiversity interests. This will be achieved by:”</i> <ul style="list-style-type: none"> • <i>‘Conserving and enhancing sites of international, European, and national importance.</i> • <i>Conserving and enhancing any Sites of Special Scientific Interest.</i> • <i>Conserving and enhancing regionally and locally designated sites.’</i> | Chapter 8 of the ES considers the impact of the Scheme on biodiversity, including on relevant sites designated for environmental value. Embedded mitigation measures have been incorporated into the Scheme design to avoid and prevent effects including environmental working practices to ensure adequate pollution control measures are implemented and use of PMW during construction to minimise risks to individual animals of protected species where licences would not be required. It concludes that no significant adverse residual impacts have been predicated as a result of the Scheme. |
| EQ 7: Built and Historic Environment. | <i>“The Council will conserve heritage assets in a manner appropriate to their significance ... and ensure that development proposals</i> | Chapter 6 of the ES considers impact on cultural heritage and concludes there would not be a significant effect on heritage assets within High Peak that fall |

| High Peak Adopted Local Plan 2016 (April 2016) | | |
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| Policy | Key Extract from Relevant Objectives | Relevance |
| | <i>contribute positively to the character of the built and historic environment.</i> | within the Study area, including the Tintwistle Conservation Area and Melandra Castle Roman Fort. |
| EQ 8: Green Infrastructure | <p>“The Council will, through partnership working, develop, protect and enhance networks of Biodiversity and Green Infrastructure.”</p> <p>The Council will require that <i>“...development will not have a detrimental effect on the amount or function of existing green infrastructure unless replacement provision is made that is considered to be of equal or greater value than that lost through development; taking particular account of appropriate levels of mitigation where development would result in habitat fragmentation.”</i></p> | The proposed junction at Woolley Bridge falls within identified green infrastructure corridors. |
| EQ 10: Pollution Control and Unstable Land | <i>“The Council will protect people and the environment from unsafe, unhealthy and polluted environments”.</i> | The Population and Human Health chapter of the ES [TR010034/APP/6.3] and the Environmental Management Plan [TR010034/APP/7.2] indicates the measures that will be taken during construction and operation to reduce pollution as much as possible and the Scheme will not increase flooding elsewhere. |
| EQ 11: Flood Risk Management | <i>“The Council will support development proposals that avoid areas of current or future flood risk and which do not increase the risk of flooding elsewhere.”</i> | <p>The proposed junction at Woolley Bridge sits within Flood Zone 2 & 3 of River Etherow.</p> <p>ES Chapter 13 presents the road drainage and water environment assessment associated with the Scheme. A Flood Risk Assessment (FRA) [TR010034/APP/5.5] has been undertaken in accordance with the National Planning Policy Framework (NPPF) and local planning policy and has informed the ES chapter.</p> |

1.4 Derby and Derbyshire Minerals Local Plan (adopted 2000 and amended in 2002) (saved policies)

| Derby and Derbyshire Minerals Local Plan (adopted 2000 and amended in 2002) (saved policies) | | |
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| Policy | Key Extract from Relevant Objectives | Relevance |
| MP11: Borrow Pits | <p><i>“Proposals for temporary mineral workings related to specific construction projects (borrow pits) will be permitted only where there are net environmental benefits compared with supplying the project from established sources, and, in particular, where:”</i></p> <ul style="list-style-type: none"> <i>• ‘there is a need for the development to supply major construction works, which cannot reasonably be met from established sources, or the supply of material from such sources would be seriously detrimental to local amenities because of the scale, location and timing of the operations</i> <i>• the site is adjacent to the proposed construction project so that use of the public highway for the transport of materials is minimised</i> <i>• the proposal would not cause irreparable or unacceptable damage to interests of acknowledged environmental importance and satisfactory provision is made to reclaim the site, as far as possible without the use of imported materials.’</i> | <p>It is unlikely that borrow pits will be used. However, if they were to be used the Scheme will mitigate irreparable or unacceptable damage to the interests of the area’s acknowledged environmental importance and provide satisfactory provisions to reclaim the site.</p> |

1.5 Greater Manchester Joint Minerals Development Plan Document (2013)

| Greater Manchester Joint Minerals Development Plan Document (2013) | | |
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| Policy | Key Extract from Relevant Objectives | Relevance |
| Policy 8: Prior Extraction of Mineral Resources Within Mineral Safeguarding Areas | <p><i>“All non-mineral development proposals within the Mineral Safeguarding Area should extract any viable mineral resources present in advance of construction... Proposals for non-mineral development within the Mineral Safeguarding Areas that do not allow for the prior extraction of minerals will only be permitted where:”</i></p> <ol style="list-style-type: none"> 1. <i>‘The need for the development outweighs the need to extract the mineral; or</i> 2. <i>It can be clearly demonstrated that it is not environmentally acceptable or economically viable to extract the mineral prior to non-mineral development taking place; or</i> 3. <i>It can be clearly demonstrated that the mineral is either not present or of no economic value or too deep to extract in relation to the proposed development; or</i> 4. <i>The development is limited or temporary and would not prevent minerals extraction from taking place in the future.’</i> | <p>Chapter 10 of the ES considers Material Assets and Waste. It confirms that the Scheme would not go through any Mineral Safeguarding Areas.</p> <p>The Scheme sits near to Several Minerals Safeguarding areas but in line with the requirements of this policy the nature of the development is limited and would not prevent extraction taking place in the future.</p> |
| Policy 11: Protecting existing mineral site/infrastructure | <p><i>“Development on or adjoining an existing mineral working or site containing minerals infrastructure will be permitted provided it would not have an unacceptable impact on the continuation of mineral working or the continued operation of the minerals infrastructure.”</i></p> | <p>Harrop Edge Sandstone Quarry is located to the north-west of the Scheme. The Scheme will not have an unacceptable impact on this area.</p> |

Appendix B. NN NPS Accordance Tables

1. Introduction

- 1.1.1 The tables below supplement the planning policy chapter of the Case for the Scheme (CftS) and provide additional detail of the Scheme's accordance with the National Policy Statement for National Networks (NN NPS), a key consideration in determination of the DCO.
- 1.1.2 The requirements of the NN NPS are provided alongside details of the Scheme's compliance to this policy. Relevant NN NPS policies are also identified within the planning policy chapter of the CftS (this document) and considered in the Environmental Statement [TR010034/APP/6.1-6.3].

2. NN NPS Accordance Tables

Table 1: National Networks National Policy Statement Chapter 3

| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
|---|---|---|
| 3.2 (Environment and social impacts) | <p>The Government recognises that for development of the national road and rail networks to be sustainable these should be designed to minimise social and environmental impacts and improve quality of life.</p> | <p>A comprehensive environmental impact assessment (EIA) has been carried out, together with proposals for mitigation of likely significant environmental effects arising from the Scheme. This is reported in the Environmental Statement (ES) [TR010034/APP/6.1-5]. Where specific mitigation is necessary, this is reported under each chapter of the ES [TR010034/APP/6.3].</p> <p>Chapter 2 of the ES describes the design, mitigation and compensation measures proposed as part of the Scheme to minimise adverse effects on social and environmental receptors.</p> <p>It also details the mitigation hierarchy that has been implemented throughout the environmental assessment processes. The result of the assessment of environmental impacts is reported in the ES.</p> <p>The Scheme will retain connectivity between residential areas, community, education facilities and retail areas, wherever possible, through the retention and diversion of Public Rights of Way (PRoW) and footpaths. Where new footpaths are required, they will be designed to be as accessible as possible. Social effects including connectivity and amenity are considered in Chapter 12 ‘Population and Human Health’ of the ES [TR010034/APP/6.3].</p> <p>Chapter 16 of the ES provides a summary of the significant effects anticipated, which include construction and operation impacts on various viewpoints and the setting of cultural heritage assets, negative and positive residential receptors regarding noise and the temporary negative effects on agricultural land holdings, private property, development land/business and active travel.</p> <p>As part of overall mitigation proposals, a Register of Environmental Actions and Commitments (REAC) has been prepared to support the DCO application [TR010034/APP/7.3]. This details the environmental mitigation measures that would be implemented during construction, why they are required, who is responsible for delivering them and detailing any ongoing maintenance arrangements. Requirement 4 of the draft DCO [TR010034/APP/3.1] secures the submission of a Second Iteration of the Environmental Management Plan (EMP), which must reflect the mitigation measures set out in the REAC.</p> |
| 3.3 | <p>In delivering new schemes, the Government expects applicants to avoid and mitigate environmental and social</p> | <p>Care has been taken when developing the Scheme to avoid and minimise negative social and environmental impacts through careful design. The design has</p> |

Table 1: National Networks National Policy Statement Chapter 3

| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
|---|---|--|
| | <p>impacts in line with the principles set out in the NPPF and the Government’s planning guidance. Applicants should also provide evidence that they have considered reasonable opportunities to deliver environmental and social benefits as part of schemes.</p> | <p>incorporated mitigation measures into the Scheme to avoid, reduce or remediate negative effects. Where it has not been practical to avoid such impacts, mitigation measures are proposed to minimise the potential adverse effects of the Scheme.</p> <p>Each chapter of the ES [TR010034/APP/6.3] assesses potential environmental effects and sets out how environmental impacts of the Scheme would be mitigated, in line with current relevant guidance including the NPPF and other government planning guidance. Reasonable opportunities for environmental and social benefits have also been considered as part of the EIA process, and would also be an ongoing aim of the detailed design process to deliver environmental and social benefits.</p> <p>Social benefits will also result from the Scheme, for instance, a new bridleway will be implemented and the reduction in traffic on local roads will encourage opportunities for Walkers, Cyclists and Horse riders (WCH).</p> |
| <p>3.17 (Sustainable transport)</p> | <p>There is a direct role for the national road network to play in helping pedestrians and cyclists. The Government expects applicants to use reasonable endeavours to address the needs of cyclists and pedestrians in the design of new schemes. The Government also expects applicants to identify opportunities to invest in infrastructure in locations where the national road network severs communities and acts as a barrier to cycling and walking, by correcting historic problems, retrofitting the latest solutions and ensuring that it is easy and safe for cyclists to use junctions.</p> | <p>Chapter 12 ‘Population and Human Health’ of the ES [TR010034/APP/6.3] reports the outcomes of an assessment to identify the likely significant effects on WCH who travel on parts of the road and Public Rights of Way (PRoW) networks that would be altered as a consequence of the Scheme.</p> <p>The requirements of WCH have been identified and appropriate provisions have been incorporated into the design of the Scheme to enhance accessibility through the provision of new and altered PRoWs; reduce traffic-related severance by providing appropriate bridge crossings; and maintain connectivity by modifying and diverting existing routes, as detailed within this Case for the Scheme (CftS).</p> |
| <p>3.21 (Accessibility)</p> | <p>Applicants are reminded of their duty to promote equality and to consider the needs of disabled people as part of their normal practice. Applicants are expected to comply with any obligations under the Equalities Act 2010.</p> | <p>An Equality Impact Assessment (EqIA) [TR010034/APP/5.6] has been prepared which considers the social equality of the Scheme and consultation undertaken with regard to the diversity of social groups engaged. It indicates that community engagement will be undertaken during the detailed design phase of the projects and its construction, to ensure impacts on the community and its services are minimised.</p> <p>The EqIA demonstrates that the Applicant is compliant with obligations under the Equalities Act 2010.</p> |

Table 1: National Networks National Policy Statement Chapter 3

| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
|-------------------------|--|--|
| 3.22 | <p>Severance can be a problem in some locations. Where appropriate applicants should seek to deliver improvements that reduce community severance and improve accessibility.</p> | <p>Provision has been made within the Scheme to maintain existing PRoWs where possible and deemed appropriate. Various documents (the DCO Schedules [TR010034/APP/3.1], Case for the Scheme [TR010034/APP/7.1] and Chapter 12 'Population and Human Health' of the ES [TR010034/APP/6.3] describes how the Scheme addresses the instances where it will be necessary to sever a PRoW. This shows that affected PRoWs will be diverted via new bridges, underpasses, or via new or existing paths. No PRoWs will be permanently stopped up due to the Scheme.</p> <p>During the construction phase of the Scheme, there may be the need to close and divert footways, PRoWs, and cycleways for safety and to allow construction of sections of the proposed Scheme. The construction phasing will be managed in such a way as to reduce disruption and closures whilst maintaining safety during construction. Safe alternative routes will be provided where temporary closure is required and will be appropriately signed and sufficient notice will be provided ahead of any diversions.</p> <p>Details of PROW diversions are included within the Streets, Rights of Way and Access Plan [TR010034/APP/2.4]</p> <p>Chapter 12 'Population and Human Health' of the ES [TR010034/APP/6.3] assesses the likely impact relating to severance on WCH for local journey to community facilities.</p> <p>As stated above, the Scheme will reduce existing severance created by the current A57 due to a reduction in local traffic and an increase in opportunities for WCH.</p> |

Table 2: National Networks National Policy Statement Chapter 4

| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
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| 4.5 (General principles of assessment – Business Case) | Applications for road and rail projects (with the exception of those for SRFIs, for which the position is covered in paragraph 4.8 below) will normally be supported by a business case prepared in accordance with Treasury Green Book principles. This business case provides the basis for investment decisions on road and rail projects. The business case will normally be developed based on the Department’s Transport Business Case guidance and WebTAG guidance. The economic case prepared for a transport business case will assess the economic, environmental and social impacts of a development. The information provided will be proportionate to the development. This information will be important for the Examining Authority and the Secretary of State’s consideration of the adverse impacts and benefits of a proposed development. It is expected that NSIP schemes brought forward through the development consent order process by virtue of Section 35 of the Planning Act 2008, should also meet this requirement. | Chapter Five of the Case for the Scheme (CftS) (this document) outlines the economic assessment of the Scheme, which has been prepared in accordance with the Treasury Green Book principles; it presents the anticipated benefits and dis-benefits associated with the Scheme and overall value for money. The Economic Case for the Scheme it has also been developed based on DfT Business Case guidance and TAG guidance. |
| 4.6 (Local transport model) | Applications for road and rail projects should usually be supported by a local transport model to provide sufficiently accurate detail of the impacts of a project. The modelling will usually include national level factors around the key drivers of transport demand such as economic growth, demographic change, travel costs and labour market participation, as well as local factors. The Examining Authority and the Secretary of State do not need to be concerned with the national methodology and national assumptions around the key drivers of transport demand. We do encourage an assessment of the benefits and costs of schemes under high and low growth scenarios, in addition to the core case. The modelling should be proportionate to the scale of the scheme and include appropriate sensitivity analysis to consider the impact of uncertainty on project impacts. | A local transport model has been developed for the Scheme and is proportionate to the scale of the Scheme. The transport model includes consideration of key drivers of transport demand. Further detail is presented in this CftS, as well as in the Transport Assessment Report [TR010034/APP/7.4]. |

Table 2: National Networks National Policy Statement Chapter 4

| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
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| <p>4.15 (Environmental Impact Assessment)</p> | <p>All proposals for projects that are subject to the European Union’s Environmental Impact Assessment Directive and are likely to have significant effects on the environment, must be accompanied by an environmental statement (ES), describing the aspects of the environment likely to be significantly affected by the project. The Directive specifically requires an environmental impact assessment to identify, describe and assess effects on human beings, fauna and flora, soil, water, air, climate, the landscape, material assets and cultural heritage, and the interaction between them. Schedule 4 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 sets out the information that should be included in the environmental statement including a description of the likely significant effects of the proposed project on the environment, covering the direct effects and any indirect, secondary, cumulative, short, medium and long-term, permanent and temporary, positive and negative effects of the project, and also the measures envisaged for avoiding or mitigating significant adverse effects. Further guidance can be found in the online planning portal... In this NPS, the terms ‘effects’, ‘impacts’ or ‘benefits’ should accordingly be understood to mean likely significant effects, impacts or benefits.</p> | <p>The Scheme is listed under Schedule 2 Regulation 3(1) Part 10 (f) (construction of roads) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (herein referred to as ‘the EIA Regulations’) and is therefore an ‘EIA development’. By virtue of this it has the potential to generate significant environmental effects due to its nature, scale and location.</p> <p>In accordance with Regulation 8(1)(b) of the EIA Regulations, Highways England notified the Secretary of State for Transport (Secretary of State) in a letter to the Planning Inspectorate (the Inspectorate) dated 8 November 2017 that an ES presenting the findings of the EIA will be submitted with the DCO application, regarding the A57 Link Roads Scheme (known then as the Trans Pennine Upgrade). The Inspectorate reviewed and consulted on the EIA Scoping Report [TR010034/APP/6.6].and published a Scoping Opinion in December 2017.</p> <p>An EIA has been undertaken in accordance with paragraph 4.15 of the NN NPS, details of which are recorded in the ES [TR010034/APP/6.3]. Further details on the environmental scoping are provided in Chapter 4 of the ES [TR010034/APP.6.3].</p> |
| <p>4.16</p> | <p>When considering significant cumulative effects, any environmental statement should provide information on how the effects of the applicant’s proposal would combine and interact with the effects of other development (including projects for which consent has been granted, as well as those already in existence).</p> | <p>An assessment of the cumulative effects has been carried out and is reported in Chapter 15 of the ES [TR010034/APP/6.3]. The assessment considers both single project cumulative effects and different project cumulative effects.</p> <p>The assessment concluded that the majority of significant single project cumulative effects are related to noise and vibration and visual receptors affecting a number of residential properties/streets. However, no additional mitigation measures beyond those already identified within the relevant topic chapters (Chapter 7 and 11) or the EMP (TR010034/APP/7.2) and REAC (TR010034/APP/7.3) are considered to be necessary.</p> |

Table 2: National Networks National Policy Statement Chapter 4

| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
|---|--|---|
| 4.18 | In some instances, it may not be possible at the time of the application for development consent for all aspects of the proposal to have been settled in precise detail. Where this is the case, the applicant should explain in its application which elements of the proposal have yet to be finalised, and the reasons why this is the case. | <p>The Limits of Deviation of the Scheme have been incorporated into the Scheme's DCO Boundary to allow minor modification to be made, during the detailed design and construction stage, to allow for unforeseen conditions. These Limits of Deviation have been taken into consideration during the EIA to ensure the maximum potential for impacts has been considered. Details of the Limits of Deviation are included within the DCO [TR010034/APP/3.1]</p> <p>Where uncertainty exists a precautionary approach assuming a reasonable worst case impact has been adopted of the assessment, and any assumptions or limitations are reported.</p> <p>Details of the Scheme design are shown on the Engineering Drawings and Sections [TR010034/APP/2.7] and provided within this CftS.</p> |
| 4.19 | Where some details are still to be finalised, applicants are advised to set out in the environmental statement, to the best of their knowledge, what the maximum extent of the proposed development may be (for example in terms of site area) and assess the potential adverse effects which the project could have to ensure that the impacts of the project as it may be constructed have been properly assessed. | The EIA has taken into account the maximum Limits of Deviation when assessing the environmental effects of the Scheme. The Order limits apply the 'Rochdale Envelope' principle. This is detailed in Chapter 2 of the ES [TR010034/APP/6.3]. |
| 4.21 | In cases where the EIA Directive does not apply to a project, and an environmental statement is not therefore required, the applicant should instead provide information proportionate to the project on the likely environmental, social and economic effects | The EIA Directive does apply in this instance and therefore the Scheme is supported by an ES [TR010034/APP/6.3]. |
| 4.22 (Habitats Regulations Assessment) | ...The applicant should seek the advice of Natural England and, where appropriate, for cross-boundary impacts, Natural Resources Wales and Scottish Natural Heritage to ensure that impacts on European sites in Wales and Scotland are adequately considered. | Natural England is a prescribed consultee that has been engaged as part of the Scheme's development. The Consultation Report [TR010034/APP/5.1] summarises the consultation undertaken to date. |
| 4.23 | Applicants are required to provide sufficient information with their applications for development consent to enable the Secretary of State to carry out an Appropriate Assessment | Details of the Habitats Regulation Assessment can be found in the Habitats Regulations Assessment No Significant Effects Report [TR010034/APP/5.3] |

Table 2: National Networks National Policy Statement Chapter 4

| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
|--------------------------------|---|--|
| | <p>(AA) if required. This information should include details of any measures that are proposed to minimise or avoid any likely significant effects on a European site. The information provided may also assist the Secretary of State in concluding that an appropriate assessment is not required because significant effects on European sites are sufficiently unlikely that they can be excluded.</p> | <p>The Design Manual for Roads and Bridges (DMRB) LA 115 Screening Matrices and PINS screening matrices completed in the Report conclude that there will be no impacts on either the Peak District Moors (South Pennine Moors Phase 1) SPA or the South Pennine Moors SAC by virtue of air quality impacts.</p> <p>Given the above conclusions at Stage 1 Screening, it is not necessary to progress to Stage 2 Appropriate Assessment. In accordance with DMRB LA 115, a 'Finding of no significant effects report matrix' has been provided for both the SPA and SAC within the Report.</p> |
| <p>4.26 (Alternatives)</p> | <p>Applicants should comply with all legal requirements and any policy requirements set out in this NPS on the assessment of alternatives. In particular:</p> <p>The EIA Directive requires projects with significant environmental effects to include an outline of the main alternatives studied by the applicant and an indication of the main reasons for the applicant's choice, taking into account the environmental effects.</p> <p>There may also be other specific legal requirements for the consideration of alternatives, for example, under the Habitats and Water Framework Directives (WFD).</p> <p>There may also be policy requirements in this NPS, for example the flood risk sequential test and the assessment of alternatives for developments in National Parks, the Broads and Areas of Outstanding Natural Beauty (AONB).</p> | <p>Chapters 1-4 of the ES [TR010034/APP/6.3] outline the development of the Scheme and include an assessment of the alternatives considered prior to arriving on the preferred Scheme.</p> <p>The Consultation Report [TR010034/APP/5.1] also includes details of the Scheme development, highlighting the considerations which the Applicant made during the preferred option selection. Environmental considerations formed a key part of this selection process and the design preparation.</p> <p>The Flood Risk Assessment (FRA) [TR010034/APP/5.5], Water Framework Directive (WFD) [TR010034/APP/5.4] and Chapter 13 of the ES [TR010034/APP/6.3] addresses the consequential environmental impacts of provision of flow and flood compensation and includes an assessment of the accordance with the WFD.</p> <p>Chapter 8 of the ES relates to biodiversity and refers to the Habitat Regulation Assessment. It is considered that the Scheme complies with the noted requirements.</p> |
| <p>4.27</p> | <p>All projects should be subject to an options appraisal. The appraisal should consider viable modal alternatives and may also consider other options (in light of the paragraphs 3.23 to 3.27 of this NPS). Where projects have been subject to full options appraisal in achieving their status within Road or Rail Investment Strategies or other appropriate policies or</p> | <p>See NN NPS paragraph 4.26 above</p> |

Table 2: National Networks National Policy Statement Chapter 4

| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
|--|---|---|
| | <p>investment plans, option testing need not be considered by the examining authority or the decision maker.</p> <p>For national road and rail schemes, proportionate option consideration of alternatives will have been undertaken as part of the investment decision making process. It is not necessary for the Examining Authority and the decision maker to reconsider this process, but they should be satisfied that this assessment has been undertaken.</p> | |
| <p>4.28 - 4.29 (Criteria for “good design” for national network Infrastructure)</p> | <p>Applicants should include design as an integral consideration from the outset of a proposal. Visual appearance should be a key factor in considering the design of new infrastructure, as well as functionality, fitness for purpose, sustainability and cost. Applying “good design” to national network projects should therefore produce sustainable infrastructure sensitive to place, efficient in the use of natural resources and energy used in their construction, matched by an appearance that demonstrates good aesthetics as far as possible.</p> | <p>The development and design of major highway projects is governed by the standards set out in the DMRB. Design is also guided by Highways England’s ‘Road to Good Design’ (2018).</p> <p>Whilst these guidelines have provided the basis for the scheme design, account has also been taken of the physical constraints and social and environmental considerations in achieving a layout that maximises the benefits to road users and the community.</p> <p>In meeting the standards set out in DMRB, and in responding to its local context, the Scheme has demonstrated that it complies with the guidance set out in the NN NPS.</p> <p>The design refinement process has taken into consideration visual amenity and noise impacts and this has been fed into the decision-making process. The iterative refinement process has also been informed by the EIA and other environmental assessment, as well as engagement with key stakeholders. The design has sought to minimise adverse environmental effects.</p> <p>Compliance with Highways England’s safety governance procedures including consultation with Operations Technical Leadership Group and production of Operational Safety documents was a mandatory aspect of the Scheme design management process to ensure operational risks were identified and mitigated.</p> |
| <p>4.33</p> | <p>The applicant should therefore take into account, as far as possible, both functionality (including fitness for purpose and sustainability) and aesthetics (including the scheme’s contribution to the quality of the area in which it would be located). Applicants will want to consider the role of</p> | <p>A suite of technical documents set out the parameters for new road design to which the Scheme must comply as highways infrastructure. Functional requirements of the Scheme are led by the DMRB and supporting Highway Design Standards for infrastructure.</p> |

Table 2: National Networks National Policy Statement Chapter 4

| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
|-------------------------------------|---|--|
| | <p>technology in delivering new national networks projects. The use of professional, independent advice on the design aspects of a proposal should be considered, to ensure good design principles are embedded into infrastructure proposals.</p> | <p>A Stage 1 Road Safety Audit (RSA) has been carried out and has informed the Scheme design. The design process has been carried out in partnership with Highways England specialists on, for example, the environment, highways design and operation. The stakeholder engagement process has also contributed to ensuring that good design principles have been embedded into the proposals. Stakeholder engagement was undertaken early in the design process and has formed an integral part of the design development process. The design has been developed with input from stakeholders (both external to Highways England and internally through safety audits of design features and rationale log auditing). The Consultation Report [TR010034/APP/5.1] sets out where design changes have been made with regard to stakeholder comments. Design changes were made following consultation in 2018 and 2020</p> |
| 4.34 | <p>Whilst the applicant may only have limited choice in the physical appearance of some national networks infrastructure, there may be opportunities for the applicant to demonstrate good design in terms of siting and design measures relative to existing landscape and historical character and function, landscape permeability, landform and vegetation.</p> | <p>The ES [TR010034/APP/6.3-5] identifies and describes key features of the design that mitigate adverse environmental effects, in particular landscape and ecology design within close proximity of the Scheme. The alignment of the Scheme has been chosen to avoid and minimise effects on sensitive receptors and does not affect any designated sites. The iterative design refinement process has been informed by the EIA and other environmental assessment surveys, as well as engagement with key stakeholders. The Environmental Masterplan [TR010034/APP/6.4] identifies design and mitigation measures in relation to landscape and historical character and function, landscape permeability, landform and vegetation.</p> |
| 4.35 | <p>Applicants should be able to demonstrate in their application how the design process was conducted and how the proposed design evolved. Where a number of different designs were considered, applicants should set out the reasons why the favoured choice has been selected.</p> | <p>See NPS NN paragraphs 4.28 - 4.30 above</p> |
| 4.40 (Climate change adaptation) | <p>New national networks infrastructure will be typically long-term investments which will need to remain operational over many decades, in the face of a changing climate. Consequently, applicants must consider the impacts of climate change when planning location, design, build and</p> | <p>Chapter 14 'Climate' of the ES [TR010034/APP/6.3] sets out that, in line with the NN NPS, the significance of effects has been assessed by comparing the estimated greenhouse gas (GHG) emissions arising from the Scheme with UK carbon budgets, and the associated reduction targets. In the context of the NN NPS stating that "<i>it is very unlikely that the impact of a road project will, in</i></p> |

Table 2: National Networks National Policy Statement Chapter 4

| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
|-------------------------|--|--|
| | <p>operation. Any accompanying environment statement should set out how the proposal will take account of the projected impacts of climate change.</p> | <p><i>isolation, affect the ability of Government to meet its carbon reduction plan targets”, the assessment has been carried out implementing a proportionate approach to estimate the principle contributing factors associated with GHG emissions.</i></p> <p>The Scheme is likely to contribute 116,332 tCO₂e to the UK’s Carbon Budgets across the period 2023-37, compared with the Do-Minimum scenario. The (net) contribution of the scheme to the fourth Carbon Budget period would be 55,253 tCO₂e (equivalent to 0.0028% of that budget), including construction and operational phase emissions. The contribution of the scheme to the fifth Carbon Budget would be 29,231 tCO₂e (equivalent to 0.0017% of that budget), from operational emissions. The contribution of the scheme to the sixth Carbon Budget would be 31,848 tCO₂e (equivalent to 0.0033% of that budget). It is very unlikely that the impact of a road project will, in isolation, affect the ability of Government to meet its carbon reduction plan targets. In this context, it is considered unlikely that this Scheme will in isolation conclude significant effects on climate. However, embedded mitigation measures which the Scheme has employed include modification of the design to reduce the scale and complexity of construction, specification of materials which are likely to be able to be sourced locally and design of the Scheme to reduce congestion and allow vehicle engines to operate more efficiently in operation.</p> <p>Climate projections from the United Kingdom Climate Projections 2018 (UKCP18) have been examined to assess the Scheme’s vulnerability to climate change. This confirms that the climate in North West England is expected to change in the future. The assessment finds that the Scheme could be vulnerable to operational impacts linked to these changes in the climate, however none of the potential climate vulnerability effects are found to be significant.</p> <p>The Scheme has therefore been designed to be resilient to impacts arising from current weather events and climatic conditions. It has been designed in accordance with current planning, design and engineering practice and codes (e.g. the Environment Agency’s guidance on allowances for rainfall and flood probability due to climate change, within the context of flood risk assessments). After consideration of this mitigation none of the potential climate vulnerability impacts are found to be significant adverse. During construction, the EMP</p> |

Table 2: National Networks National Policy Statement Chapter 4

| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
|-------------------------|---|---|
| | | <p>measures will be implemented to prevent pollution/water quality degradation and to manage work site drainage and runoff.</p> <p>During operation, the drainage design will provide attenuation inclusive of an allowance for climate change resilience over the lifetime of the Scheme.</p> <p>Flood risk management measures are provided by the Scheme and described in the FRA [TR010034/APP/5.5].</p> |
| 4.41 | <p>Where transport infrastructure has safety-critical elements and the design life of the asset is 60 years or greater, the applicant should apply the UK Climate Projections 2009 (UKCP09) high emissions scenario (high impact, low likelihood) against the 2080 projections at the 50% probability level.</p> | <p>Since publication of the National Policy Statement for National Networks, the UKCP09 has been updated to UKCP18, which has been applied in the assessment of likely impacts and effects on climate as part of the EIA process.</p> <p>The effects of climate change have been assessed and reported in Chapter 14 'Climate' of the ES [TR010034/APP/6.3]. In assessing the vulnerability of the Scheme to climate change, the data is presented as averages for the 2080s based on climate projections running from 2071 to 2089. The projections plotted are for the central estimate (i.e. 50th percentile) and use the emissions scenario RCP8.5. This is the most extreme emissions scenario representing a future where greenhouse gas emissions continue to rise, and the nations of the world choose not to switch to a low carbon future. This aligns with DMRB LA 114, which specifies use of a high emissions scenario and is considered appropriate as it provides a precautionary view of possible future climate responses.</p> <p>The assessment confirms that the study area's climate is expected to change in the future. The assessment finds that the Scheme could be vulnerable to operational impacts linked to these changes in the climate. Mitigation measures that either avoids these impacts, minimises them or reduces their consequences are presented. After consideration of this mitigation none of the potential climate vulnerability impacts are found to be significant adverse.</p> |
| 4.42 | <p>The applicant should take into account the potential impacts of climate change using the latest UK Climate Projections available at the time and ensure any environment statement that is prepared identifies appropriate mitigation or adaptation measures. This should cover the estimated lifetime of the new infrastructure.</p> | <p>See NPS NN paragraph 4.41 above</p> |

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| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
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| 4.43 | <p>The applicant should demonstrate that there are no critical features of the design of new national networks infrastructure which may be seriously affected by more radical changes to the climate beyond that projected in the latest set of UK climate projections. Any potential critical features should be assessed taking account of the latest credible scientific evidence on, for example, sea level rise (e.g. by referring to additional maximum credible scenarios such as from the Intergovernmental Panel on Climate Change or Environment Agency) and on the basis that necessary action can be taken to ensure the operation of the infrastructure over its estimated lifetime through potential further mitigation or adaptation.</p> | <p>The effects of climate change have been assessed and reported in Chapter 14 'Climate' of the ES [TR010034/APP/6.3]. The assessment demonstrates that there are no critical features of the design which may be seriously affected by the more radical changes to the climate beyond that projected in the latest set of UK climate projections with the implementation of mitigation measures.</p> <p>Mitigation measures which the Scheme has employed include modification of the design to reduce the scale and complexity of construction, specification of materials which are likely to be able to be sourced locally and design of the Scheme to reduce congestion and allow vehicle engines to operate more efficiently in operation.</p> |
| 4.44 | <p>Any adaptation measures should be based on the latest set of UK Climate Projections, the Government's national Climate Change Risk Assessment and consultation with statutory consultation bodies. Any adaptation measures must themselves also be assessed as part of any environmental impact assessment and included in the environment statement, which should set out how and where such measures are proposed to be secured.</p> | <p>Adaptation measures included in the Scheme design are based on the latest set of UK Climate Projections, the Government's national Climate Change Risk Assessment and consultation with statutory consultation bodies.</p> <p>The mitigation measures included in the scheme design include the reduction of the design so that smaller assets are constructed requiring less material and the use of locally sourced materials. The Scheme is expected to reduce congestion and associated vehicle emissions, close to residential areas. The size of areas planted with vegetation will also increase, LED lighting will be installed to reduce energy requirements and increased WCH provision will provide greater opportunities for exercise/sustainable transport.</p> |
| 4.52 (Pollution control and other environmental protection Regimes) | <p>There is a statutory duty on applicants to consult the Marine Management Organisation (MMO) on nationally significant projects which would affect, or would be likely to affect, any relevant marine areas as defined in the Planning Act (as amended by section 23 of the Marine and Coastal Access Act 2009)...</p> | <p>Not applicable to the Scheme.</p> |

Table 2: National Networks National Policy Statement Chapter 4

| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
|-------------------------|--|---|
| 4.53 | When an applicant applies for an Environmental Permit, the relevant regulator (the Environment Agency) requires that the application demonstrates that processes are in place to meet all relevant Environmental Permit requirements. | <p>A Consents and Agreements Position Statement [TR010034/APP/3.3] is provided in support of the Scheme, setting out the Applicant’s strategy for obtaining any consents, licences, permits or other agreements that may be necessary to construct, operate and maintain the Scheme, including environmental permits that have not been disapplied under the draft DCO [TR010034/APP/3.3].</p> <p>Discussions will take place with the regulators and stakeholders regarding the consenting and licensing of activities post the grant of the DCO.</p> |
| 4.54 | Applicants are encouraged to begin pre-application discussions with the Environment Agency as early as possible. It is however expected that an applicant will have first thought through the requirements as a starting point for discussion. Some consents require a significant amount of preparation; as an example, the Environment Agency suggests that applicants should start work towards submitting the permit application at least 6 months prior to the submission of an application for a Development Consent Order, where they wish to parallel track the applications. This will help ensure that applications take account of all relevant environmental considerations and that the relevant regulators are able to provide timely advice and assurance to the Examining Authority. | <p>The Applicant has engaged with relevant local authorities, Environment Agency and other environmental bodies throughout the preparation of the DCO application, including providing draft documents for review and meetings to discuss assessment, design of the Scheme and consents to be sought outside the DCO process.</p> <p>Consultation has taken place with the EA regarding the consenting and licensing of activities; particularly the requirement for a Flood Risk Activity Permit application. Further design work is to be completed before applying for relevant consents, post DCO submission.</p> |
| 4.61 (Safety) | The applicant should undertake an objective assessment of the impact of the proposed development on safety including the impact of any mitigation measures. This should use the methodology outlined in the guidance from DfT (WebTAG) and from the Highways Agency. | <p>The Scheme has been designed in the accordance with the DMRB to provide a scheme which will be safe for users of the Strategic Road Network.</p> <p>An assessment of accident impacts has been completed using COBALT (Cost and Benefit to Accidents – Light Touch), which aligns with DfT TAG guidance. The Transport Assessment Report [TR010034/APP/7.4] and this CftS describes the Scheme’s road safety assessment. A general improvement in local road safety is demonstrated alongside consideration the wider network.</p> |
| 4.62 | They should also put in place arrangements for undertaking the road safety audit process. Road safety audits are a | A Stage 1 Road Safety Audit (RSA) has been carried out for the Scheme. Additional Road Safety Audits will be conducted in accordance with DfT and Highways England guidance as the design progresses. The results of the |

Table 2: National Networks National Policy Statement Chapter 4

| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
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| | mandatory requirement for all trunk road highway improvement schemes in the UK (including motorways). | Scheme's safety assessment are included in this CfS and indicate a general improvement in safety within the Scheme area. [TR010034/APP/7.1] |
| 4.64 | <p>The applicant should be able to demonstrate that their scheme is consistent with the Highways Agency's Safety Framework for the Strategic Road Network and with the national Strategic Framework for Road Safety. Applicants will wish to show that they have taken all steps that are reasonably required to:</p> <ul style="list-style-type: none"> • minimise the risk of death and injury arising from their development; • contribute to an overall reduction in road casualties; • contribute to an overall reduction in the number of unplanned incidents; and • contribute to improvements in road safety for walkers and cyclists. | <p>The Scheme was designed in accordance with technical documents produced by the DfT and Highways England which include the DMRB and Manual of Contract documents for Highway Works (MCHW). Compliance with Highways England's safety governance procedures including consultation with Operations Technical Leadership Group and production of Operational Safety documents was a mandatory aspect of the Scheme design management process to ensure operational risks were identified and mitigated. A Stage 1 RSA has been carried out. Further RSAs will be carried out as the design progresses in compliance with Highways England and DfT requirements.</p> <p>The Construction, Design and Management (CDM) Regulations 2015 require due consideration for health and safety of all stakeholders (including construction workers) through the project life. An assessment of accident impacts has been completed using COBALT, the assessment forecasted a reduction in accidents across the extent of the Scheme.</p> |
| 4.65 | <p>They will also wish to demonstrate that:</p> <ul style="list-style-type: none"> • they have considered the safety implications of their project from the outset; and • they are putting in place rigorous processes for monitoring and evaluating safety. | <p>A Stage 1 Road Safety Audit (RSA) has been carried out. Further RSAs will be carried out as the design progresses in compliance with Highways England and DfT requirements.</p> <p>The scheme development process is required to comply with the CDM Regulations 2015. This requires due consideration for health and safety of all stakeholders through the project life cycle.</p> |
| 4.76 - 4.77 (Security considerations) | <p>Where national security implications have been identified, the applicant should consult with relevant security experts from CPNI [Centre for the Protection of National Infrastructure] and the Department for Transport, to ensure that physical, procedural and personnel security measures have been adequately considered in the design process and that adequate consideration has been given to the management of security risks. If CPNI and the Department for Transport (as appropriate) are satisfied that security issues have been adequately addressed in the project when the application is</p> | <p>No national security implications have been identified for the Scheme. However, the detailed design of the Scheme would incorporate safety and security standards that meet the requirements of the CPNI as appropriate.</p> |

Table 2: National Networks National Policy Statement Chapter 4

| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
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| | <p>submitted, they will provide confirmation of this to the Secretary of State, and the Examining Authority should not need to give any further consideration to the details of the security measures during the examination.</p> <p>The applicant should only include such information in the application as is necessary to enable the Examining Authority to examine the development consent issues and make a properly informed recommendation on the application.</p> | |
| <p>4.81 - 4.82 (Health)</p> | <p>As described in the relevant sections of this NPS, where the proposed project has likely significant environmental impacts that would have an effect on human beings, any environmental statement should identify and set out the assessment of any likely significant adverse health impacts.</p> <p>The applicant should identify measures to avoid, reduce or compensate for adverse health impacts as appropriate. These impacts may affect people simultaneously, so the applicant, and the Secretary of State (in determining an application for development consent) should consider the cumulative impact on health.</p> | <p>A Population and Human Health assessment of the Scheme's impact has been carried out and is reported in Chapter 12 of the ES [TR010034/APP/6.3]. The assessment considers the potential impacts on human health, pedestrians, cyclists and equestrians. The assessment also considers the potential impacts on motorised vehicle users, community severance and development land. Mitigation has been identified in the assessment to further reduce potential adverse effects. During construction such measures, include implementing the EMP [[TR010034/APP/7.2] and Traffic Management Plan [TR010034/APP/7.5], , along with careful scheduling and programming of construction works will be implemented to minimise the need to close and divert rights of way and to reduce the impact on potential human receptors.</p> |

Table 3: National Networks National Policy Statement Chapter 5

| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
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| <p>5.6 - 5.9 (Air quality)</p> | <p>Where the impacts of the project (both on and off-scheme) are likely to have significant air quality effects in relation to meeting EIA requirements and / or affect the UKs ability to comply with the Air Quality Directive, the applicant should undertake an</p> | <p>ES Chapter 5 'Air Quality' [TR010034/APP/6.3] assesses the potential air quality impacts of the scheme during the construction and operational phases, within the study area. DMRB LA 105 sets out criteria related to traffic change as a result of a scheme and these have been used to define the Affected Road Network (ARN) for the local air quality assessment.</p> |

Table 3: National Networks National Policy Statement Chapter 5

| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
|-------------------------|--|---|
| | <p>assessment of the impacts of the proposed project as part of the environmental statement.</p> <p>The environmental statement should describe:</p> <ul style="list-style-type: none"> existing air quality levels; forecasts of air quality at the time of opening, assuming that the scheme is not built (the future baseline) and taking account of the impact of the scheme; and any significant air quality effects, their mitigation and any residual effects, distinguishing between the construction and operation stages and taking account of the impact of road traffic generated by the project. <p>Defra publishes future national projections of air quality based on evidence of future emissions, traffic and vehicle fleet. Projections are updated as the evidence base changes. Applicant's assessment should be consistent with this but may include more detailed modelling to demonstrate local impacts.</p> <p>In addition to information on the likely significant effects of a project in relation to EIA, the Secretary of State must be provided with a judgement on the risk as to whether the project would affect the UK's ability to comply with the Air Quality Directive.</p> | <p>The assessment has been undertaken in accordance with DMRB LA 105 (paragraph 2.47 – 2.55) on the assessment of future NO_x and NO₂ projections on Long Term Trends (LTT), to account for future year uncertainties in emissions. This includes using the latest baseline scenario from Defra's Pollution Climate Mapping model (2018 reference year) and the Highways England Long Term Trend Euro 6 (LTTE6) projection factors to assess compliance with legal NO₂ limits.</p> <p>During construction, there is the potential for increased emissions of dust, however, with the application of appropriate mitigation, significant effects at nearby receptors would be unlikely. Additional traffic during construction is considered unlikely to affect air quality.</p> <p>The outcomes of the air quality assessment (undertaken using dispersion modelling to assess changes in concentrations at receptors) indicate there would be significant improvement in terms of annual mean NO₂ concentrations at sensitive human health receptors within the air quality study area. However, when air quality is assessed against the whole study area, there is an overall increase in emissions.</p> <p>There is not expected to be a risk of compliance with the Air Quality Directive.</p> <p>The overall significance of effect for ecological receptors within designated sites has been assessed and deemed not significant.</p> |
| 5.13 | <p>The Secretary of State should refuse consent where, after taking into account mitigation, the air quality impacts of the scheme will:</p> <ul style="list-style-type: none"> result in a zone/agglomeration which is currently reported as being compliant with the Air Quality Directive becoming non-compliant; or affect the ability of a non-compliant area to achieve compliance within the most recent timescales reported to the European Commission at the time of the decision. | <p>Chapter 5 'Air Quality' of the ES [TR010034/APP/6.3] assesses the potential air quality impacts of the Scheme during the construction and operational phases, within the study area. The chapter outlines design mitigation and further enhancement measures that will be implemented to minimise the potential for adverse impacts of the Scheme on Air Quality. Compliance with the Air Quality Directive has been considered using the principles in DMRB LA 105 (paragraph 2.64 – 2.87) where Defra PCM model links coincide with the modelled area to aid the assessment of significance of effect. There is not expected to be a risk of compliance with the Air Quality Directive.</p> |

Table 3: National Networks National Policy Statement Chapter 5

| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
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| | | <p>An EMP [TR010034/APP/7.2] has been produced and will be adopted alongside standard industry best practice measures which will be implemented through the construction phase.</p> <p>Mitigation measures are also set out within REAC [TR010034/APP/7.3].</p> |
| 5.14 - 5.15 | <p>The Secretary of State should consider whether mitigation measures put forward by the applicant are acceptable. A management plan may help codify mitigation at this stage. The proposed mitigation measures should ensure that the net impact of a project does not delay the point at which a zone will meet compliance timescales.</p> <p>Mitigation measures may affect the project design, layout, construction, operation and/or may comprise measures to improve air quality in pollution hotspots beyond the immediate locality of the scheme. Measures could include, but are not limited to, changes to the route of the new scheme, changes to the proximity of vehicles to local receptors in the existing route, physical means including barriers to trap or better disperse emissions and speed control. The implementation of mitigation measures may require working with partners to support their delivery.</p> | <p>As para 5.13 of the NN NPS above</p> <p>Mitigation measures required during construction are set out within the REAC [TR010034/APP/7.3]. The document details the measures required, who is responsible for delivering them and detailing any ongoing maintenance arrangements.</p> <p>There are not expected to be any significant air quality adverse effects with the Scheme for the human health receptors, ecological sites (SSSI, SAC, SPA, LNR and non-statutory designations), or risk of compliance with the Air Quality Directive and so mitigation of the operational impacts for these receptors is not required.</p> <p>Requirement 4 of the draft DCO [TR010034/APP/3.1] secures the submission of a Second Iteration EMP, which must reflect the mitigation measures set out in the REAC.</p> |
| 5.17 (Carbon emissions) | <p>Carbon impacts will be considered as part of the appraisal of scheme options (in the business case), prior to the submission of an application for DCO. Where the development is subject to EIA, any Environmental Statement will need to describe an assessment of any likely significant climate factors in accordance with the requirements in the EIA Directive. It is very unlikely that the impact of a road project will, in isolation, affect the ability of Government to meet its carbon reduction plan targets. However, for road projects applicants should provide evidence of the carbon impact of the project and an assessment against the Government's carbon budgets.</p> | <p>As set out in ES Chapter 14 'Climate' [TR010034/APP/6.3], the Scheme seeks to reduce greenhouse gas emissions as far as practicable, to contribute to the UK's net reduction in carbon emissions. The Scheme design (ES Chapter 2 Description of the Scheme [TR010034/APP/6.3] aims to reduce the overall carbon footprint of the Scheme, for example, the appointed Principal Contractor is committed to:</p> <ul style="list-style-type: none"> - reusing over 99% of the excavated soil onsite, particularly near the underpass where there is large amount of cutting. - recycling or recovering 95% of wastes that leave site, diverting them from landfill |

Table 3: National Networks National Policy Statement Chapter 5

| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
|---|---|---|
| | | <ul style="list-style-type: none"> - reducing primary material use through achieving, at minimum, 30% recycled content target for the region (with a stretch target of 40-50%) - specifying standard and easy-to-source materials, to increase the likelihood that they can be procured locally and reduce transport emissions - using off-site manufacturing of components, modular construction and other modern methods of construction to minimise the generation of waste |
| 5.19 | <p>Evidence of appropriate mitigation measures (incorporating engineering plans on configuration and layout and use of materials) in both design and construction should be presented. The Secretary of State will consider the effectiveness of such mitigation measures in order to ensure that, in relation to design and construction, the carbon footprint is not unnecessarily high. The Secretary of State's view of the adequacy of the mitigation measures relating to design and construction will be a material factor in the decision making process.</p> | <p>The NPS NN requires evidence of the emissions impact of a scheme, an assessment of the emissions against the Government's carbon budgets, and evidence of mitigation measures. The assessment presented in Chapter 14 of the ES [TR010034/APP/6.3] provides the required evidence and assessment against targets. Mitigation measures which the Scheme has employed include: modification of the design to reduce the scale and complexity of construction; specification of materials which are likely to be able to be sourced locally; and design of the Scheme to reduce congestion and allow vehicle engines to operate more efficiently in operation.</p> <p>The Scheme has considered and is compliant with DMRB LA 114</p> |
| 5.22 - 5.23 (Biodiversity and ecological conservation) | <p>Where the project is subject to EIA the applicant should ensure that the environmental statement clearly sets out any likely significant effects on internationally, nationally and locally designated sites of ecological or geological conservation importance (including those outside England) on protected species and on habitats and other species identified as being of principal importance for the conservation of biodiversity and that the statement considers the full range of potential impacts on ecosystems.</p> <p>The applicant should show how the project has taken advantage of opportunities to conserve and enhance biodiversity and geological conservation interests.</p> | <p>Chapter 5 'Air Quality' of the ES [TR010034/APP/6.3] considers the effects on air quality at national and international statutorily designated sites.</p> <p>Chapter 8 'Biodiversity' of the ES [TR010034/APP/6.3] has considered the likely impacts of the Scheme on designated sites of international, national and local importance, protected species, habitats and other species of principal importance for nature conservation. During construction of the Scheme, there would be temporary adverse effects on a number of biodiversity features including notable habitats (lowland mixed deciduous woodland, wet woodland, hedgerows, lowland dry acid grassland, and flood plain mire) and protected species including bats, badgers, otter, breeding birds, and priority species (such as common toad, brown hare, and hedgehog).</p> <p>Embedded mitigation measures have been incorporated into the Scheme design to avoid and prevent effects including environmental working practices to ensure adequate pollution control measures are implemented and use of precautionary</p> |

Table 3: National Networks National Policy Statement Chapter 5

| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
|-------------------------|---|---|
| | | <p>methods of working (PMW) during construction to minimise risks to individual animals of protected species where licences would not be required.</p> <p>The Scheme would result in an increase in notable habitats in terms of area and quality to ensure that sufficient and increased habitat is provided across the Scheme. Essential mitigation has been provided for protected species through increased breeding opportunities (including a dedicated bat structure and a range of bat/bird nesting boxes) a several crossing points to aid connectivity across the Scheme. Mitigation measures under licence (for bats and badgers) will be required due to the legal protection afforded to these species.</p> <p>No significant negative impacts on ecological receptors have been predicated as a result of the Scheme. The Scheme creates new areas of ecological habitat and maximise opportunities to improve biodiversity within the permanent land take as part of the Highways England policy objective of achieving no net loss and to progress towards the target of delivering a net gain in biodiversity by 2040. Biodiversity offsetting is being discussed with partners and stakeholders and will be considered outside of the DCO process.</p> <p>The ES Chapter 9 'Geology and Soils' [TR010034/APP/6.3] considers the likely effects on geological features and concludes that there is limited potential for geologically important sites being present. It is therefore not considered that there will not be a significant impact on the any statutory and non-statutory designated sites, therefore mitigation is not deemed necessary.</p> |
| 5.25 | <p>As a general principle, and subject to the specific policies below, development should avoid significant harm to biodiversity and geological conservation interests, including through mitigation and consideration of reasonable alternatives. The applicant may also wish to make use of biodiversity offsetting in devising compensation proposals to counteract any impacts on biodiversity which cannot be avoided or mitigated. Where significant harm cannot be avoided or mitigated, as a last resort, appropriate compensation measures should be sought.</p> | <p>ES Chapter 8 'Biodiversity' [TR010034/APP/6.3] comprises detailed assessment of ecological receptors, specifically section 8.9, which focuses on 'Design, mitigation and enhancements'.</p> <p>Embedded mitigation measures have been incorporated into the Scheme design to avoid and prevent effects including environmental working practices to ensure adequate pollution control measures are implemented and use of precautionary methods of working (PMW) during construction to minimise risks to individual animals of protected species where licences would not be required. Essential mitigation has been provided for protected species through increased breeding opportunities (including a dedicated bat structure and a range of bat/bird nesting boxes) a several crossing points to aid connectivity across the Scheme. Mitigation measures under licence (for bats and badgers) will be required due</p> |

Table 3: National Networks National Policy Statement Chapter 5

| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
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| | | <p>the legal protection afforded to these species. No significant adverse residual impacts on ecological receptors have been predicated as a result of the Scheme. Monitoring, to ensure the success of the proposed mitigation measures has been provided including long-term management plans for the notable habitats and species monitoring programmes. Biodiversity offsetting is being discussed with partners and stakeholders and will be considered outside of the DCO process.</p> <p>The ES Chapter 9 'Geology and Soils' [TR010034/APP/6.3] considers the likely effects on geological features and concludes that there is limited potential for geologically important sites being present. It is therefore not considered that there will be a significant impact on the any statutory and non-statutory designated sites, therefore mitigation is not deemed necessary.</p> <p>The consideration of alternatives can be found in Chapter 3: Assessment of Alternatives of the ES [TR010034/APP/6.3].</p> <p>Mitigation measures are also set out within REAC [TR010034/APP/7.3].</p> <p>Impacts during construction would be controlled through strict adherence to the EMP (the first iteration has been produced in support of the DCO application [TR010034/APP/7.2].</p> |
| 5.26 | <p>In taking decisions, the Secretary of State should ensure that appropriate weight is attached to designated sites of international, national and local importance, protected species, habitats and other species of principal importance for the conservation of biodiversity, and to biodiversity and geological interests within the wider environment.</p> | <p>ES Chapter 8 Biodiversity [TR010034/APP/6.3] comprises detailed assessment of ecological receptors in particular Section 8.4 which presents the assessment methodology and Section 8.7 which describes the baseline conditions of ecological receptors including designated sites, protected species and habitats and notable species and habitats as well as other habitats and non-native invasive species.</p> <p>The ES Chapter 9 'Geology and Soils' [TR010034/APP/6.3] considers the likely effects on geological features and concludes that there is limited potential for geologically important sites being present. It is therefore not considered that there will be a significant impact on the any statutory and non-statutory designated sites, therefore mitigation is not deemed necessary.</p> |
| 5.29 | <p>Where a proposed development on land within or outside a SSSI is likely to have an adverse effect on an SSSI (either individually or in combination with other developments),</p> | <p>ES Chapter 8 Biodiversity [TR010034/APP/6.3] comprises a detailed assessment of potential impacts on ecological receptors with particular reference to Section 8.7 'Baseline Conditions' and Section 8.10 'Assessment of Likely</p> |

Table 3: National Networks National Policy Statement Chapter 5

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| (Biodiversity-SSSIs) | development consent should not normally be granted. Where an adverse effect on the site's notified special interest features is likely, an exception should be made only where the benefits of the development at this site clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest, and any broader impacts on the national network of SSSIs. The Secretary of State should ensure that the applicant's proposals to mitigate the harmful aspects of the development and, where possible, to ensure the conservation and enhancement of the site's biodiversity or geological interest, are acceptable. Where necessary, requirements and/or planning obligations should be used to ensure these proposals are delivered. | Significant Effects'. The Scheme will not result in the direct loss of any habitats within any SSSIs, and subsequently, is not considered likely to directly impact upon any species within a SSSI. Therefore, any impacts upon SSSIs have been scoped out of this assessment. |
| 5.32 (Biodiversity - Irreplaceable habitats including ancient woodland and veteran trees) | Ancient woodland is a valuable biodiversity resource both for its diversity of species and for its longevity as woodland. Once lost it cannot be recreated. The Secretary of State should not grant development consent for any development that would result in the loss or deterioration of irreplaceable habitats including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the national need for and benefits of the development, in that location, clearly outweigh the loss. Aged or veteran trees found outside ancient woodland are also particularly valuable for biodiversity and their loss should be avoided. Where such trees would be affected by development proposals, the applicant should set out proposals for their conservation or, where their loss is unavoidable, the reasons for this. | No Ancient Woodlands areas are located within the 500 metre study area for biodiversity and Ancient Woodland has therefore been scoped out of ES Chapter 8 Biodiversity [TR010034/APP/6.3] which provides a detailed assessment of ecological receptors. Similarly, no veteran or notable trees will be lost as a result of the Scheme. |
| 5.35 (Biodiversity - Protection of other habitats and species) | Other species and habitats have been identified as being of principal importance for the conservation of biodiversity in England and Wales and therefore requiring conservation action. The Secretary of State should ensure that applicants have taken measures to ensure these species and habitats are protected from the adverse effects of development. Where appropriate, | ES Chapter 8 Biodiversity [TR010034/APP/6.3] comprises detailed assessment of nature conservation receptors that were considered likely to be affected by the Scheme. The chapter provides the ecological baseline, an evaluation of the nature conservation receptors relevant to the Scheme, and an assessment of the significant effects on those receptors after mitigation, as a result of the Scheme. |

Table 3: National Networks National Policy Statement Chapter 5

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| | <p>requirements or planning obligations may be used in order to deliver this protection. The Secretary of State should refuse consent where harm to the habitats or species and their habitats would result, unless the benefits of the development (including need) clearly outweigh that harm.</p> | <p>During construction of the Scheme, there would be temporary adverse effects on a number of biodiversity features including notable habitats (lowland mixed deciduous woodland, wet woodland, hedgerows, lowland dry acid grassland, and flood plain maire) and protected species including bats, badgers, otter, breeding birds and priority species (such as common toad, brown hare, and hedgehog).</p> <p>Embedded mitigation measures have been incorporated into the Scheme design to avoid and prevent effects, including environmental working practices to ensure adequate pollution control measures are implemented and use of precautionary methods of working (PMW) during construction to minimise risks to individual animals of protected species where licences would not be required.</p> <p>The Scheme will result in an increase in notable habitats, in terms of area and quality, to ensure that sufficient and increased habitat is provided across the Scheme. Essential mitigation has been provided for protected species through increased breeding opportunities (including a dedicated bat structure and a range of bat/bird nesting boxes) at several crossing points to aid connectivity across the Scheme. Mitigation measures under licence (for bats and badgers) will be required due the legal protection afforded to these species.</p> <p>It is predicted that the Scheme will not have a negative impact on biodiversity.</p> |
| <p>5.36 (Biodiversity – Mitigation)</p> | <p>Applicants should include appropriate mitigation measures as an integral part of their proposed development, including identifying where and how that:</p> <ul style="list-style-type: none"> • during construction, they will seek to ensure that activities will be confined to the minimum areas required for the works. • during construction and operation, best practice will be followed to ensure that risk of disturbance or damage to species or habitats is minimised (including as a consequence of transport access arrangements). • habitats will, where practicable, be restored after construction works have finished. | <p>Impacts during construction would be controlled through strict adherence to the EMP [TR010034/APP/7.3] that would be developed using best practice techniques but also a suite of bespoke control measures such as avoidance/minimisation of illumination from sensitive construction areas and (if the project programme allows) scheduling the most disruptive works to avoid sensitive periods for specific species/species groups.</p> <p>ES Chapter 8 Biodiversity [TR010034/APP/6.3] assesses the likely impacts of the Scheme on ecological receptors. It also outlines any appropriate mitigation measures in Section 8.8 'Design, Mitigation and Enhancements'. Impacts during construction would be controlled through strict adherence to the embedded mitigation measures (to avoid or prevent adverse effects) as set out in the EMP and REAC.</p> |

Table 3: National Networks National Policy Statement Chapter 5

| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
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| | <ul style="list-style-type: none"> developments will be designed and landscaped to provide green corridors and minimise habitat fragmentation where reasonable. opportunities will be taken to enhance existing habitats and, where practicable, to create new habitats of value within the site landscaping proposals, for example through techniques such as the 'greening' of existing network crossing points, the use of green bridges and the habitat improvement of the network verge. | <p>The compound areas (which are currently poor improved grassland) would be returned to the previous land use after decommissioning, and restored to a condition equivalent to its original, in agreement with landowners. An aftercare period would be followed by the Applicant, which would typically be 52 weeks.</p> <p>The Scheme would result in an increase in notable habitats in terms of area and quality to ensure that sufficient and increased habitat is provided across the Scheme. Essential mitigation has been provided for protected species through increased breeding opportunities (including a dedicated bat structure and a range of bat/bird nesting boxes) a several crossing points to aid connectivity across the Scheme. Mitigation measures under licence (for bats and badgers) will be required due the legal protection afforded to these species</p> <p>Mitigation measures are also set out within the REAC [TR010034/APP/7.3].</p> |
| 5.42 (Waste management) | <p>The applicant should set out the arrangements that are proposed for managing any waste produced. The arrangements described should include information on the proposed waste recovery and disposal system for all waste generated by the development. The applicant should seek to minimise the volume of waste produced and the volume of waste sent for disposal unless it can be demonstrated that the alternative is the best overall environmental outcome.</p> | <p>ES Chapter 10 'Material Assets and Waste' [TR010034/APP/6.3] sets out that measures would be implemented to reduce the impacts on material resources use and waste arisings from the Scheme. The waste management measures demonstrate the intention to minimise the volume of waste produced and that sent for disposal in the line with the NN NPS. It is possible that the surplus spoil may reduce further as discussions are ongoing with local landowners.</p> <p>The EMP [TR010034/APP/7.2] mandates several subsidiary management plans, including a Site Waste Management Plan (SWMP) and Materials Management Plan (MMP), which form part of the suite of mitigation measures of particular relevance to materials and waste. The documents will be prepared during detailed design following submission.</p> <p>The Draft DCO [TR010034/APP/3.1] requires that a Second Iteration EMP is produced and approved by the relevant authorities, before development may commence (as set out in Requirement 4).</p> <p>Mitigation measures are also set out within the REAC [TR010034/APP/7.3].</p> |
| 5.55 - 5.58 (Civil and military aviation and | <p>Where the proposed development may have an effect on civil or military aviation and/or other defence assets, an assessment of potential effects should be carried out.</p> | <p>The Scheme will not affect any civil or military aviation/defence facilities. This part of the NN NPS is therefore not relevant to this Scheme.</p> |

Table 3: National Networks National Policy Statement Chapter 5

| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
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| defence interests) | <p>The applicant should consult the MoD, CAA, National Air Traffic Services (NATS) and any aerodrome – licensed or otherwise – likely to be affected by the proposed development in preparing an assessment of the proposal on aviation or other defence interests.</p> <p>Any assessment on aviation or other defence interests should include potential impacts during construction and operation of the project upon the operation of CNS infrastructure, flight patterns (both civil and military), other defence assets and aerodrome operational procedures.</p> <p>If any relevant changes are made to proposals for an NSIP during the pre-application period or before the end of the examination of an application , it is the responsibility of the applicant to ensure that the relevant aviation and defence consultees are informed as soon as reasonably possible.</p> | |
| 5.62 | <p>Where, after reasonable mitigation, operational changes and planning obligations and requirements have been proposed, development consent should not be granted if the Secretary of State considers that:</p> <ul style="list-style-type: none"> • a development would prevent a licensed aerodrome from maintaining its licence; • the benefits of the proposed development are outweighed by the harm to aerodromes serving business, training or emergency service needs; or • the development would significantly impede or compromise the safe and effective use of defence assets or significantly limit military training. | <p>The Scheme will not affect any civil or military aviation/defence facilities. This part of the NN NPS is therefore not relevant to this Scheme.</p> |
| 5.71- 5.74 (Coastal change) | <p>Applications for development in a Coastal Change Management Area (CCMA) should make it clear why there is a need for it to be located in a CCMA. For developments in a CCMA, applicants should undertake an assessment of the vulnerability of the</p> | <p>The Scheme is not located near the coast so is not within a Coastal Change Management Area. This part of the NN NPS is therefore not relevant to this Scheme.</p> |

Table 3: National Networks National Policy Statement Chapter 5

| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
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| | <p>proposed development to coastal change, taking account of climate change, during the project’s operational life.</p> <p>For any projects involving dredging or disposal into the sea, the applicant should consult the Marine Management Organisation (MMO), and where appropriate, for cross-boundary impacts, Natural Resource Wales and Scottish Natural Heritage, at an early stage. The applicant should also consult the MMO on projects which could impact on coastal change, since the MMO may also be involved in considering other projects which may have related coastal impacts.</p> <p>The applicant should examine the broader context of coastal protection around the proposed project, and the influence in both directions, i.e. coast on project, and project on coast.</p> <p>The applicant should be particularly careful to identify any effects of physical changes on the integrity and special features of Marine Conservation Zones, candidate marine Special Areas of Conservation (SACs), coastal SACs and candidate coastal SACs, coastal Special Protection Areas (SPAs) and potential coastal SPAs, Ramsar sites, Sites of Community Importance (SCIs) and potential SCIs and sites of Special Scientific Interest. For any projects affecting the above marine protected areas, the applicant should consult Natural England and where appropriate, for cross-boundary impacts, Natural Resource Wales and Scottish Natural Heritage, at an early stage.</p> | |
| 5.75 | <p>When assessing applications in a CCMA, the Secretary of State should not grant development consent unless it is demonstrated that the development:</p> <ul style="list-style-type: none"> • will be safe over its planned lifetime and will not have an unacceptable impact on coastal change. • will not compromise the character of the coast covered by designations. | <p>The Scheme is not located near the coast so is not within a Coastal Change Management Area. This part of the NN NPS is therefore not relevant to this Scheme.</p> |

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| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
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| | <ul style="list-style-type: none"> • provides wider sustainability benefits; and • does not hinder the creation and maintenance of a continuous signed and managed route around the coast. | |
| 5.79 | <p>Applicants should propose appropriate mitigation measures to address adverse physical changes to the coast in consultation with the MMO, the Environment Agency, Natural England, Natural Resource Wales, Scottish Natural Heritage, Local Planning Authorities, other statutory consultees, Coastal Partnerships and other coastal groups, as it considers appropriate. The Secretary of State should consider whether the mitigation requirements put forward by an applicant are acceptable and will be delivered and whether requirements should be attached to any grant of development consent in order to secure their delivery.</p> | <p>The Scheme is not located near the coast. This part of the NN NPS is therefore not relevant to this Scheme.</p> |
| 5.84 - 5.86 (Dust, odour, artificial light, smoke, steam) | <p>Where the development is subject to an Environmental Impact Assessment, the applicant should assess any likely significant effects on amenity from emissions of odour, dust, steam, smoke and artificial light and describe these in the Environmental Statement.</p> <p>In particular, the assessment provided by the applicant should describe:</p> <ul style="list-style-type: none"> • the type and quantity of emissions. • aspects of the development which may give rise to emissions during construction, operation and decommissioning. • premises or locations that may be affected by the emissions. • effects of the emission on identified premises or locations; and • measures to be employed in preventing or mitigating the emissions. | <p>ES Chapter 6 'Air Quality' [TR010034/APP/6.3] concludes that construction activities have the potential to give rise to adverse impacts from fugitive emissions of dust due to the construction of the Scheme. However, mitigation measures are recorded in the REAC [TR010034/APP/7.3] to ensure avoidance of any significant impacts.</p> |

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| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
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| | The applicant is advised to consult the relevant local planning authority and, where appropriate, the Environment Agency about the scope and methodology of the assessment. | |
| 5.89 | The Secretary of State should ensure the applicant has provided sufficient information to show that any necessary mitigation will be put into place. In particular, the Secretary of State should consider whether to require the applicant to abide by a scheme of management and mitigation concerning emissions of odour, dust, steam, smoke, artificial light from the development to reduce any loss to amenity which might arise during the construction and operation of the development. A construction management plan may help codify mitigation. | See NPS NN paragraph 5.84-5.86 above |
| 5.91 (Flood risk) | The National Planning Policy Framework (paragraphs 100 to 104) makes clear that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. But where development is necessary, it should be made safe without increasing flood risk elsewhere. The guidance supporting the National Planning Policy Framework explains that essential transport infrastructure (including mass evacuation routes), which has to cross the area at risk, is permissible in areas of high flood risk, subject to the requirements of the Exception Test. | ES Chapter 13 ‘Road Drainage and the Water Environment’ [TR010034/APP/6.3] confirms that a flood modelling study was undertaken which has incorporated a bespoke study area for assessing the flood risk from the River Etherow and key tributaries. To mitigate the impacts on flood risk due to construction in the River Etherow floodplain, the Scheme will provide compensation floodplain storage. The Scheme is defined as “Essential Infrastructure” and parts of the Scheme lie in Flood Zones 2 and 3 but are considered to be an acceptable development within these flood zones. |
| 5.92 - 5.93 | Applications for projects in the following locations should be accompanied by a flood risk assessment (FRA): <ul style="list-style-type: none"> • Flood Zones 2 and 3, medium and high probability of river and sea flooding. • Flood Zone 1 (low probability of river and sea flooding) for projects of 1 hectare or greater, projects which may be subject to other sources of flooding (local watercourses, surface water, groundwater or reservoirs), or where the | This DCO is supported by a FRA [TR010034/APP/5.5] which sets out the proposed mitigation measures and the required surface water drainage systems and attenuation ponds as described. The FRA concludes that flood risk due to the Scheme overall is generally considered to be low, during construction and operation, the most significant sources are fluvial, and surface water flooding. The Scheme is defined as “Essential Infrastructure” and parts of the Scheme lie in Flood Zones 2 and 3 but are considered to be an acceptable development within these flood zones. The EA and LLFA have been consulted to identify key requirements and data. Allowances for climate change have been incorporated in accordance with |

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| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
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| | <p>Environment Agency has notified the local planning authority that there are critical drainage problems.</p> <p>This should identify and assess the risks of all forms of flooding to and from the project and demonstrate how these flood risks will be managed, taking climate change into account.</p> | <p>the latest guidance (35% for design and 95% as a sensitivity). The impact of the Scheme on fluvial flood risk will predominantly be associated with earthworks encroaching into the River Etherow floodplain area in the vicinity of Woolley Bridge. The Scheme with mitigation appears not to impact peak water adversely during the 1% annual chance event including climate change allowance in the vicinity of the proposed earthworks and crossing of the River Etherow. Any loss of flood volume will require replacing on a volume for volume basis. A location and volume have been agreed with EA. To achieve the requirements of the EA the compensatory flood storage provision of approximately 6,200m³ has been delineated to reduce peak flood level during the 100 year plus climate change allowance event. The soffit of the viaduct crossing is above both the 35% and 95% 1% AEP flood level.</p> <p>Surface water flood risk to the Scheme will predominantly be associated with sections of road in cutting. The proposed surface water drainage measures will mitigate flood risks elsewhere associated with the Scheme.</p> <p>Groundwater flood risk to the Scheme is associated with construction of underpasses and below ground structures (e.g. sheet piling) where they intersect with groundwater. Due to the changes to the Scheme since the previous ground investigations were undertaken, a supplementary ground investigation commenced in February 2021, with a 12-week programme for completion. The full reporting for this investigation was not available prior to this DCO submission, however once available a Hydrogeological Risk Assessment will be completed to increase the understanding of groundwater flood risks and support detailed design.</p> |
| 5.94 | <p>In preparing an FRA the applicant should:</p> <ul style="list-style-type: none"> consider the risk of all forms of flooding arising from the project (including in adjacent parts of the United Kingdom), in addition to the risk of flooding to the project, and demonstrate how these risks will be managed and, where relevant, mitigated, so that the development remains safe throughout its lifetime; | <p>A Flood Risk Assessment [TR010034/APP/5.5] has been undertaken and submitted as part of the DCO.</p> <p>The assessment has considered receptors for flood risk and includes the Scheme and committed developments (i.e. cumulative assessment) within the study area. The detailed FRA is based upon the requirements of the NPPF and Flood Risk and Coastal Change Planning Practice Guidance.</p> <p>The FRA also considers impacts of climate change, as set out in the NPPF and a sensitivity analysis has been undertaken in agreement with the Environment Agency on the UKCP2018 climate change projections, it also provides</p> |

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| | <ul style="list-style-type: none"> • take the impacts of climate change into account, clearly stating the development lifetime over which the assessment has been made. • consider the vulnerability of those using the infrastructure including arrangements for safe access and exit. • include the assessment of the remaining (known as ‘residual’) risk after risk reduction measures have been taken into account and demonstrate that this is acceptable for the particular project. • consider if there is a need to remain operational during a worst-case flood event over the development’s lifetime; • provide the evidence for the Secretary of State to apply the Sequential Test and Exception Test, as appropriate. | <p>information to support a sequential test. The Scheme is defined as “Essential Infrastructure” and parts of the Scheme lie in Flood Zones 2 and 3 but are considered to be an acceptable development within these flood zones</p> <p>Mitigation measures and residual effects are detailed in ES Chapter 13 [TR010034/APP/6.3]. Mitigation measures are also set out within REAC [TR010034/APP/7.3].</p> |
| 5.96 | <p>Applicants for projects which may be affected by, or may add to, flood risk are advised to seek sufficiently early pre-application discussions with the Environment Agency, and, where relevant, other flood risk management bodies such as lead local flood authorities, Internal Drainage Boards, sewerage undertakers, highways authorities and reservoir owners and operators. Such discussions can be used to identify the likelihood and possible extent and nature of the flood risk, to help scope the FRA, and identify the information that will be required by the Secretary of State to reach a decision on the application once it has been submitted and examined. If the Environment Agency has concerns about the proposal on flood risk grounds, the applicant is encouraged to discuss these concerns with the Environment Agency and look to agree ways in which the proposal might be amended, or additional information provided, which would satisfy the Environment Agency’s concerns, preferably before the application for development consent is submitted.</p> | <p>As set out within Chapter 13 of the ES [TR010034/APP/6.3] and within the FRA [TR010034/APP/5.5], based on current flood risk understanding and the incorporation of flood risk mitigation, the Scheme would be at an acceptable level of flood risk and would not increase flood risk elsewhere. (Further details are provided under NPS NN para 5.112-5 below). Flood compensation areas are incorporated into the Scheme design as indicated on the Works Plans [TR010034/APP/2.3].</p> <p>Notwithstanding this, the Consultation Report [TR010034/APP/5.1] outlines the engagement which has been carried out with the EA regarding the Scheme.</p> <p>Stakeholder engagement has been undertaken with the Environment Agency as identified with the Consultation Report [TR010034/APP/5.1]. Post submission, the Applicant will seek to establish a Statement of Common Ground (SOCG) with the Environment Agency (EA).</p> |
| 5.97 | <p>For local flood risk (surface water, groundwater and ordinary watercourse flooding), local flood risk management strategies</p> | <p>Chapter 13 ‘Road Drainage and Water Environment’ of the ES [TR010034/APP/6.3] considers risk from flooding. Local flood risks from surface</p> |

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| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
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| | <p>and surface water management plans provide useful sources of information for consideration in Flood Risk Assessments. Surface water flood issues need to be understood and then account of these issues can be taken, for example flow routes should be clearly identified and managed.</p> | <p>water, groundwater and ordinary watercourses have been considered as part of the EIA and the FRA [TR010034/APP/5.5]. A Drainage Design Strategy is provided as part of the application. The Drainage Design Strategy has been produced to inform the design of the Scheme [TR010034/APP/7.7].</p> |
| 5.100 | <p>For construction work which has drainage implications, approval for the project's drainage system will form part of any development consent issued by the Secretary of State. The Secretary of State will therefore need to be satisfied that the proposed drainage system complies with any National Standards published by Ministers under Paragraph 5(1) of Schedule 3 to the Flood and Water Management Act 2010.⁹³ In addition, the development consent order, or any associated planning obligations, will need to make provision for the adoption and maintenance of any Sustainable Drainage Systems (SuDS), including any necessary access rights to property. The Secretary of State, should be satisfied that the most appropriate body is being given the responsibility for maintaining any SuDS, taking into account the nature and security of the infrastructure on the proposed site. The responsible body could include, for example, the applicant, the landowner, the relevant local authority, or another body such as the Internal Drainage Board.</p> | <p>Chapter 13 of the ES [TR010034/APP/6.3] considers 'Road Drainage and the Water Environment' with regards to the Scheme. It has been prepared in accordance with best practice guidance for impact assessment of highway schemes including the DMRB LA 113 Road drainage and the water environment and DMRB LA 109 Geology and soils. Compensatory flood storage provision of approximately 6,200m³ has been incorporated into the Scheme to reduce peak flood level. Three drainage ponds are also included within the design, with varying ownerships. A Drainage Design Strategy [TR010034/APP/7.7] is provided as part of the application. The Drainage Design Strategy has been produced to inform the design of the Scheme Mitigation measures are also set out within REAC [TR010034/APP/7.3].</p> |
| 5.112 - 5.115 (Flood risk - mitigation) | <p>Site layout and surface water drainage systems should cope with events that exceed the design capacity of the system, so that excess water can be safely stored on or conveyed from the site without adverse impacts. The surface water drainage arrangements for any project should be such that the volumes and peak flow rates of surface water leaving the site are no greater than the rates prior to the proposed project, unless specific off-site arrangements are made and result in the same net effect.</p> | <p>This DCO is supported by a FRA [TR010034/APP/5.5] which sets out the proposed mitigation measures and the required surface water drainage systems and attenuation ponds as described. The FRA concludes that flood risk due to the Scheme overall is generally considered to be low, during construction and operation, the most significant sources are fluvial, and surface water flooding. The Scheme is defined as "Essential Infrastructure" and parts of the Scheme lie in Flood Zones 2 and 3 but are considered to be an acceptable development within these flood zones. The EA and LLFA have been consulted to identify key requirements and</p> |

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| | <p>It may be necessary to provide surface water storage and infiltration to limit and reduce both the peak rate of discharge from the site and the total volume discharged from the site. There may be circumstances where it is appropriate for infiltration attenuation storage to be provided outside the project site, if necessary, through the use of a planning obligation.</p> <p>The sequential approach should be applied to the layout and design of the project. Vulnerable uses should be located on parts of the site at lower probability and residual risk of flooding. Applicants should seek opportunities to use open space for multiple purposes such as amenity, wildlife habitat and flood storage uses. Opportunities can be taken to lower flood risk by improving flow routes, flood storage capacity and using SuDS.</p> | <p>data. Allowances for climate change have been incorporated in accordance with the latest guidance (35% for design and 95% as a sensitivity). The impact of the Scheme on fluvial flood risk will predominantly be associated with earthworks encroaching into the River Etherow floodplain area in the vicinity of Woolley Bridge. The Scheme with mitigation appears not to impact peak water adversely during the 1% annual chance event including climate change allowance in the vicinity of the proposed earthworks and crossing of the River Etherow. Any loss of flood volume will require replacing on a volume for volume basis. A location and volume have been agreed with EA. To achieve the requirements of the EA the compensatory flood storage provision of approximately 6,200m³ has been delineated to reduce peak flood level during the 100 year plus climate change allowance event. The soffit of the viaduct crossing is above both the 40% and 95% 1% AEP flood level.</p> <p>Surface water flood risk to the Scheme will predominantly be associated with sections of road in cutting. The proposed surface water drainage measures will mitigate flood risks elsewhere associated with the Scheme.</p> <p>Groundwater flood risk to the Scheme is associated with construction of underpasses and below ground structures (e.g. sheet piling) where they intersect with groundwater. Due to the changes to the Scheme since the previous ground investigations were undertaken, a supplementary ground investigation commenced in February 2021, with a 12-week programme for completion. The full reporting for this investigation was not available prior to this DCO submission, however once available a Hydrogeological Risk Assessment will be completed to increase the understanding of groundwater flood risks and support detailed design.</p> |
| 5.117 - 5.118 (Land instability) | <p>Where necessary, land stability should be considered in respect of new development, as set out in the National Planning Policy Framework and supporting planning guidance. Specifically, proposals should be appropriate for the location, including preventing unacceptable risks from land instability. If land stability could be an issue, applicants should seek appropriate technical and environmental expert advice to assess the likely consequences of proposed developments on sites where</p> | <p>The NN NPS states that, where necessary, land stability should be considered in respect of new development, as set out in the National Planning Policy Framework. Ground investigations are still ongoing, with current assessments based on surveys completed pre 2018. The methodology presented in the Ground Investigation Report [TR010034/APP/7.6] has been agreed with the EA and local authorities, which outlines the information gained from historic investigations and the location so the surveys currently ongoing.</p> |

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| | <p>subsidence, landslides and ground compression is known or suspected. Applicants should liaise with the Coal Authority if necessary.</p> <p>A preliminary assessment of ground instability should be carried out at the earliest possible stage before a detailed application for development consent is prepared. Applicants should ensure that any necessary investigations are undertaken to ascertain that their sites are and will remain stable or can be made so as part of the development. The site needs to be assessed in context of surrounding areas where subsidence, landslides and land compression could threaten the development during its anticipated life or damage neighbouring land or property. This could be in the form of a land stability or slope stability risk assessment report.</p> | <p>The Coal Authority has also been contacted to confirm relevant assets in the area. On receipt of this information a PRoW diversion was moved away from a historic mine shaft.</p> <p>ES Chapter 9 [TR010034/APP/6.3] has been prepared to identify the likely effects with respect to geology and soils resulting from the Scheme. This Chapter assesses the potential environmental effects from the Scheme to geology and soils as outlined in DMRB LA109 Geology and soils standard for assessing and managing the:</p> <ul style="list-style-type: none"> • Effects on bedrock geology and superficial deposits, including geological designations and sensitive/valuable non-designated features • Effects on soil resources • Effects from contamination on human health, surface water and groundwater. <p>The Chapter concludes that all effects created by the Scheme are non-significant.</p> <p>Further details are provided regarding ground stability are provided in the in the Ground Investigation Report [TR010034/APP/7.6],</p> |
| <p>5.126 - 5.127 (The historic environment)</p> | <p>Where the development is subject to EIA the applicant should undertake an assessment of any likely significant heritage impacts of the proposed project as part of the Environmental Impact Assessment and describe these in the environmental statement.</p> <p>The applicant should describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant Historic Environment Record should have been consulted and the heritage assets assessed using appropriate expertise. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, the applicant should include an</p> | <p>Chapter 6 of the ES [TR010034/APP/6.3] assesses the potential for impact on likely significant heritage impacts. The chapter presents the cultural heritage assessment for the Scheme and has been prepared in accordance with the guidance provided in DMRB LA104 - Environmental assessment and monitoring, and LA106 – Cultural heritage assessment.</p> <p>The Baseline Gathering section (Section 3 of the Chapter) identifies the HER that have been considered.</p> <p>The assessment within the ES presents the known cultural heritage resource within the study areas, identifies potential impacts on cultural heritage assets (designated and non-designated) associated with the Scheme during construction and operation, and discusses mitigation measures that could be applied to mitigate, and compensate for, any potentially significant adverse effects. It provides an assessment of environmental effects, including residual effects.</p> |

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| | appropriate desk-based assessment and, where necessary, a field evaluation. | |
| 5.131 | <p>When considering the impact of a proposed development on the significance of a designated heritage asset, the Secretary of State should give great weight to the asset's conservation. The more important the asset, the greater the weight should be. Once lost, heritage assets cannot be replaced, and their loss has a cultural, environmental, economic and social impact. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Given that heritage assets are irreplaceable, harm or loss affecting any designated heritage asset should require clear and convincing justification. Substantial harm to or loss of a grade II Listed Building or a grade II Registered Park or Garden should be exceptional. Substantial harm to or loss of designated assets of the highest significance, including World Heritage Sites, Scheduled Monuments, grade I and II* Listed Buildings, Registered Battlefields, and grade I and II* Registered Parks and Gardens should be wholly exceptional.</p> | <p>Chapter 6 'Cultural Heritage' of the ES [TR010034/APP/6.3] considers the value and significance of heritage assets. This assessment presents the known cultural heritage resource of the study areas, identifies potential impacts on cultural heritage assets (designated and non-designated) associated with the Scheme during construction and operation. The chapter also discusses mitigation measures, where required, as well as any residual effects.</p> <p>The EMP [TR010034/APP/7.2] and REAC [TR010034/APP/7.3] set out provide measures to address non-significant effects on cultural heritage assets.</p> <p>The assessments outlined in the ES chapter combine to provide the evidence base necessary for the decision maker to assess the impacts of the Scheme on the historic environment. These documents have addressed the significance of heritage assets potentially impacted by the Scheme, along with an assessment of likely impacts and the significance of effect for the purposes of EIA, including consideration of the significance and impacts to the settings of heritage assets.</p> <p>The assessment shows that there is potential for five significant adverse residual effects on designated heritage assets within the study areas. Of these, four would be temporary moderate adverse residual construction effects only, and apply to Dial House, Ivydene, Mottram Old Hall Dial Cottage and Tara Brook Farm A permanent moderate adverse residual effect would result during operation on Tara Brook Farm due to changes alteration of its setting.</p> |
| 5.133 | <p>Where the proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, the Secretary of State should refuse consent unless it can be demonstrated that the substantial harm or loss of significance is necessary in order to deliver substantial public benefits that outweigh that loss or harm, or alternatively that all of the following apply:</p> <ul style="list-style-type: none"> the nature of the heritage asset prevents all reasonable uses of the site. | <p>Chapter 6 of the ES [TR010034/APP/6.3] reports on the predicted effects on heritage assets. The Chapter also discusses mitigation measures, where required, as well as any residual effects.</p> <p>The assessments outlined in the ES chapter combine to provide the evidence base necessary for the decision maker to assess the impacts of the Scheme on the historic environment. These documents have addressed the significance of heritage assets potentially impacted by the Scheme, along with an assessment of likely impacts and the significance of effect for the purposes of EIA, including consideration of the significance and impacts to the settings of heritage assets.</p> |

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| | <ul style="list-style-type: none"> no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and the harm or loss is outweighed by the benefit of bringing the site back into use. | <p>The assessment shows that there is potential for five significant adverse residual effects on designated heritage assets within the study areas. Of these, four would be temporary moderate adverse residual construction effects only, and apply to HA6 Dial House (HA6), Ivydene, Mottram Old Hall (HA19), Dial Cottage (HA28) and Tara Brook Farm (HA36). A permanent moderate adverse residual effect would result during operation on Tara Brook Farm (HA36) due to changes alteration of its setting.</p> |
| <p>5.144 - 5.146 (Landscape and visual impacts)</p> | <p>Where the development is subject to EIA the applicant should undertake an assessment of any likely significant landscape and visual impacts in the environmental impact assessment and describe these in the environmental assessment. A number of guides have been produced to assist in addressing landscape issues. The landscape and visual assessment should include reference to any landscape character assessment and associated studies, as a means of assessing landscape impacts relevant to the proposed project. The applicant's assessment should also take account of any relevant policies based on these assessments in local development documents in England.</p> <p>The applicant's assessment should include any significant effects during construction of the project and/or the significant effects of the completed development and its operation on landscape components and landscape character (including historic landscape characterisation).</p> <p>The assessment should include the visibility and conspicuousness of the project during construction and of the presence and operation of the project and potential impacts on views and visual amenity. This should include any noise and light pollution effects, including on local amenity, tranquillity and nature conservation.</p> | <p>ES Chapter 7 'Landscape and Visual Effects' [TR010035/APP/6.3] considers potential impacts as set out in the relevant paragraphs of the National Policy Statement for National Networks (NN NPS). Chapter 7 of the ES provides an assessment of the significance of effects of the Scheme on landscape and visual receptors. Effort has been made to conserve as much of the landscape features that offer landscape value as possible, for example avoiding unnecessary loss of woodland and protected trees. Where the landscape value has been degraded then potential mitigation measures have been proposed that aim to either replace or replicate features lost as a consequence of the Scheme. The proposed mitigation and compensation options both during and post construction activities for this Scheme comply with the points listed in paragraphs 5.144, 5.145 and 5.146.</p> |
| <p>5.147- 5.148</p> | <p>Any statutory undertaker commissioning or undertaking works in relation to, or so as to affect land in a National Park or Areas of Outstanding Natural Beauty, would need to comply with the</p> | <p>The Scheme is located two kilometres outside the Peak District National Park (PDNP). The ES [TR010035/APP/6.3] Landscape Chapter (Chapter 7)</p> |

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| | <p>respective duties in section 11A of the National Parks and Access to Countryside Act 1949 and section 85 of the Countryside and Rights of Way Act 2000. For significant road widening or the building of new roads in National Parks and the Broads applicants also need to fulfil the requirements set out in Defra’s English national parks and the broads: UK government vision and circular 2010 or successor documents. These requirements should also be complied with for significant road widening or the building of new roads in Areas of Outstanding Natural Beauty.</p> | <p>assesses potential indirect effects created by the Scheme and concludes that they are not significant.</p> |
| <p>5.150 - 5.151</p> | <p>Great weight should be given to conserving landscape and scenic beauty in nationally designated areas. National Parks, the Broads and Areas of Outstanding Natural Beauty have the highest status of protection in relation to landscape and scenic beauty. Each of these designated areas has specific statutory purposes which help ensure their continued protection and which the Secretary of State has a statutory duty to have regard to in decisions.</p> <p>The Secretary of State should refuse development consent in these areas except in exceptional circumstances and where it can be demonstrated that it is in the public interest. Consideration of such applications should include an assessment of:</p> <ul style="list-style-type: none"> • the need for the development, including in terms of any national considerations, and the impact of consenting, or not consenting it, upon the local economy. • the cost of, and scope for, developing elsewhere, outside the designated area, or meeting the need for it in some other way; and • any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated. | <p>Chapter 7 ‘Landscape and Visual Effects’ of the ES [TR010035/APP/6.3] provides an assessment of the significance of effects of the Scheme on landscape and visual receptors. The Scheme has been designed to avoid impacts upon the National Park.</p> <p>There would be a traffic change through the Peak District National Park as a result of the Scheme, however it is not considered that there would be any significant indirect effects to the landscape character or visual amenity within the PDNP due to these traffic changes.</p> <p>It is considered that the potential mitigation and compensation options being proposed for this Scheme demonstrate a strong effort to provide opportunities to conserve and advance landscape value.</p> <p>Effort has been made to conserve as much of the features that offer landscape value as possible, for example avoiding unnecessary loss of woodland and protected trees. Where the landscape value has been degraded then potential mitigation measures have been proposed that aim to either replace or replicate features lost as a consequence of the Scheme.</p> <p>This CftS presents the need case and justification for the Scheme against national policy and considers the social and economic case for the Scheme.</p> |

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| | <p>There is a strong presumption against any significant road widening or the building of new roads and strategic rail freight interchanges in a National Park, the Broads and Areas of Outstanding Natural Beauty, unless it can be shown there are compelling reasons for the new or enhanced capacity and with any benefits outweighing the costs very significantly. Planning of the Strategic Road Network should encourage routes that avoid National Parks, the Broads and Areas of Outstanding Natural Beauty.</p> | |
| 5.153 | <p>Where consent is given in these areas, the Secretary of State should be satisfied that the applicant has ensured that the project will be carried out to high environmental standards and where possible includes measures to enhance other aspects of the environment. Where necessary, the Secretary of State should consider the imposition of appropriate requirements to ensure these standards are delivered.</p> | <p>Construction mitigation measures are set out within the EMP [TR010034/APP/7.2] and the REAC [TR010034/APP/7.3].</p> <p>The residual effects assessment undertaken within ES Chapter 7 [TR010034/APP/6.3] identified the potential construction phase effects of the Scheme on landscape and townscape character (and features).</p> <p>It concludes that during construction there would be a temporary, negative effect on ten landscape character areas and 51 viewpoints. There is expected to be a permanent negative effect on nine viewpoints, with a further 30 viewpoints adversely affected for up to 15 years.</p> <p>The Scheme is not considered to have any significant residual impacts upon the landscape character of the PDNP, or upon any representative viewpoints within the Park.</p> <p>The public benefits of the Scheme are demonstrated through the CftS [TR010035/APP/7.1] and the residual effects on landscape and visual receptors should be considered against the overall benefits of the Scheme as outlined in the CftS.</p> |
| 5.154 - 5.155 | <p>The duty to have regard to the purposes of nationally designated areas also applies when considering applications for projects outside the boundaries of these areas which may have impacts within them. The aim should be to avoid compromising the purposes of designation and such projects should be designed sensitively given the various siting, operational, and other relevant constraints. This should include projects in England</p> | <p>The PDNP designation has been taken into consideration within the ES, in particular in Chapter 7. The Cumulative Effects Chapter (Chapter 15) of the ES [TR010035/APP/6.3] considers the potential for effects arising within established buffer zones from the Scheme No significant cumulative effects have been identified, including effects on the PDNP.</p> |

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| | <p>which may have impacts on designated areas in Wales or on National Scenic Areas in Scotland.</p> <p>The fact that a proposed project will be visible from within a designated area should not in itself be a reason for refusing consent.</p> | |
| <p>5.165 - 5.167 (Land use including open space, green infrastructure and Green Belt)</p> | <p>The applicant should identify existing and proposed land uses near the project, any effects of replacing an existing development or use of the site with the proposed project or preventing a development or use on a neighbouring site from continuing. Applicants should also assess any effects of precluding a new development or use proposed in the development plan. The assessment should be proportionate.</p> <p>Existing open space, sports and recreational buildings and land should not be developed unless the land is surplus to requirements or the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location. Applicants considering proposals which would involve developing such land should have regard to any local authority's assessment of need for such types of land and buildings.</p> <p>During any pre-application discussions with the applicant, the local planning authority should identify any concerns it has about the impacts of the application on land-use, having regard to the development plan and relevant applications, and including, where relevant, whether it agrees with any independent assessment that the land is surplus to requirements. These are also matters that local authorities may wish to include in their Local Impact Report which can be submitted after an application for development consent has been accepted.</p> | <p>Chapter 12 'Population and Human Health' of the ES [TR010034/APP/6.3] considers the likely effects on development land. Construction of the Scheme will require the demolition of four units within Roe Cross Industrial Estate. It will also require land formally recognised as the Mottram Agricultural Showgrounds. The loss of these businesses and land is anticipated to result in large adverse effects, which are significant. The loss of commercial land is permanent, direct and irreversible however, all properties required to be demolished to facilitate the Scheme are either currently under the ownership of the Applicant, or ongoing discussions between the landowner and the applicant are taking place in relation to this issue. The Mottram Show has acquired a new larger showground to mitigate this effect and ensure that the land taken is replaced by equivalent or better provision in terms of quality and in a suitable location.</p> <p>Chapter 12 also assesses effects on open space and community facilities. No significant effects during construction are anticipated on community land and assets. Operational activities are not anticipated to impact on community land and assets beyond that which is identified in other disciplines. Disruptions and changes to access as a result of construction activities would all be alleviated on completion of the Scheme.</p> <p>Provision of improved pedestrian and cyclist crossing facilities and new underpasses to maintain farm access and provide a safe route for walkers, cyclists and horse riders ensures access to existing community land and assets is maintained and improved during operation.</p> <p>A Common Land, Open Space and Allotments (COSA) assessment has been completed in order to identify impact on special category land (including open space). The Assessment is appended to this CftS . It concludes that six, very small plots of highway verge are identified as special category land, which provide limited recreational value, other than seating. High Peak Borough</p> |

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| | | <p>Council (HPBC) and Tameside Metropolitan Borough Council (TMBC) have reviewed the Assessment.</p> <p>The Cumulative Effects assessment undertaken in Chapter 15 of the ES [TR010034/APP/6.3] also considers forthcoming development and the impacts of this cumulatively and in-combination on the range of receptors considered across the ES, including a range of landscape and land use receptors. No significant residual effects arising from single project cumulative effects on community assets or land is anticipated that requires additional mitigation beyond that already proposed.</p> |
| 5.168 | <p>Applicants should take into account the economic and other benefits of the best and most versatile agricultural land (defined as land in grades 1, 2 and 3a of the Agricultural Land Classification). Where significant development of agricultural land is demonstrated to be necessary, applicants should seek to use areas of poorer quality land in preference to that of a higher quality. Applicants should also identify any effects, and seek to minimise impacts, on soil quality, taking into account any mitigation measures proposed. Where possible, developments should be on previously developed (brownfield) sites provided that it is not of high environmental value. For developments on previously developed land, applicants should ensure that they have considered the risk posed by land contamination and how it is proposed to address this.</p> | <p>A review of Ministry of Agriculture, Fisheries and Food's (MAFF) Provisional Agricultural Land Classification map of North West England has been undertaken along with a review of the study area's climate, soil texture and wetness, to establish the baseline for effects on agricultural land.</p> <p>Chapter 12 'Population and Human Health' of the ES [TR010034/APP/6.3] sets out the total areas of land required by the Scheme, including both temporary and permanent land take. It also considers the effects on agricultural land. Moderate adverse residual effects are anticipated on seven holdings as a result of severance and / or land take. Where appropriate, underpasses or the creation of access to severed portions will be provided at farm holdings</p> <p>An assessment of the potential effect of the Scheme on soil resources, geology, and land contamination is presented in Chapter 9 'Geology and Soils' in the ES [TR010034/APP/6.3].</p> <p>The assessment for geology and soils also takes into account contaminated land risk. Preliminary consultation has been undertaken with the Environment Agency and Local Authorities.</p> <p>The EMP [TR010034/APP/7.2] addresses potential contamination, proposed storage locations and handling methods and how any soil resources would be re-used. A Soil Resource Plan will also be developed post submission to help protect and enhance soil resources on site.</p> |
| 5.169 | <p>Applicants should safeguard any mineral resources on the proposed site as far as possible.</p> | <p>Chapter 10 'Material Assets and Waste' of the ES [TR010034/APP/6.3] considers the effect of the Scheme on mineral deposits. No Mineral</p> |

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| | | Safeguarding Area (MSA) or peat resources were identified within the Scheme's DCO boundary. |
| 5.170 - 5.171 | <p>The general policies controlling development in the countryside apply with equal force in Green Belts but there is, in addition, a general presumption against inappropriate development within them. Such development should not be approved except in very special circumstances. Applicants should therefore determine whether their proposal, or any part of it, is within an established Green Belt and, if so, whether their proposal may be considered inappropriate development within the meaning of Green Belt policy. Metropolitan Open Land, and land designated as Local Green Space in a local or neighbourhood plan, are subject to the same policies of protection as Green Belt, and inappropriate development should not be approved except in very special circumstances.</p> <p>Linear infrastructure linking an area near a Green Belt with other locations will often have to pass through Green Belt land. The identification of a policy need for linear infrastructure will take account of the fact that there will be an impact on the Green Belt and as far as possible, of the need to contribute to the achievement of the objectives for the use of land in Green Belts.</p> | This CftS considers the impact of the Scheme on the Green Belt. It is considered that the Scheme is not 'inappropriate development' within the Green Belt and has a specific policy safeguarding its route through the Green Belt, within Tameside Unitary Development Plan. In any event it is considered that any actual or perceived harm to the openness of the Green Belt is outweighed by other material considerations, which justify the application of 'very special circumstances' in support of the Scheme. |
| 5.174 | The Secretary of State should not grant consent for development on existing open space, sports and recreational buildings and land, including playing fields, unless an assessment has been undertaken either by the local authority or independently, which has shown the open space or the buildings and land to be surplus to requirements, or the Secretary of State determines that the benefits of the project (including need) outweigh the potential loss of such facilities, taking into account any positive proposals made by the applicant to provide new, improved or compensatory land or facilities. | <p>ES Chapter 12 'Population and Human Health' [TR010034/APP/6.3] confirms that there are a number of parks, recreation grounds and leisure facilities within the wider study area and considers the effects of the Scheme on a range of community facilities, receptors and land uses. It concludes that the Scheme does not have a significant impact on such facilities.</p> <p>As detailed with regards to NN NPS para 5.165 -1657 the COSA assessment indicates that six, small plots of highway verge (identified as special category land) are affected by the Scheme. However, as they will be required for widening of the existing highway and have very limited recreational value, no replacement land will be required.</p> |

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| 5.177 | In considering the impact on maintaining coastal recreation sites and features, the Secretary of State should expect applicants to have taken advantage of opportunities to maintain and enhance access to the coast. In doing so the Secretary of State should consider the implications for development of the creation of a continuous signed and managed route around the coast, as proposed in the Marine and Coastal Access Act 2009. | The Scheme is not near any coastal recreation sites. This part of the NN NPS is therefore not relevant to this Scheme. |
| 5.180 | Where green infrastructure is affected, applicants should aim to ensure the functionality and connectivity of the green infrastructure network is maintained and any necessary works are undertaken, where possible, to mitigate any adverse impact and, where appropriate, to improve that network and other areas of open space, including appropriate access to new coastal access routes, National Trails and other Public Rights of Way. | <p>ES Chapter 12 'Population and Human Health' [TR010034/APP/6.3] assesses the likely effects on Public Rights of Way (PRoW) as a result of construction activities and during the operational phase of the Scheme. The environmental conditions (air quality and noise, for example) of PRoW and access routes are also considered in the relevant ES chapters [TR010034/APP/6.3], whilst overall amenity of these routes is considered in the Population and Human Health chapter. Temporary closure will be required at a number of PRoWs, some of which are anticipated to result in moderate adverse effects owing to the extent of diversion required (>0.5 km). However, it is important to note that effects will be reversible and are temporary to the construction phase and embedded mitigation includes the provision of diversionary routes, none of which are greater than one kilometre in length. Signage and early engagement with the community is also proposed.</p> <p>An additional bridleway will be developed in the local area as part of the Scheme, with the ability to link into the existing Trans Pennine Trail. No permanent, significant negative effects are anticipated with regard to health and wellbeing.</p> |
| 5.182 | Where a proposed development has an impact on a Mineral Safeguarding Area (MSA), the Secretary of State should ensure that the applicant has put forward appropriate mitigation measures to safeguard mineral resources. | Effects on mineral assets and mitigation proposals are outlined in Chapter 10 'Material Assets and Waste' of the ES [TR010034/APP/6.3]. No MSAs or peat resources were identified within the Scheme's DCO boundary. |
| 5.184 | Public rights of way, National Trails, and other rights of access to land (e.g. open access land) are important recreational | There are a number of Public Rights of Way (PRoW) within the Order limits. ES Chapter 12 'Population and Human Health' [TR010034/APP/6.3] assesses the |

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| | <p>facilities for walkers, cyclists and equestrians. Applicants are expected to take appropriate mitigation measures to address adverse effects on coastal access, National Trails, other Public Rights of Way and open access land and, where appropriate, to consider what opportunities there may be to improve access. In considering revisions to an existing right of way consideration needs to be given to the use, character, attractiveness and convenience of the right of way. The Secretary of State should consider whether the mitigation measures put forward by an applicant are acceptable and whether requirements in respect of these measures might be attached to any grant of development consent.</p> | <p>likely effects on Public Rights of Way (PRoW) as a result of construction activities and during the operational phase of the Scheme. This includes any necessary temporarily diversions to PRoW during the construction phase and permanently diversions during the operational phase to accommodate the Scheme. It also considers the change in the distance and travel time for each route as well as overall amenity. A PRoW Assessment is appended to this CftS, which indicates that all severed PRoWs will be provided with suitable, permanent diversions and in many cases are upgraded.</p> <p>The environmental conditions (air quality and noise, for example) of PRoW and access routes are also considered in the relevant ES chapters [TR010034/APP/6.3]. Mitigation measures are also set out within REAC [TR010034/APP/7.3].</p> <p>Overall, there is not considered to be a permanent, significant, negative effect on PRoWs.</p> |
| <p>5.189 (Noise and vibration)</p> | <p>Where a development is subject to EIA and significant noise impacts are likely to arise from the proposed development, the applicant should include the following in the noise assessment, which should form part of the environment statement:</p> <ul style="list-style-type: none"> • a description of the noise sources including likely usage in terms of number of movements, fleet mix and diurnal pattern. For any associated fixed structures, such as ventilation fans for tunnels, information about the noise sources including the identification of any distinctive tonal, impulsive or low frequency characteristics of the noise. • identification of noise sensitive premises and noise sensitive areas that may be affected. • the characteristics of the existing noise environment. • a prediction on how the noise environment will change with the proposed development: • In the shorter term such as during the construction period. | <p>An assessment of both construction and operational road traffic noise has been undertaken within ES Chapter 11 'Noise and Vibration' [TR010034/APP/6.3] in accordance with DMRB LA 111. This has considered road traffic noise impacts in both the short-term (year of opening) and long-term (15 years after opening). The Chapter provides the environmental noise and vibration assessment of the Scheme, consisting of information relating to the baseline conditions, identification of sensitive receptors, the expected noise and vibration impacts from the construction and operation phases of the Scheme and the mitigation measures that may be required to avoid significant effects.</p> <p>A commentary describing how noise and vibration impacts from the Scheme affect human health are provided in the Population and Human Health chapter (Chapter 12) [TR010034/APP/6.3].</p> <p>The chapter concludes that there would be significant adverse construction noise effect to six of the assessment locations. During operation a large number of properties and receptors (366) will gain significant benefits from the Scheme. However, 128 noise sensitive receptors are expected to be negatively affected by the Scheme.</p> |

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| | <ul style="list-style-type: none"> • in the longer term during the operating life of the infrastructure; • at particular times of the day, evening and night as appropriate. • an assessment of the effect of predicted changes in the noise environment on any noise sensitive premises and noise sensitive areas. • measures to be employed in mitigating the effects of noise. Applicants should consider using best available techniques to reduce noise impacts. • the nature and extent of the noise assessment should be proportionate to the likely noise impact. | |
| 5.190 | The potential noise impact elsewhere that is directly associated with the development, such as changes in road and rail traffic movements elsewhere on the national networks, should be considered as appropriate. | As NN NPS paragraph 5.189 above |
| 5.191 | Operational noise, with respect to human receptors, should be assessed using the principles of the relevant British Standards and other guidance. The prediction of road traffic noise should be based on the method described in Calculation of Road Traffic Noise. For the prediction, assessment and management of construction noise, reference should be made to any relevant British Standards and other guidance which also give examples of mitigation strategies. | <p>Construction traffic 'basic noise level' (BNL) changes were calculated for roads within the construction traffic study area using the methodology found in the 'Calculation of Road Traffic Noise', 1988 (CRTN), as part of the EIA. Details of the methodology used are provided in Chapter 11 of the ES [TR010034/APP/6.3]</p> <p>An EMP [TR010034/APP/7.2] has been prepared together with the REAC [TR010034/APP/7.3]. This includes a set of best practice working methods for the control of construction noise and vibration.</p> |
| 5.192 | The applicant should consult Natural England with regard to assessment of noise on designated nature conservation sites, protected landscapes, protected species or other wildlife. The results of any noise surveys and predictions may inform the ecological assessment. The seasonality of potentially affected species in nearby sites may also need to be taken into account. | Chapter 8 'Biodiversity' [TR010034/APP/6.3] of the ES details the consultation undertaken with statutory and non-statutory nature conservation organisations, in particular Natural England, in respect of potential effects on designated sites and protected species, alongside the Consultation Report [TR010034/APP/5.1] |

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| | | <p>The results of Chapter 11 'Noise and Vibration' chapter and assessment in the ES [TR010034/APP/6.3] have been discussed with the ecology specialists and are incorporated into the Biodiversity Chapter (Chapter 8) of the ES.</p> <p>Construction noise has been considered with regard to the Scheme's impact upon protected species and wildlife; no significant effects are considered likely.</p> |
| 5.195 | <p>The Secretary of State should not grant development consent unless satisfied that the proposals will meet the following aims, within the context of Government policy on sustainable development:</p> <ul style="list-style-type: none"> • avoid significant adverse impacts on health and quality of life from noise as a result of the new development. • mitigate and minimise other adverse impacts on health and quality of life from noise from the new development; and • contribute to improvements to health and quality of life through the effective management and control of noise, where possible. | <p>Chapter 12 'Population and Human Health' of the ES [TR010034/APP/6.3] considers the impact on human health arising as a result of the Scheme. This brings together assessments including the noise and air quality assessments and applies a commentary describing how noise and vibration impacts from the Scheme affect human health. During construction, the proposed works have the potential to impact noise and vibration through exposure of residents in the vicinity of Mottram underpass to construction noise</p> <p>This is therefore associated with a temporary, adverse impact on health and wellbeing during this period for certain residents.</p> <p>During operation, significant adverse effects were predicted at 128 noise sensitive receptors due to the Scheme. There were also 366 noise sensitive receptors where significant beneficial effects were predicted due to the Scheme, mostly at dwellings within a Noise Important Area (NIA) at Mottram in Longendale (NIA 10992) that would be bypassed by the Scheme. As such, positive and negative health outcomes are anticipated during the Scheme's operation.</p> |
| 5.199 | <p>For most national network projects, the relevant Noise Insulation Regulations will apply. These place a duty on and provide powers to the relevant authority to offer noise mitigation through improved sound insulation to dwellings, with associated ventilation to deal with both construction and operational noise. An indication of the likely eligibility for such compensation should be included in the assessment. In extreme cases, the applicant may consider it appropriate to provide noise mitigation through the compulsory acquisition of affected properties in order to gain consent for what might otherwise be unacceptable development. Where mitigation is proposed to be dealt with</p> | <p>As part of the Noise and Vibration assessment detailed within Chapter 11 of the ES [TR010034/APP/6.3], potential claimants for noise insulation under the Noise Insulation Regulations 1975 were identified from the predicted noise levels. Noise sensitive receptors that may potentially qualify for noise insulation are dwellings that experience road traffic noise levels greater than or equal to 68 dB LA10,18h and are shown to experience an increase of at least 1 dB due to the Scheme.</p> <p>A number of residential property owners have been identified which may be entitled to compensation, once the Scheme is operational, due to an increase in noise levels. They are identified as Category 3 Persons with Interest in Land within the Book of Reference [TR010034/APP/4.3]</p> |

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| | <p>through compulsory acquisition, such properties would have to be included within the development consent order land in relation to which compulsory acquisition powers are being sought.</p> | |
| 5.200 | <p>Applicants should consider opportunities to address the noise issues associated with the Important Areas as identified through the noise action planning process.</p> | <p>Noise Important Areas within the study area are identified in Chapter 11 of the ES [TR010034/APP/6.3]. With five NIAs considered to be in proximity to the Scheme and a further eight NIAs within the wider study area.</p> <p>Overall, there are considered to be more perceptible increases in noise than perceptible decreases with the Scheme, however, the decreases were predominantly within existing NIAs, particularly NIA 10992 in Mottram in Longdendale.</p> <p>In the short and long term overall, the number of noise and vibration decreases within NIAs would be greater than the number of increases.</p> <p>The predicted adverse and significant adverse effects are coupled with significant beneficial effects on Hyde Road and other properties within NIA 10992 (Mottram-in-Longdendale) where the Scheme results in moderate decreases at a location with high existing noise levels. The predicted noise levels at several properties on Hyde Road and Woolley Lane were reduced from above the SOAEL to below the SOAEL due to the Scheme. The reduced noise levels on the bypassed section of the A57 contribute to improvements to health and quality of life at these locations. It can be concluded that the Scheme is therefore in compliance with the NN NPS in respect of noise and vibration.</p> |
| 5.203 - 5.205 (Impacts on transport networks) | <p>Applicants should have regard to the policies set out in local plans, for example, policies on demand management being undertaken at the local level.</p> <p>Applicants should consult the relevant highway authority, and local planning authority, as appropriate, on the assessment of transport impacts. Applicants should consider reasonable opportunities to support other transport modes in developing infrastructure. As part of this, consistent with paragraph 3.19-3.22 above, the applicant should provide evidence that as part</p> | <p>This CftS and the Chapter 12 'Population and Human Health' of the ES [TR010034/APP/6.3] provides further detail on the Walking, Cycling and Horse Riding Assessment carried out. WCH provision has been discussed with local authorities and community groups, as identified in the Consultation Report [TR010034/APP/5.1]</p> <p>The Scheme will increase WCH provision in the area, coupled with the predicted decrease in traffic volumes, local severance is expected to reduce.</p> |

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| | of the project they have used reasonable endeavours to address any existing severance issues that act as a barrier to WCH. | |
| 5.206 | For road and rail developments, if a development is subject to EIA and is likely to have significant environmental impacts arising from impacts on transport networks, the applicant's environmental statement should describe those impacts and mitigating commitments. In all other cases the applicant's assessment should include a proportionate assessment of the transport impacts on other networks as part of the application. | <p>The nature of the Scheme is such that it has been necessary to undertake an EIA. The methodology for the assessments and description of the environmental impacts arising from traffic impacts are reported in the various topic chapters of the ES. The design for the Scheme incorporates mitigation measures to reduce and minimise the extent of any potential environmental effects. These measures are described in detail in each topic-based chapter of the ES.</p> <p>Mitigation measures to be implemented during the construction of the Scheme are set out in the EMP [TR010034/APP/7.2]. Mitigation measures would be implemented in respect of air quality, cultural heritage, landscape and visual impact, biodiversity, noise and vibration, geology and soils, material assets and waste, people and communities, road drainage and water and climate.</p> <p>The Transport Assessment Report (TAR) [TR010034/APP/7.4] which supports this application also includes a proportionate assessment of the transport impacts on the strategic and local road networks.</p> |
| 5.208 | Where appropriate, the applicant should prepare a travel plan including management measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by public transport and sustainable modes where relevant, to reduce the need for any parking associated with the proposal and to mitigate transport impacts. | <p>The TAR [TR010034/APP/7.4] has been prepared for the Scheme and is submitted with the application. Sustainable transport is considered within the TAR.</p> <p>Construction traffic is considered in the Traffic Management Plan [TR010034/APP/7.5], which will be prepared to ensure that good construction management practices along with the prescribed design and mitigation measures are implemented during the Scheme construction. Mitigation measures are also set out within REAC [TR010034/APP/7.3]. These include mitigation and commitments to WCH and sustainable transport options</p> |
| 5.209 | For schemes impacting on the Strategic Road Network, applicants should have regard to DfT Circular 02/2013 The Strategic Road Network and the delivery of sustainable development (or prevailing policy) which sets out the way in which the highway authority for the Strategic Road Network, will engage with communities and the development industry to | <p>Highways England has had regard to Circular 02/2013 in the development of the Scheme. The DfT set out the objectives for the Strategic Road Network in the Road Investment Strategy (RIS 1 and 2).</p> <p>Stakeholder and public consultation have been carried out during the development of the Scheme design, see Consultation Report [TR010034/APP/5.1]. During the consultation events comments in respect the</p> |

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| | <p>deliver sustainable development and, thus, economic growth, whilst safeguarding the primary function and purpose of the Strategic Road Network.</p> | <p>Scheme designs were received and reviewed by the design team. A summary of the information presented, and comments received during the consultation events is presented in the Consultation Report.</p> |
| 5.210 | <p>If new transport infrastructure is proposed, applicants should discuss with network providers the possibility of co-funding by Government for any third-party benefits. Guidance has been issued in England which explains the circumstances where this may be possible. The Government cannot guarantee in advance that funding will be available for any given uncommitted scheme at any specified time and cannot provide financial support to a scheme that solely mitigates the impacts of a specific development. Any decisions on co-funded transport infrastructure will need to be taken in the context of the Government’s wider policy of transport improvements.</p> | <p>The construction of the A57 link road will be wholly funded by the Government. Funding is secured for the Scheme as set out in the Funding Statement [TR010034/APP/4.2].</p> |
| 5.216 | <p>Where development would worsen accessibility, such impacts should be mitigated so far as reasonably possible. There is a very strong expectation that impacts on accessibility for WCH should be mitigated.</p> | <p>Chapter 12 ‘Population and Human Health’ of the ES [TR010034/APP/6.3] considers accessibility for WCH during both the construction and operational phases. It concludes that the Scheme makes considerable provisions for WCH, improving connectivity and the accessibility of provision. Mitigation measures are also outlined within this chapter.</p> |
| 5.220 (Water quality and resources) | <p>Where applicable, an application for a development consent order has to contain a plan with accompanying information identifying water bodies in a River Basin Management Plan.</p> | <p>Chapter 13 ‘Road Drainage and the Water Environment’ of the ES [TR010034/APP/6.3] presents the road drainage, water environment and flood risk assessments that has been carried out.</p> <p>A Water Framework Directive Report [TR010034/APP/5.4] has been submitted as part of the DCO. The WFD is implemented through River Basin Management Plans (RBMPs) which set out statutory objectives for river, canal, lake, groundwater, estuarine and coastal water bodies and summarises the measures needed to achieve them.</p> <p>This study area is covered by the North West RBMP (Environment Agency, 2016[1]). The Nature Conservation Plan [TR010034/APP/2.9] provides details of the watercourses within the North West RBMP, within the Scheme boundary.</p> |

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| 5.221 | <p>Applicants should make early contact with the relevant regulators, including the Environment Agency, for abstraction licensing and with water supply companies likely to supply the water. Where a development is subject to EIA and the development is likely to have significant adverse effects on the water environment, the applicant should ascertain the existing status of, and carry out an assessment of the impacts of the proposed project on water quality, water resources and physical characteristics as part of the environmental statement.</p> | <p>The proposed approach to obtaining licences and permits for water related activities and the discussions held on these consents to date is provided in the Consents and Agreements Position Statement [TR010034/APP/3.3]</p> <p>Stakeholder engagement has been undertaken throughout the design development phase. As part of this the Environment Agency, as well as the relevant local and county council authorities, has been engaged with the ES Chapter 13 'Road Drainage and the Water Environment' [TR010034/APP/6.3] sets out the relevant baseline conditions of the study area and potential impacts.</p> <p>Design measures have been included to reduce the significance of adverse effects, where feasible. Following assessment of surface watercourses and groundwater within the study area, no significant impacts, i.e. less than Moderate, are identified to all remaining receptors either during construction or operation. No further additional mitigation is therefore proposed.</p> |
| 5.222 | <p>For those projects that are improvements to the existing infrastructure, such as road widening, opportunities should be taken, where feasible, to improve upon the quality of existing discharges where these are identified and shown to contribute towards Water Framework Directive commitments.</p> | <p>The Scheme comprises the construction of a new link road and so does not constitute 'improvements' to existing infrastructure.</p> <p>A Water Framework Directive Report [TR010034/APP/5.4] has been submitted as part of the DCO application.</p> |
| 5.223 | <p>Any environmental statement should describe:</p> <ul style="list-style-type: none"> • the existing quality of waters affected by the proposed project. • existing water resources affected by the proposed project and the impacts of the proposed project on water resources. • existing physical characteristics of the water environment (including quantity and dynamics of flow) affected by the proposed project, and any impact of physical modifications to these characteristics. • any impacts of the proposed project on water bodies or protected areas under the Water Framework Directive and | <p>ES Chapter 13 'Road Drainage and the Water Environment' [TR010034/APP/6.3] sets out the relevant baseline conditions of the study area and assesses the likely impact on water receptors during construction and operation of the Scheme.</p> <p>A Water Framework Directive Report [TR010034/APP/5.4] has been submitted as part of the DCO application, which considers the criteria identified. There are no published groundwater Source Protection Zones within the Scheme's Zone of Influence (ZoI).</p> <p>Cumulative effects have been assessed in Chapter 15 of the ES [TR010034/APP/6.3]. Various effects have been considered as part of the assessment, including cumulative effects on water receptors and drainage.</p> |

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|-------------------------|---|---|
| | <p>source protection zones (SPZs) around potable groundwater abstractions; and</p> <ul style="list-style-type: none"> any cumulative effects. | |
| 5.226 | <p>The Secretary of State should be satisfied that a proposal has had regard to the River Basin Management Plans and the requirements of the Water Framework Directive (including Article 4.7) and its daughter directives, including those on priority substances and groundwater. The specific objectives for particular river basins are set out in River Basin Management Plans. In terms of Water Framework Directive compliance, the overall aim of projects should be no deterioration of ecological status in watercourses, ensuring that Article 4.7 of the Water Framework Directive Regulations does not need to be applied.</p> | <p>ES Chapter 13 ‘Road Drainage and the Water Environment’ [TR010034/APP/6.3] sets out the relevant baseline conditions of the study area and assesses the likely impact on water receptors during construction and operation of the Scheme. It outlines the potential effects on the water environment. Design measures have been included to reduce the significance of adverse effects, where feasible. Following assessment of surface watercourses and groundwater within the study area, no significant impacts, i.e. less than Moderate, are identified to all remaining receptors either during construction or operation. No further additional mitigation is therefore proposed.</p> <p>A Water Framework Directive Report [TR010034/APP/5.4] has been submitted as part of the DCO application. As detailed above, the WFD is implemented through River Basin Management Plans (RBMPs) which set out statutory objectives for river, canal, lake, groundwater, estuarine and coastal water bodies and summarises the measures needed to achieve them. This study area is covered by the North West RBMP. The Nature Conservation Plan [TR010034/APP/2.9] provides details of the watercourses within the North West RBMP, within the Scheme boundary.</p> <p>The WFD compliance assessment [TR010034/APP/5.4] has identified that at the current stage of design, the Scheme components affecting the WFD water bodies are not considered to cause deterioration at the water body scale (Test A) and should not prevent future attainment of GEP (Test B). The cumulative effects of the Scheme components is also considered to be negligible at the water body scale, and are not considered to have any adverse cumulative effects on downstream (or adjacent) WFD water bodies. Therefore, assuming the best practice guidelines for design and construction, and identified specific mitigation measures are adhered to, this assessment concludes that the Scheme is likely to be WFD-compliant. Supplementary ground investigation is planned followed by an additional hydrogeological risk assessment. This will enable design of site-specific mitigation measures which will include design of</p> |

Table 3: National Networks National Policy Statement Chapter 5

| NN NPS Paragraph Number | Requirement of the National Networks National Policy Statement (NN NPS) | Compliance with the NN NPS |
|-------------------------|---|--|
| | | <p>drainage to account for groundwater and design of below-ground structures to mitigate impact on groundwater flow pathways.</p> <p>An EMP [TR010034/APP/7.2] has been submitted as part of the DCO submission. This aims to ensure the quality of the water environment does not deteriorate during construction.</p> |
| 5.227 | <p>The Examining Authority and the Secretary of State should consider proposals put forward by the applicant to mitigate adverse effects on the water environment and whether appropriate requirements should be attached to any development consent and/or planning obligations. If the Environment Agency continues to have concerns and objects to the grant of development consent on the grounds of impacts on water quality/resources, the Secretary of State can grant consent, but will need to be satisfied before deciding whether or not to do so that all reasonable steps have been taken by the applicant and the Environment Agency to try to resolve the concerns, and that the Environment Agency is satisfied with the outcome.</p> | <p>See NN NPS paragraph 5.226 above</p> <p>Consultation has been undertaken throughout this assessment process with the Environment Agency and further consultation will continue, as appropriate, as the Scheme progresses through detailed design.</p> <p>The EMP would include best practices for the management of environmental impacts during construction to safeguard the quality of surface water and groundwater, drawing on standard best practices and relevant CIRIA publications. These include control of water pollution from construction sites. Guidance for consultants and contractors (C532) (CIRIA, 2001) and Environmental Good Practice on Site Guide (C741) (CIRIA, 2015).</p> <p>Mitigation measures are also set out within REAC [TR010034/APP/7.3].</p> |
| 5.229 | <p>The Secretary of State should consider whether the mitigation measures put forward by the applicant which are needed for operation and construction (and which are over and above any which may form part of the project application) are acceptable. A construction management plan may help codify mitigation.</p> | <p>A REAC has been prepared to support this DCO [TR010034/APP/7.3]. This details the environmental mitigation measures that would be implemented both during construction and operation of the Scheme, why they are required, who is responsible for delivering them and detailing any ongoing maintenance arrangements.</p> <p>Mitigation measures are provided in each topic chapter of the ES. The measures are outlined for both the construction and operation phases and are additional to the design measures embedded into the Scheme design.</p> <p>A Second (construction focused) Iteration EMP [TR010034/APP/7.2], will be prepared in collaboration with stakeholders to ensure that good management practices along with the prescribed design and mitigation measures are implemented during the Scheme construction.</p> |

Appendix C. Ecological Mitigation in the Green Belt

1.1 Introduction

1.1.1 The ecological mitigation structure (hereafter referred to as 'the Structure') is required within the northern limits of the A57 Link Roads Scheme (hereafter referred to as 'the Scheme'), on land to the east of Old Hall Lane and Tollemache Road in Mottram in Longdendale.

1.1.2 The Structure is required to accommodate existing bat roosts affected by the Scheme.

1.2 Purpose and Structure of this Document

1.2.1 The purpose of this document is to set out the background context and demonstrate why the Structure is necessary, provide details of its design and summarise why the identified location has been chosen for the Structure.

1.2.2 This Appendix is divided into six chapters, as listed below:

- Chapter 1 provides a general introduction.
- Chapter 2 describes the proposed location of the Structure and its context.
- Chapter 3 explains why the Structure is required.
- Chapter 4 provides details of the Structure's design.
- Chapter 5 considers the relevant national, regional, and local planning policy and strategic context.
- Chapter 6 presents the conclusions of the Statement.

2. Site and Surroundings

2.1 Location

- 2.1.1 The Site proposed for the Structure is located to the eastern edge of Old Hall Lane, where it joins Tollemache Road, in Mottram-in-Longdendale. The Site lies in proximity to the current settlement boundary.
- 2.1.2 The Structure will be located within the northern limits of the Scheme, in proximity to the majority of roosts, in residential properties, affected by the Scheme. The approximate grid reference for the Structure is SJ 99322 96175. It is identified in the Work Plans as Work No. 57 [TR010034/App/2.3] as shown in figure 2-1 below.

Figure 2-1 Extract from Works Plan (TR010034/APP/2.3, Page 3)



2.2 The Site and Surrounding Environment

- 2.2.1 It is proposed that the Structure will be located within a relatively flat open area of grassland, with residential development to both the west and north. The edge of the residential development is flanked by a mature, deciduous tree belt which provides screening, and there is open agricultural land to the south and east.
- 2.2.2 The western boundary of the Structure is again fringed by a mature deciduous tree belt, which is approximately five metres wide. A number of trees in this locality are protected by individual or group Tree Preservation Orders (TPOs) and a group TPO runs eastwards to the south of the Site, adjacent to Lodge Court.
- 2.2.3 The Structure sits at a slightly higher elevation than the residential properties to the west on Old Hall Lane, Tollemache Road and Old Hall Close and Lodge Court to the south. These residential areas comprise of a mixture of mid-century one and two storey properties, with some older Grade II listed buildings properties such as Dial Cottage, Dial House, Ivydene and Mottram Old Hall. These properties have their principal view towards the Site.
- 2.2.4 Additional properties located on Old Hall Lane also have their principal views towards the Site. However, some of these properties are to be demolished as part of the Scheme. The Structure is not located within a Conservation Area.
- 2.2.5 The Site is currently used as agricultural land and forms part of a large agricultural holding, which runs eastward from the Site towards Coach Road and southwards towards Mottram Moor. The Site's location also falls within an area of wider land, which has historically been used several times each year as a showground.
- 2.2.6 The land which comprises the Site is privately owned, with the adjacent woodland area to the west owned by Tameside MBC (TMBC).

2.3 Planning Constraints

- 2.3.1 The Site, in context with the surrounding land uses, has the character of an elevated but partially screened parcel of land. As described above the Site is bounded by residential uses, woodland, and agricultural land.
- 2.3.2 A review of the TMBC Unitary Development Plan (UDP) Proposals Map identifies that the Site is not specifically designated or allocated for development. However, it does fall within the wider Greater Manchester Green Belt designation. This Green Belt designation is long-established around the edge of the settlements in Tameside and between many of its separate urban areas. National (Chapter 13 of the NPPF) and local planning policy (Policy OL1 of the Tameside UDP) both set out that the general presumption of development in the Green Belt is to refuse inappropriate development, unless overriding reasons very special circumstances justify development.
- 2.3.3 A review of the TMBC Open Space, Sport and Recreation Review 2018 identifies the Site's topography to be 'Natural space and countryside', with its primary purpose described as 'wildlife conservation, biodiversity and environmental education and awareness'. This reflects the semi-rural position of the Site, which is not used for recreation.

- 2.3.4 The Site does not lie within any internationally or nationally designated sites for nature conservation, with the closest area of special interest, Dark Peak SSSI, located approximately 3.5 kilometres to the north east.
- 2.3.5 A detailed assessment of flood risk is provided in the Flood Risk Assessment (FRA) for the Scheme [TR010034/APP/5.5]. A review of the Environment Agency's Flood Map for Planning indicates the Site lies within Flood Zone 1, meaning it has a low probability of flooding. A review of the Environment Agency's Risk of Flooding from Surface Water map indicates the presence of surface water flood risk at the 0.1% annual chance event in the vicinity of Old Hall Lane near to the Site. However, it does not affect the Site itself (see Figure 1 below). Flood depths associated with this event are expected to be below 300 millimetres.

Figure 2-2 Screenshot from EA Flood Risk from Surface Water Map



- 2.3.6 There are a small number of Public Rights of Way (PRoW) in the vicinity of the Site. PRoW footpath LON 35/10 runs roughly northwards along Old Hall Lane to the west of the Structure. PRoW bridleway LON/108/10 runs roughly south-eastwards along Coach Road (track) approximately 250 metres to the east of the Structure. Neither of which are affected by the Structure.

3. Need for the Structure

- 3.1.1 In order to construct the underpass at Mottram Moor, and other associated works it is necessary to demolish a number of houses in the Old Road, Tollemache Close, Old Hall Lane and Four Lanes area.
- 3.1.2 Unfortunately, ecological surveys have demonstrated that a number of these houses, have the potential to accommodate bat roosts.
- 3.1.3 Due to COVID-19 restrictions, full residential bat surveys were unable to be completed prior to submission. As a result, a bat mitigation package is proposed, based on a precautionary worst-case scenario which relates to historic data from 2005, roost surveys from 2017/18, bat activity surveys in 2020 and an updated (and extended) data search in 2020.
- 3.1.4 Following discussions with Natural England, it has been identified that to obtain a European Protected Species (EPS) licence, the Scheme must provide a dedicated bat structure as part of the bat mitigation package to reduce the loss of day roosts (and potentially present maternity roosts).
- 3.1.5 The type, nature and location of the potential habitat identified requires the Structure to be located within a specific, identified area of the Scheme. This is to ensure it is:
- in close proximity to the existing roosts to be lost;
 - near to suitable habitat (e.g. broadleaved woodland and hedgerows); and
 - connected via several hedgerows to the wider landscape.
- 3.1.6 The proposed location for the Site has therefore been carefully chosen to meet the above criteria and replace the accommodation of the local bats affected by the Scheme.
- 3.1.7 The Scheme is required to connect existing road routes surrounded by Green Belt. The Case for the Scheme (this document) sets out that the location of the Scheme in the Green Belt and demonstrates that it is unavoidable to develop the Scheme outside this designation. As the Structure is required as mitigation for the Scheme, it is necessary to locate it as close as possible to the potential roosts affected and within a green corridor, to support future growth of the bat population. There is limited open space in proximity to the houses to be demolished and therefore the location of the Structure within the Green Belt is also necessary.

4. Description of the Structure

4.1.1 Details of the proposed design of the Structure and the design rationale are provided within this Chapter.

4.2 Nature and Scale

4.2.1 The intended Structure has been carefully designed based on existing natural stone vent structures (primarily the Mottram aqueduct air vents), which are found within the local area (see images below figure 4-1).

Figure 4-1 Existing natural stone vent structures



4.2.2 The Structure is intended to be approximately four to six metres high and up to two metres wide. It would be a cylindrical design with an appropriate roof structure.

4.2.3 The Structure would be designed to incorporate features suitable for a range of bat species and roost types. Whilst the Structure would be mainly designed for pipistrelle species, it would also be suitable for a range of additional potential, local species (including brown-long eared, and myotis species). It is proposed that the structure would include:

- A dedicated loft space measuring approximately two metres in diameter and including at least six internally fitted bat boxes (for example Kent bat boxes) and softwood battens to create a variety of roosting heights. At least three entrance holes or tiles would be located around the roof to allow access into the loft space, with gaps in the felt roof lining
- Two internal chambers with external access within the main body of the column with several access holes within the exterior to provide two further internal spaces for roosting bats

- At least one lockable door located externally and a maintenance hatch within the main column would be installed to allow monitoring by bat licensed individuals. The entrance would be designed into the Structure to be inconspicuous
- At least ten ridged roof tiles to provide crevices for additional external roosting
- At least ten bat bricks located within the external brick work for crevice dwelling species.

4.2.4 It is anticipated that the Structure would have the capacity to accommodate up to 200 bats, which would provide sufficient mitigation for the potential loss of the potential small common pipistrelle maternity roosts, as well as providing an abundance of day and/ or satellite roosts.

4.3 Appearance and Setting

4.3.1 To minimise potential impacts on the landscape and the setting of Listed Buildings, some of which are located approximately 100-150 metres from the Structure, (e.g. Dial Cottage, Dial House) a sensitive approach to the siting of the Structure and existing habitat will be taken. The Structure will be positioned behind retained trees, with proposals for additional planting that will provide screening for nearby local residents and heritage assets.

4.3.2 Native planting will be provided on the northern and western areas surrounding the Structure, to provide additional habitat and screening.

4.3.3 The Site is not easily accessible from any Public Rights of Way or from any residential areas, it is therefore not anticipated that the Structure would be subject to any significant anthropogenic disturbance.

4.3.4 The Structure will comprise a cylindrical natural stone design, which is based on similar existing structures found in the local landscape. Materials for the building envelope will be carefully chosen for their natural appearance and their local use (e.g. course stone) to blend in with the surrounding environment.

4.3.5 A review of the wider landscape context has confirmed the presence of several similar structures in the local area. With the presence of such structures, coupled with vegetation planting, is expected that the Structure will be inconspicuous and will not affect the openness of the Green Belt or the appearance of the local landscape.

5. Planning Policy Context

5.1 Introduction

5.1.1 The proposed siting and design of the Structure has considered below in the national, regional and local planning policy context. The planning policy review should be read in conjunction with the policy review for the wider Scheme, as set out in the Case for the Scheme. The main Case for the Scheme document is signposted throughout this Chapter to avoid repetition and the two documents should be considered in parallel.

5.2 National Policy Statement for National Networks (NPS NN)

5.2.1 Details of the NPS NN and its relevance to the Scheme, is set out in the Case for the Scheme, including a NPSNN Accordance Table. A summary of the key policies which are relevant to the ecological mitigation structure, are included below.

Need for road infrastructure

5.2.2 Paragraph 1.1 of the NPS NN highlights the need for nationally significant infrastructure projects (NSIPs) on the national road network in England and provides planning guidance for promoters of such schemes. The Structure forms an essential part of the mitigation strategy for the Scheme which seeks to address longstanding issues of connectivity, congestion, reliability, and safety of the strategic Trans-Pennine routes. Paragraph 2.2. of the NPS NN specifically highlights the critical need to improve the national networks, to address congestion.

Protecting the countryside/ Green Belt

5.2.3 Paragraphs 5.170 and 5.171 (Land use including open space, green infrastructure and Green Belt) outline that the general policies controlling development in the countryside apply equally to the Green Belts, however, in addition, there is a general presumption against inappropriate development within the Green Belt.

5.2.4 The Case for the Scheme has described that the Scheme should not be considered to be inappropriate development within the Green Belt. However, should it be considered that the Scheme does represent inappropriate development within the Green Belt, there are very special circumstances for the Scheme which it may be able to meet. As the Structure is required to mitigate potential impacts of the Scheme, it follows that it too does not represent inappropriate development in the Green Belt, or is able to fulfil very special circumstances.

Protecting the Environment

- 5.2.5 Paragraph 3.3 (Environmental and social impacts) expects applicants to avoid and mitigate environmental and social impacts of development in line with the principles set out in the NPPF and the Government's planning guidance. The Structure is one of the specific ecological compensation and mitigation measures proposed for the Scheme, as identified in the Biodiversity chapter of the Environmental Statement (ES)(Chapter 8) and it has been subsequently agreed with Natural England that such a structure would minimise the adverse effects of the Scheme on environmental receptors.

Biodiversity

- 5.2.6 Paragraph 4.22 (Habitats Regulations Assessment) requires applicants to seek the advice of Natural England with regard to development. Natural England has been consulted throughout the Scheme's design. Following recent advice, a draft licence is to be provided to Natural England which describes the mitigation strategy proposed for roosting bats associated with the Scheme. At Natural England's request, this includes details of the Structure
- 5.2.7 Paragraphs 5.22 and 5.23 (Biodiversity and ecological conservation) require environmental statements to clearly set out any likely significant effects on internationally, nationally, and locally designated sites of ecological or geological conservation importance on protected species, habitats, and other species. The Structure forms part of the mitigation proposed to minimise effects of the Scheme on biodiversity and conservation interests, as set out in the ES Biodiversity Chapter (TR010034/APP/6.3 Chapter 8), and subsequently agreed by Natural England.
- 5.2.8 Paragraphs 5.25 and 5.26 (Biodiversity and ecological conservation) requires developments to avoid significant harm to biodiversity and geological conservation interests. The Structure has been specifically sited and designed to mitigate the effects of the Scheme on bats and biodiversity, whilst considering other potential impacts.
- 5.2.9 Paragraph 5.35 (Biodiversity and ecological conservation: protection of other habitats and species) requires applicants to take measures to ensure that important species and habitats of principal importance for the conservation of biodiversity are protected from the adverse effects of development. With regard to paragraph 5.36, applicants are required to include appropriate mitigation measures as an integral part of their proposals, including identifying where and how developments will be designed and where necessary, minimise habitat fragmentation. The Structure seeks to enhance the existing habitats in the local area by creating new habitats of value.

Landscape and Visual Impact

- 5.2.10 Paragraphs 4.28 and 4.29 (Criteria for "good design" for national network infrastructure) highlight the importance of visual appearance when considering the design of new infrastructure, as well as functionality, fitness for purpose, sustainability, and cost. The Structure has been carefully designed and sited to address potential impacts on the landscape and visual amenity. The iterative design process has been informed by the ES, as well as regular engagement with key stakeholders. As such, the siting and design of the Structure has sought to minimise any effects.

5.2.11 Paragraphs 5.144 to 5.146 (Landscape and visual impacts) requires applicants of development, which is subject to Environmental Impact Assessment (EIA), to undertake an assessment of any likely significant landscape and visual impacts in the EIA and describe these in the environmental assessment. The Landscape and Visual chapter of the ES (Chapter 7, TR010034/APP/6.3) identifies that the impacts of the Scheme overall on the Green Belt, from the addition of new structural elements, would be negligible adverse, resulting in neutral effects which is not significant. Furthermore, the use of earthworks and planting would provide additional screening and integrate these structural elements into the landscape, helping to ensure that the overall character of the Green Belt remains largely unchanged.

Cultural Heritage

5.2.12 Paragraphs 5.126 and 5.127 (The historic environment) requires applicants of development which is subject to EIA to undertake an assessment of any likely significant heritage impacts in the EIA and describe these in the environmental assessment. Chapter 6 of the ES (TR010034/APP/6.3) concludes that with embedded mitigation and additional mitigation measures in place there would be no significant adverse impacts on any designated heritage assets in the locality of the Structure on completion of the Scheme.

5.3 The National Planning Policy Framework (NPPF) (2019)

5.3.1 Details of the NPPF policies are described in the Case for the Scheme. A summary of the key policies which are relevant to the Structure, are included below.

Sustainable Development

5.3.2 The NPPF describes that the purpose of the planning system is to contribute to the achievement of sustainable development (paragraph 7). It explains that achieving sustainable development means that the planning system has three overarching objectives (economic, social, and environmental), which are interdependent and need to be pursued in mutually supportive ways (paragraph 8). The significance of planning in developing the need for economic growth is stated in the overarching objectives, included in paragraph 8 of the NPPF.

5.3.3 The Scheme supports the delivery of NPPF sustainable development principles, by providing improved infrastructure to support economic growth within the wider region through delivering capacity enhancements to the strategic road network. The Structure supports these sustainability principles by minimising the adverse impacts of the Scheme on environmental and social receptors.

Protecting the countryside/ Green Belt

5.3.4 In terms of specific policies relevant to the Structure, development within the Green Belt is an issue of importance within the NPPF.

5.3.5 Paragraph 133 describes that the fundamental aim of Green Belt policy in the NPPF is to prevent urban sprawl by keeping land permanently open (the essential characteristics of Green Belts are their openness and their permanence). The Structure is small in scale and will not affect the openness of the Green Belt.

5.3.6 Paragraph 134 sets out that the Green Belt serves five purposes, which are tested below:

To check the unrestricted sprawl of large built-up areas

5.3.7 The Structure lies within a very small, partially screened, part of the Green Belt, within proximity to the main settlement and is part of the ecological mitigation and accompanying landscaping to support the Scheme. Given the limited nature, scale and extent of the Structure it is not considered that its construction would lead to an extension of the urban area or constitute further incursion into the Green Belt.

To prevent neighbouring towns from merging into one another, To assist in safeguarding the countryside from encroachment

5.3.8 The Structure is of a small scale and will be located within a partially screened area. Its development would not lead to the merging of two towns. Furthermore, it would not impact on or reduce the ability of the Green Belt to prevent neighbouring towns from merging or lead to encroachment of the countryside.

To preserve the setting and special character of historic towns

5.3.9 The Structure would not change the setting and character of historic towns within the Green Belt e.g. this part of Mottram.

To assist in urban regeneration by encouraging the recycling of derelict and other urban land

5.3.10 The Scheme requires a location in proximity to the potential bat roosts which are to be removed and therefore derelict or urban land is not suitable.

5.3.11 A Green Belt location for the Structure is required as all open space in the appropriate locality, and in proximity to the potential roosts being removed by the Scheme, falls within the Green Belt designation. The location of the Structure has been identified through consultation with environmental stakeholders.

5.3.12 The nature, scale, materials and landscaping proposed for the Structure (which is based on other similar structures found within the local area) indicate that there would not be any adverse impacts on the openness of the Green Belt in this location.

Biodiversity

5.3.13 Paragraph 170 sets out that planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing sites of biodiversity (in a manner commensurate with their statutory status or identified quality in the development plan). The Scheme will result in the demolition of a number of houses which have the potential to accommodate bat roosts. The Structure is part of the proposed bat mitigation package agreed with Natural England to mitigate against the loss of these roosts.

5.3.14 Paragraph 175 sets out that when determining planning applications, local planning authorities should refuse planning applications if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last

resort, compensated for. The Structure seeks to enhance the existing habitats in the local area by creating new habitats of value.

- 5.3.15 The Structure would not result in any significant, adverse impacts on biodiversity. Once the Structure and proposed landscape planting is in place, it is seen as enhancing the current ecological environment of the area. The overall effects on nature conservation are therefore beneficial.

Landscape and Visual

- 5.3.16 Section 11 of the NPPF sets out the need to conserve and enhance the natural environment, by protecting and enhancing valued landscapes. Paragraph 170 sets out that planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes.

- 5.3.17 The Structure has been carefully designed and sited to conserve and enhance the natural environment. The iterative design process has been informed by the ES, as well as regular engagement with key stakeholders. As such, the siting and design of the Structure has sought to minimise any adverse impacts on the landscape and visual amenity.

Cultural Heritage

- 5.3.18 Section 16 of the NPPF sets out the need to conserve and enhance the historic environment. Paragraph 193 requires development proposals to carefully consider potential impacts on the significance of designated heritage assets.
- 5.3.19 The conclusions reached in the ES are that the Scheme would not result in any direct significant impacts on designated or non-designated sites of historic value. To minimise potential impacts on the setting of nearby Listed Buildings a sensitive approach to the siting of the Structure and existing habitat has been taken. The Structure will be carefully sited behind retained trees and supported by proposals for additional planting/ screening.

5.4 Regional Policy

- 5.4.1 Transport and planning policy recognise the role that the Scheme can play in alleviating existing congestion along and surrounding the A57 route. The most recent draft of the Greater Manchester Spatial Framework (GMSF), the Publication Draft 2020, highlighted the anticipated sustained growth in jobs, the economy, and the population in Greater Manchester, including Tameside. The Scheme would contribute to delivering the aims and policies of the former GMSF, as well as the regional transport policies, by providing improved transport and community connectivity across the area, improved access to jobs and economic growth. The Structure is part of the ecological mitigation proposed to reduce the impacts of the Scheme.

5.5 Local Planning Policy

Tameside Unitary Development Plan (UDP) (2004) (saved 2007)

- 5.5.1 The saved policies of the Tameside UDP are the primary local development plan document for the Scheme given it is located mostly within the Tameside Local

Planning Authority area. The Structure is within Tameside and considered to be aligned with the key policies of the Tameside UDP as set out below.

Protecting the countryside/ Green Belt

- 5.5.2 Policy OL1 'Protection of the Green Belt' seeks to protect the Green Belt from inappropriate development. The Case for the Scheme describes that the Scheme is not inappropriate development in the Green Belt and if needed, can demonstrate very special circumstances. It is not possible to site the Structure outside of the Green Belt, as it needs to be near to existing habitat and all open space in the required area falls within the Green Belt designation. Therefore, the Structure is also not considered to represent inappropriate development in the Green Belt. The Structure would preserve the openness of the Green Belt and does not conflict with the wider purposes of Green Belt policy.

Biodiversity

- 5.5.3 Policy N3 'Nature Conservation Factors' requires development proposals which could have an impact on wildlife to fully consider the potential benefits to nature conservation in the design of the developments. The Scheme has considered the Council's Nature Conservation Strategy and the Greater Manchester Biodiversity Action Plan and comments from stakeholders, including Natural England, in mitigating the potential impacts of the Scheme. The Structure helps to conserve and enhance the habitat for bats and increase biodiversity.
- 5.5.4 Policy N7 'Protected Species' seeks to protect protected species, including bats. Development should be refused unless the applicant can demonstrate that any impacts can be successfully mitigated, and the population status of the species be maintained at current levels. The Structure will conserve and potentially enhance local biodiversity.

Landscape and Visual Impact

- 5.5.5 Policy OL10 'Landscape Quality and Character' requires development within the countryside to be sympathetic to its surroundings, and expects high standards of siting, design, materials, and landscaping. The Structure will demonstrate high standards of design and materials based on similar structures found in the local area. The Structure will also be screened, as previously described.

Cultural Heritage

- 5.5.6 Policy C6 'Setting of Listed Buildings' requires new development to preserve, and not detract from, the setting of Listed Buildings or structures. A small number of Listed Buildings, described previously, are present within the general locality the Structure. The Structure has been carefully sited and designed, with planting and screening included to minimise effects upon, protect the setting and significance of local heritage assets.

6. Conclusions

- 6.1.1 Highways England is seeking to secure DCO consent for the Scheme. The Structure forms part of the ecological mitigation and accompanying landscaping required to support the Scheme.
- 6.1.2 To mitigate for the loss of bat roosts to accommodate the Scheme, the Structure needs to be located within a specific area in close proximity to the existing roosts to be lost, near to suitable habitat (e.g. broadleaved woodland and hedgerows), and connected to the wider landscape. Consequently, the intended location for the Structure has been carefully chosen, through consultation with relevant stakeholders, to meet the above criteria.
- 6.1.3 The Structure is unable to meet its purpose if located outside the Green Belt, as all open space in the required area falls within the wide Green Belt designation. As demonstrated in this statement, similar to the case made for the Scheme itself, the Structure is not considered to represent inappropriate development in the Green Belt, does not conflict with the main purposes of Green Belt policy, and would not adversely impact the perception of the openness of the Green Belt in this location.
- 6.1.4 The small scale and localised nature of the Structure, and its sensitive design and use of materials based on similar structures found in the local area, is considered to be appropriate in this location. The use of mitigation planting and additional screening planting will integrate the Structure into the surrounding environment and minimise potential impacts on the landscape, visual amenity, and heritage assets.
- 6.1.5 The Structure provides ecological mitigation and supports wider biodiversity opportunities, aligning with sustainable development objectives. The Structure is considered to be in accordance with the provisions of national and local planning policy.

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Appendix D. COSA Assessment

A57 Link Roads Project: COSA Assessment

This report took the form of a letter, which was sent to Tameside MBC (11/03/21) and High Peak BC (25/03/21) for comment on the report below.

We are writing to you in relation to the A57 Link Roads project, which is a Development Consent Order (DCO) scheme, formerly known as the 'Trans-Pennine Upgrade'. The Scheme has been developed to address congestion issues and improve journeys in and around Mottram-in- Longdendale, Tameside. Atkins is a supplier to Highways England with regard to this scheme.

We are writing to you in respect of the Common Land, Opens Space and Allotments (COSA) Assessment we have undertaken to support the proposed DCO application for the Scheme, and we are seeking comments on the conclusions of this assessment.

COSA land is defined within Section 19 of the Acquisition of Land Act 1981 and such land which may require replacement within the DCO application. COSA land will be identified as Special Category Land within the Development Consent Order application.

We write to provide details of our assessment and conclusions regarding COSA land for your review and confirmation.

Please find the details of our assessment and conclusions below:

Background to the A57 Link Roads Project

The majority of the A57 Link Road Scheme is included in the Tameside Metropolitan Borough Council (TMBC) administration area, with a small area to the east of the Scheme, within the High Peak Borough Council (HPBC) and Derbyshire County Council (DCC) jurisdiction. The Scheme will primarily be constructed offline utilising greenspace around the village of Mottram; much of this greenspace is designated as Green Belt within the Tameside Unitary Development Plan (UDP).

We are currently preparing the finer details of the Scheme design, following public and stakeholder consultation. The most recent description of the Scheme is provided in the Preliminary Environmental Information Report, which will be updated in the DCO application, however this description remains applicable. A hyperlink to the Scheme description is provided:

[PW Integrated Template \(citizenspace.com\)](https://www.citizenspace.com)

COSA Assessment

As described, to support the proposed DCO application a short COSA Assessment has been prepared. The objective of the COSA Assessment is to determine land within the DCO Scheme boundary which might be identified as COSA land (common land, open space, allotments etc).

Open space is the most challenging to define of the three types of COSA land to define accurately. For the purposes of this assessment, the definition of open space within sub-section 19(4) of the Acquisition of Land Act 1981¹ is used: "*any land laid out as a public garden or used for the purposes of public recreation, or land being a disused burial ground*".

Methodology

Stage 1: Desktop review and first sieve

The first stage of the assessment involved a visual, desktop assessment (using aerial photographs) of the 161 land plots, which fall within the DCO Scheme boundary, to identify areas of possible open space.

The 161 land plots which have been assessed are shown on four Plot Identification Sheets enclosed within this letter (Drawing References: GH-140269001-PIP-2001 Rev. P05, GH- 140269001-PIP-2002 Rev. P04, GH-140269001-PIP-2003 Rev. P06 and GH-140269001-PIP-2004 Rev. P03).

Stage 2: Detailed analysis

The second stage of the evaluation involved a more detailed analysis of the land plots that remained following the first sieve, using the following data sources:

- Ordnance Survey (OS) mapping;
- Aerial photography²;
- Site visits;
- TMBC's Planning approvals database³;
- HPBC's Planning approvals database⁴;
- TMBC's Unitary Development Plan (UDP, 2004), including the UDP Proposals Map⁵;
- HPBC's Adopted Local Plan (2016), including Interactive Local Plan Map⁶;
- TMBC's Open Space, Sport and Recreation Study 2017/18, including the Tameside Local Plan Open Space Assessment Maps⁷;
- HPBC's Playing Pitch Strategy and Action Plan (2018), Playing Pitch Strategy Assessment Report (2017), Open Space Study (2017), Open Space Standards Paper (2017) ⁸;
- TMBC's Public Rights of Way Mapping (PRoW)⁹; and
- WebGIS.

The aim of the second stage was to identify:

- the current land use/typography;
- the degree of public accessibility;
- whether any Public Rights of Way or National Cycle Routes run through the open space;
- any relevant current Tameside UDP designations, as shown on the Tameside UDP Proposals Map;
- any relevant open space or recreation designations, as set out in the Tameside Open Space, Sport and Recreation Review (2018) and shown on the Tameside Local Plan Open Space Assessment Maps; and
- any additional characteristics/information, such as site fencing, seating, public access, and vegetation cover, obtained through site visits.

¹ Acquisition of Land Act 1981 (legislation.gov.uk)

² Mottram in Longdendale - Google Maps

³ Map Search (tameside.gov.uk)

⁴ Interactive planning map - High Peak Borough Council

⁵ Tameside UDP Site (addresscafe.com)

⁶ Interactive local plan map - High Peak Borough Council

⁷ <https://www.tameside.gov.uk/TamesideMBC/media/Planning/Tameside-OSR-Full-Combined-document.pdf>

⁸ Sports, recreation and tourism - High Peak Borough Council

⁹ Tameside Maps

Key conclusions of the assessment Stage

1: Desktop review and first sieve

The first stage of the assessment considered each of the 161 land plots which fall within the DCO boundary. Table A1 in Appendix A shows the land use/typography for each of the land plots. Through this assessment, the types of land listed below (comprising 97 land plots) were discarded as they did not meet the COSA criteria as they were obviously roads, footways, houses, rivers, commercial land etc. Full details of these discarded land plots, including the individual land plots references, are provided in Table A2 in Appendix A.

- Residential – 48 land plots;
- Road – 21 land plots;
- Road/footway – nine land plots;
- Road/cycleway/commercial – one land plot;
- Road/ bus stop – two land plots;
- Road (forming bus stop) and footway – one land plot;
- Road, residential – one land plot;
- Footway – seven land plots;
- Footway/road/bus stop – one land plot;
- Footway/footbridge – one land plot;
- Footway/paved area - one land plot;
- Hardstanding – one land plot;
- River - two land plots; and
- Electricity sub-station - one land plot.

The desktop analysis found that 64 of the land plots required further analysis, as additional information was required to identify the exact land use. These 64 land plots were considered in more detail in the next stage (Stage 2) of the assessment.

Please note that the 64 land plots include five land plots which border, but fall just outside, the TMBC local authority area, within the High Peak BC area. These plots have also been included in the assessment for reference purposes.

Stage 2: Detailed analysis

This second stage of assessment involved a more detailed analysis of the remaining 64 land plots, which required further assessment to understand if they fulfilled the COSA criteria. A detailed evaluation of these land plots is set out in Appendix B, with individual pro-forma completed for each of the land plots.

It should be noted that the pro-formas completed for the land plots, which fall within the HPBC area, are highlighted in blue, to differentiate from those which fall within the TMBC area.

The location of each of the land plots is shown in Appendix C and referenced on the enclosed Plot Identification Sheets, with photos provided in Appendix D where available.

The following land uses/ typographies were identified during the detailed assessment for the 64 land plots:

- Agricultural land – 16 land plots;
- Agricultural land and former access point – one land plot;
- Agricultural land, pylon – one land plot;
- Agricultural land, shrubs – one land plot;
- Agricultural land, farm track – two land plots;
- Agricultural land, pony paddock – two land plots;
- Predominantly agricultural land – one land plot;
- Fields and former field entrances – nine land plots;
- Footway, highway verge and bus stop – one land plot;
- Footway, road, verge - one land plot;
- Greenfield land, adjacent track – one land plot;
- Hardstanding – two land plots;
- Highway verge, vegetation – three land plots;
- Road, highway verge – three land plots;
- Road, highway verge, footway, cycle path – one land plot;
- Road, footway, vegetation – one land plot;
- Road, footway, verge – two land plots;
- Road (predominantly road with some footway, grass verge and bus shelter) – one land plot;
- Road, roundabout, highway verge – one land plot;
- Vegetation – five land plots;
- Vegetation, river – two land plots;
- Vegetation, trees/field – one land plot;
- Vegetation, tree cover – one land plot;
- Vegetation, pond - one land plot;
- Vegetation/woodland – three land plots;
- Woodland – one land plot

For 56 of the 64 land plots, assessed at Stage 2, were not identified as fulfilling the COSA criteria and as such were excluded from further assessment.

The remaining eight land plots were investigated further through site visits, as stated previously, to determine their correct status. The findings of these detailed assessments are set out below:

Land Plot 1116

Location

This land plot is shown towards the left centre of Plot Identification Sheet 2 of 4 (Drawing Reference. GH-140269001-PIP-2002 Rev. P04) with an aerial screenshot¹⁰ and extract of the location map¹¹ provided below.

¹⁰ [Mottram in Longdendale - Google Maps](#)

¹¹ Plot Identification Sheet 2 of 4 (Drawing Reference. GH-140269001-PIP-2002 Rev. P04)



Characteristics

This land plot is agricultural land, however it is noted that a cricket pitch was historically located within the land plot, to the east, adjacent to the residential area. This area of land was recorded on 9th February 2007 within the Highways Agency's Compulsory Purchase Order as a 'disused cricket ground'¹². It is understood that prior to this, the site was used by Staley St Paul's Cricket Club, which is now located at Gorse Hall Road, Dukinfield SK16 5HN. Staley St Paul's Cricket Club took over the new ground at Gorse Hall Road from Stalybridge Cricket Club when it folded. Research indicates that the pitch within the land plot has been disused for at least 14 years and the Highway's England's project team has been informed by the landowner that crops are planted within the area that was once used for cricket, and have been for some time.

Further evaluation:

Further evaluation of the disused cricket pitch, part of Land plot 1116 ('the Site'), confirms the following:

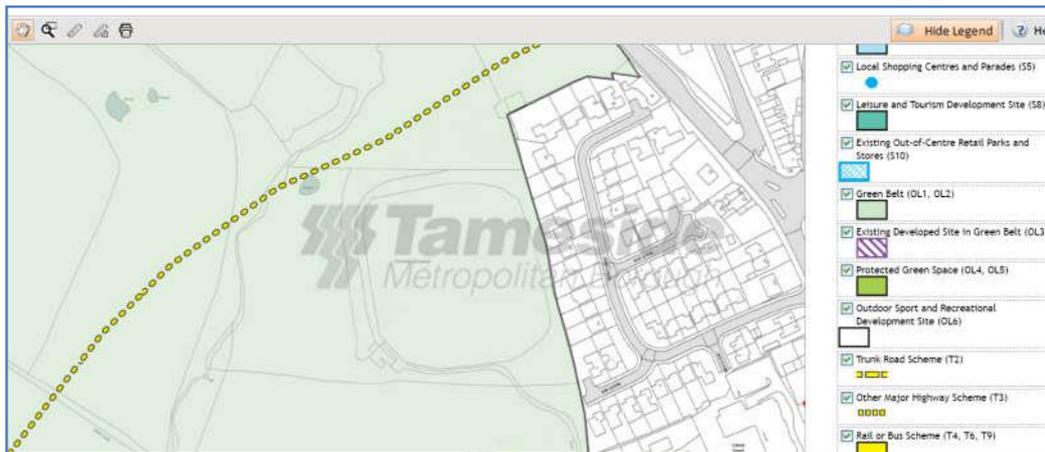
- The Tameside Playing Pitch Strategy 2010¹³ did not list the Site to the rear of Four Lanes as a cricket pitch; only the following three sites within Longdendale (where the Site is located) were included in the Strategy: Broadbottom CC, Mottram Road; Mottram CC, Broadbottom Road; and Spring Street.
- The Tameside Playing Pitch Strategy 2015-2025 (2016)¹⁴ does not list the Site.
- The TMBC Unitary Development Plan (2004), as shown on the UDP Proposals Map¹⁵, does not designate or allocate the Site as a playing field. The Site falls within a wider Green Belt designation.

¹² Highways | The Gazette

¹³ PPG17 Sports Facility Assessment (tameside.gov.uk)

¹⁴ [Tameside Playing Pitch Strategy.pdf](#)

¹⁵ [Tameside UDP Site \(addresscafe.com\)](#)



- The TMBC Open Space, Sport and Recreation Review 2018¹⁶ identifies the Site's topography to be 'Natural space and countryside', with its primary purpose described as 'wildlife conservation, biodiversity and environmental education and awareness'. The Site is not identified as land for Outdoor Sport/ Recreation.



- A review of TMBC's online planning application system¹⁷ identifies there is no recent planning history for the Site. The last planning history for the Site was a retrospective planning permission granted in 1999 for the extension to the cricket pavilion and surfacing works to the car park (Planning reference 99/20858/FUL) and telecommunications pre- application consultations (Planning reference 99/20859/NCD), also in 1999.
- Historic Google Earth mapping (see below) identifies that the cricket pitch was no longer in use by September 2005, with the pitch overgrown at that stage and scrub developing. This disused state is further highlighted in aerial imagery from June 2009.

¹⁶ <https://www.tameside.gov.uk/TamesideMBC/media/Planning/Tameside-OSR-Full-Combined-document.pdf>

¹⁷ [Map Search \(tameside.gov.uk\)](#)



- Google Earth imagery from June 2018 clearly shows the Site is being used for agricultural purposes, with information provided to Highways England confirming that crops have been grown on the Site for a number of years.



- Recent photographs of the Site (February 2021) clearly show that the cricket pitch is overgrown, no longer in use as a playing field and now used for agricultural purposes.



Conclusion

There is clear evidence from a variety of sources that the Site has not been used as a cricket pitch for more than 14 years and does not support any other public recreation. The former use has lapsed, and the Site is clearly not suitable for cricket or any other sports. The pitch is illegible and overgrown, the pavilion is derelict, and no parking facilities or formal access now exists. It is now considered to be agricultural land. The Site's primary value has been identified by TMBC as supporting Green Belt purposes and wildlife conservation /biodiversity.

In summary, the Site is agricultural land which has not been used as a playing pitch for a significant period of time and would require substantial expenditure to be developed as in/formal cricket pitch. Therefore, the Site is not considered to be COSA or a playing pitch.

Land Plot 1170

Location

Land plot 1170 is shown towards the right centre of Plot Identification Sheet 2 of 4 (Drawing Reference. GH-140269001-PIP-2002 Rev. P04) with an aerial screenshot¹⁸ and extract of the map¹⁹ provided below.

The land plot is situated along the east and north of Old Hall Lane.



Characteristics

This land plot comprises an elongated tree belt, including root protection areas and smaller vegetation. The land generally slopes towards Old Hall Lane and its junction with Tollemache Close. The land is enclosed with barbed wire fencing, however there is evidence that it is used by the public as litter and footprints were evident on the site visit. A PRoW runs adjacent to the western boundary of the Site, along Old Hall Lane.

Further evaluation

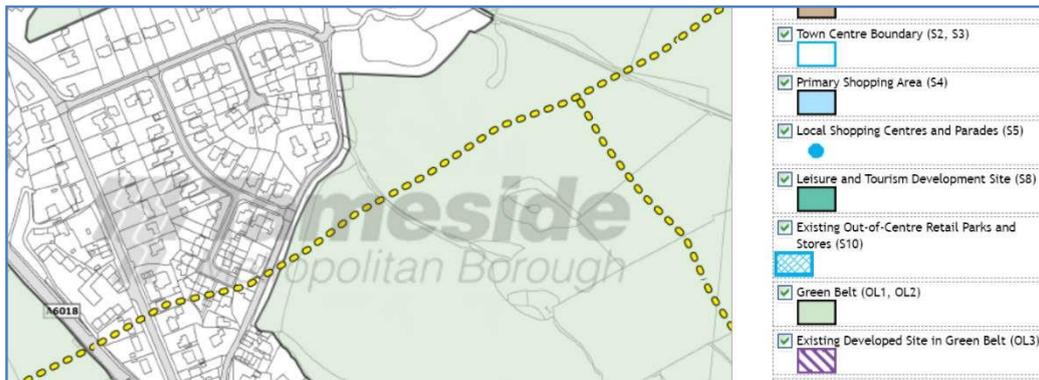
Further evaluation of the land confirms the following:

- The TMBC Unitary Development Plan (2004), as shown on the UDP Proposals Map²⁰, does not designate or allocate the land. The land falls within a wider Green Belt designation, with the Safeguarded Highway Route (PRoW) running through (see below).

¹⁸ [Mottam in Longendale - Google Maps](#)

¹⁹ [Plot Identification Sheet 2 of 4 \(Drawing Reference. GH-140269001-PIP-2002 Rev. P04\)](#)

²⁰ [Tameside UDP Site \(addresscafe.com\)](#)



- The TMBC Open Space, Sport and Recreation Review 2018²¹ identifies the land's topography to be 'Natural space and countryside', with its primary purpose described as 'wildlife conservation, biodiversity and environmental education and awareness'.



- A review of TMBC's online planning application system²² identifies there is no recent planning history for the land.
- TMBC Tree Preservation Order (TPO) mapping²³ identifies the trees in the northern part of the land plot (beyond the junction of Old Hall Lane and Tollemache Close) are covered by a group TPO (TPO Reference W2).
- Photographs show that the land is fenced off with barbed wire and slopes towards Old Hall Lane and Tollemache Road (see below). A PRoW runs north to south adjacent to the land plot, along Old Hall Lane.



²¹ <https://www.tameside.gov.uk/TamesideMBC/media/Planning/Tameside-OSR-Full-Combined-document.pdf>

²² Map Search (tameside.gov.uk)

²³ [Tameside Maps](#)



Conclusion

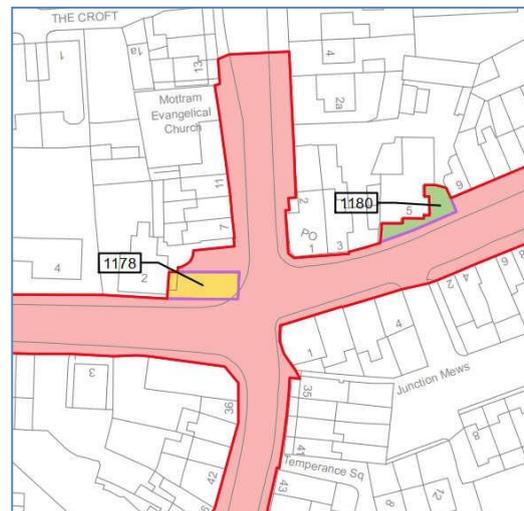
There is evidence that the land is fenced around its perimeter with barbed wire (the fence has been knocked down in some places but is still present). It is therefore not publicly accessible and does not support public recreation. The Site is heavily vegetated and is considered to be woodland/vegetation, with a group TPO. The land's primary value has been identified by Tameside MBC as supporting Green Belt purposes and wildlife conservation /biodiversity. The land is not considered to meet the COSA criteria.

Land Plots 1178 and 1179 (amended to plots 8/2, 8/3 and 8/4 in the Book of Reference)

Location

Land plots 1178 (yellow) and 1179 (pink) are shown at the bottom, centre of Plot Identification Sheet 2 of 4 (Drawing Reference. GH-140269001-PIP-2002 Rev. P04) with an aerial screenshot²⁴ and extract of the map²⁵ provided below.

The land plots are situated off the junction of Hyde Road/ Mottram Moor/ Stalybridge Road/ B6174, at the corner of Hyde Road and Stalybridge Road, between residential properties at No. 2 Hyde Road and No. 7 Stalybridge Road.



Characteristics

²⁴ [Mottram in Longendale - Google Maps](#)

²⁵ Plot Identification Sheet 2 of 4 (Drawing Reference. GH-140269001-PIP-2002 Rev. P04)

The land plots include highway and an area of open hardstanding/paved with benches. The paved area, at the corner of Hyde Road/ Stalybridge Road, is not considered to be within the highway boundary. The adjacent highway land immediately to the north (part of land plot 1179 coloured pink) also includes a section of the paved area, which accommodates seating and public art.

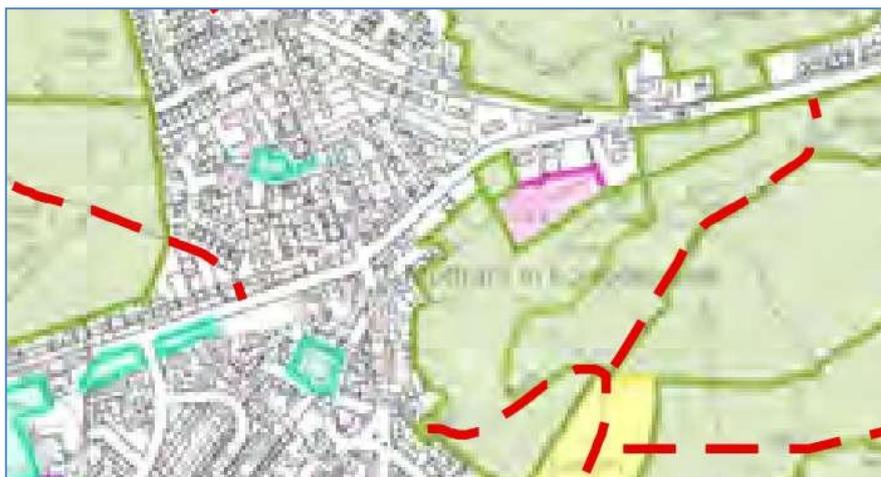
Further evaluation

Further evaluation of this part of the land confirms the following:

- The TMBC Unitary Development Plan (2004), as shown on the UDP Proposals Map²⁶, does not designate or allocate the land. The land falls within the wider Mottram Conservation Area.
- The TMBC Open Space, Sport and Recreation Review 2018²⁷ identifies the land's typography as



'Township', within the township boundary of Longendale. There are no additional typographies for the land.



- A review of TMBC's online planning application system²⁸ identifies there is no recent planning history for the land.

²⁶ [Tameside UDP Site \(addresscafe.com\)](https://www.addresscafe.com)

²⁷ <https://www.tameside.gov.uk/TamesideMBC/media/Planning/Tameside-OSR-Full-Combined-document.pdf>

²⁸ [Map Search \(tameside.gov.uk\)](https://www.tameside.gov.uk)



- The below photograph of the land shows its proximity to highways land, the hardstanding/paved area and bench/seating. The land immediately adjacent to the north which is highways land includes a continuation of the paved area, further bench/seating, and an information board.



Conclusion

The land plots have been renamed in the Book of Reference and are now named 8/2, 8/3 and 8/4.

This area is not considered to be part of the highway. The land is open and publicly accessible, with a hardstanding/paved area, public art, and seating.

The land is considered to be COSA and will be required with regards to the widening of the existing highway.

Land Plots 1211 and 1218

Location

Land plots 1211 and 1218 are adjacent to one another, towards the right, top of Plot Identification Sheet 3 of 4 (Drawing Reference. GH-140269001-PIP-2003 Rev. P06), with an aerial screenshot²⁹ and an extract of the map³⁰ provided below.

This land runs along Mottram Moor, from the west of Coach Road, past the Junction with Wednesough, towards the war memorial.

²⁹ [Mottram in Longdendale - Google Maps](#)

³⁰ Plot Identification Sheet 3 of 4 (Drawing Reference. GH-140269001-PIP-2003 Rev. P06)



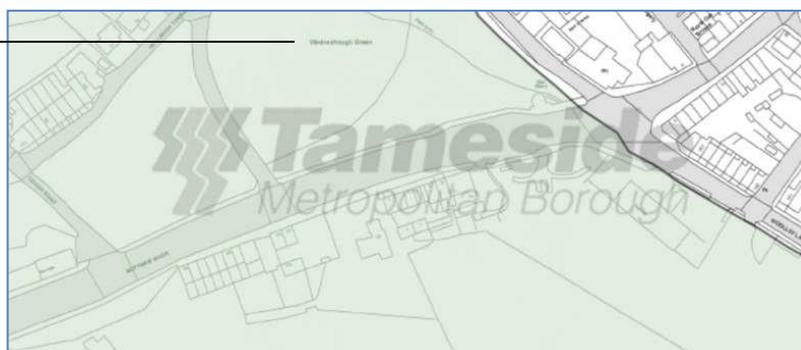
Characteristics

The land plots are predominantly highway (Mottram Road, including the junctions with Coach Road and Wednesough Road), with a footway running adjacent and an area of highway verge.

Further evaluation

Further evaluation of the land confirms the following:

- The TMBC Unitary Development Plan (2004), as shown on the UDP Proposals Map³¹, does not designate or allocate the land. The land falls within a wider Green Belt designation.



³¹ [Tameside UDP Site \(addresscafe.com\)](http://addresscafe.com)

- The TMBC Open Space, Sport and Recreation Review 2018³² identifies the land's topography as 'Township', within the township boundary of Longendale. There are no additional topographies for the land. The land to the north of the land plot is Wedneshough/ Wedneshough Green which is identified as Amenity Space.



- A review of TMBC's online planning application system³³ identifies there is no recent planning history for the land. The land is mostly shown as road and hardstanding.
- Photographs of the land show the highway (Mottram Moor and the junctions with Coach Road and Wedneshough), with the footway running adjacent and small area of highway verge. The land adjacent to the north in Wedneshough/ Wedneshough Green.



³² <https://www.tameside.gov.uk/TamesideMBC/media/Planning/Tameside-OSR-Full-Combined-document.pdf>

³³ [Map Search \(tameside.gov.uk\)](#)



Conclusion

This land is predominantly highway and footway, with an area of highway verge running adjacent. Highways England has amended the DCO/red line boundary in this area to ensure that it matches the highway boundary and no open space is taken, particularly given the sensitivities around potential impacts on the war memorial.

Possible COSA land has been removed from the Scheme in this area.

Land Plots 1134 and 1127 (amended in the Book of Reference to plots 2/6, 3/3a and 3/30)

Location

Land plots 1134 and 1127 are shown towards the top, centre of Plot Identification Sheet 2 of 4 (Drawing Reference. GH-140269001-PIP-2002 Rev. P04) with a screenshot provided below³⁴.

The land plots are situated to the immediate east of Roe Cross Road, running northwards from the junction of Rose Cross Road and Old Road.



Characteristics

The land plots include highway, footway/pavement, plus a narrow, grassed highway verge with a bus stop and bench. The footway runs north to south along Roe Cross Road from the Junction with Old Road, with the highway verge adjacent and Mottram near Old Road bus stop located towards the centre of land plot 1134.

Further evaluation

³⁴ [Mottram in Longdendale - Google Maps](#)

Further evaluation of the land confirms the following:

- The TMBC Unitary Development Plan (2004), as shown on the UDP Proposals Map³⁵, does not designate or allocate the land.



- The TMBC Open Space, Sport and Recreation Review 2018³⁶ identifies the land's topography to be 'Township', within the township boundary of Longdendale. There are no additional typographies identified for the land.



- A review of TMBC's online planning application system³⁷ identifies there is no recent planning history for the land.
- Photographs taken during a recent site visit (shown below), identify that the land may potentially constitute open space. A bench/seated area is located in the southern part of the land, off the junction of Roe Cross Road and Old Road, just outside the green area.

³⁵ [Tameside UDP Site \(addresscafe.com\)](https://www.addresscafe.com)

³⁶ <https://www.tameside.gov.uk/TamesideMBC/media/Planning/Tameside-OSR-Full-Combined-document.pdf>

³⁷ [Map Search \(tameside.gov.uk\)](https://www.tameside.gov.uk)



Conclusion

The land plots have been renumbered in the Book of Reference to plots 2/6, 3/3a and 3/30.

Evidence from TMBCs various interactive mapping services does not suggest that this is COSA land, however a site visit indicated that there is bench on this publicly accessible site, that could support low level recreation.

The Site is therefore considered to be COSA land and will be required to support the widening of the existing highway.

Overall Conclusion

| Land plots | Conclusion |
|--|---|
| 1116 | Not COSA land – no public access, agricultural land |
| 1170 | Not COSA land – no public access |
| 1178/1179 BoR Plots 8/2, 8/3 and 8/4 | COSA land requirement is required to support works to the existing highway and for road widening. |
| 1211/1218 | Not required – Scheme boundary moved |
| 1134/1127 BoR Plots 2/6, 3/3a and 3/30 | COSA land requirement is required to support works to the existing highway and for road widening |

Of the eight land plots assessed in more detail, four are considered to be categorised as COSA land.

Two land plots (plots 1178 and 1179, **BoR plots 8/2, 8/3 and 8/4**) are required to support works to the existing highway.

Two land plots (plots 1134 and 1127 **BoR plots 2/6, 3/3a and 3/30**) are required on a permanent basis; however, the sections of land required are very small and are very close to the highway.

The extract from the SoR [TR010034/APP/4.1] demonstrates that replacement land is not required as the COSA land is to be taken for the widening of the existing highway and the giving of land in exchange is unnecessary.

| Land plots | Size (sq metres) | Current Use |
|------------|------------------|---|
| 2/6 | 27 | Highway verge |
| 3/3a | 242 | Highway verge (woodland in larger plot) |
| 3/30 | 4 | Open space/paved area |
| 8/2 | 95 | Paved area, footway and statue |
| 8/3 | 81 | Paved area, footway and statue |
| 8/4 | 24 | Paved area and highway |
| TOTAL | 473 or 0.047 | |

The land considered to be COSA totals 0.047 hectares of land to be permanently acquired.

This report was sent as a letter to Tameside MBC and High Peak BC. High Peak BC requested that its relevant planning policy was added to the document, which has been completed

APPENDIX A: Current Land Use

**Table A1: Land Use/Typography for all Land Plots
(N/A relates to land plots which are no longer part of the Scheme)**

| Land Plot Reference. | Mapping of Land Plot (Plot Identification Sheet) | Land Use/Typography |
|-----------------------------|---|--|
| 1100 | N/A | Road |
| 1103 | N/A | Road |
| 1104 | N/A | Road, highway verge, footway, cycle path |
| 1105 | N/A | Road |
| 1106 | N/A | Road |
| 1109 | N/A | Road |
| 1110 | Sheet 1 of 4 | Road, roundabout, highway verge |
| 1111 | Sheet 1 of 4 | Agricultural land, Shrubs |
| 1113 | Sheet 1 of 4 | Road, highway verge |
| 1114 | Sheet 1 of 4 | Road, footway |
| 1115 | Sheets 1 of 4 and 2 of 4 | Agricultural land, pylon |
| 1116 | Sheet 2 of 4 | Agricultural land/pony paddock |
| 1117 | N/A | Residential |
| 1118 | Sheet 2 of 4 | Agricultural land/pony paddock |
| 1119 | N/A | Residential |
| 1120 | N/A | Residential |
| 1121 | N/A | Residential |
| 1122 | N/A | Residential |
| 1123 | N/A | Residential |
| 1124 | N/A | Residential |
| 1125 | N/A | Residential |
| 1126 | N/A | Residential |
| 1127 | Sheet 2 of 4 | Road, footway, verge |
| 1130 | N/A | Residential |
| 1131 | N/A | Residential |
| 1132 | N/A | Residential |
| 1133 | N/A | Residential |
| 1134 | Sheet 2 of 4 | Footway, highway verge and bus stop |
| 1135 | N/A | Residential |
| 1136 | N/A | Residential |
| 1137 | N/A | Residential |
| 1138 | N/A | Residential |
| 1139 | N/A | Residential |
| 1140 | N/A | Residential |
| 1141 | N/A | Residential |
| 1142 | N/A | Residential |

| | | |
|------|--------------------------|-------------------------------------|
| 1143 | N/A | Residential |
| 1144 | N/A | Residential |
| 1145 | N/A | Residential |
| 1146 | N/A | Residential |
| 1147 | N/A | Residential |
| 1149 | N/A | Residential |
| 1150 | N/A | Residential |
| 1151 | N/A | Residential |
| 1152 | N/A | Residential |
| 1153 | N/A | Residential |
| 1154 | N/A | Residential |
| 1155 | N/A | Residential |
| 1157 | N/A | Road |
| 1158 | N/A | Residential |
| 1159 | N/A | Residential |
| 1160 | N/A | Residential |
| 1161 | N/A | Road |
| 1162 | N/A | Residential |
| 1163 | N/A | Residential |
| 1164 | N/A | Residential |
| 1165 | N/A | Residential |
| 1166 | N/A | Residential |
| 1167 | N/A | Residential |
| 1168 | N/A | Residential |
| 1169 | N/A | Residential |
| 1170 | Sheet 2 of 4 | Vegetation, trees cover |
| 1171 | Sheet 2 of 4 | Agricultural land |
| 1172 | N/A | Hardstanding |
| 1173 | Sheet 2 of 4 | Predominantly agricultural land |
| 1174 | Sheet 2 of 4 | Agricultural land |
| 1176 | Sheets 2 of 4 and 3 of 4 | Agricultural land |
| 1177 | N/A | Road (forming bus stop) and footway |
| 1178 | Sheet 2 of 4 | Hardstanding |
| 1179 | Sheet 2 of 4 | Hardstanding |
| 1180 | N/A | Footway/paved area |
| 1184 | Sheets 2 of 4 and 3 of 4 | Agricultural land |
| 1192 | Sheet 3 of 4 | Fields |
| 1193 | N/A | Footway |
| 1194 | Sheet 3 of 4 | Road/footway/vegetation |
| 1195 | Sheet 3 of 4 | Field |
| 1196 | Sheet 3 of 4 | Field |
| 1197 | N/A | Road/footway |
| 1198 | N/A | Footway/road/bus stop |
| 1199 | Sheet 3 of 4 | Agricultural land |
| 1200 | Sheet 3 of 4 | Electricity sub-station |
| 1201 | N/A | Road/bus stop |

| | | |
|------|--------------------------|--|
| 1202 | N/A | Road/bus stop |
| 1203 | N/A | Road |
| 1204 | N/A | Road/footway |
| 1205 | Sheet 3 of 4 | Field |
| 1206 | N/A | Road/footway |
| 1207 | N/A | Road/footway |
| 1208 | N/A | Road/footway |
| 1209 | N/A | Road/footway |
| 1210 | N/A | Road/footway |
| 1211 | Sheet 3 of 4 | Road (predominantly road with some footway, grass verge and bus shelter) |
| 1212 | N/A | Road |
| 1214 | Sheet 3 of 4 | Vegetation, trees/field |
| 1215 | Sheet 3 of 4 | Vegetation, woodland |
| 1216 | Sheets 3 of 4 and 4 of 4 | Agricultural land |
| 1217 | N/A | Road |
| 1218 | Sheet 3 of 4 | Road/footway/verge |
| 1221 | N/A | Road/footway |
| 1223 | Sheet 3 of 4 | Footway/road/verge |
| 1225 | N/A | Road |
| 1226 | N/A | Road |
| 1227 | N/A | Footway/footbridge |
| 1228 | N/A | Road (River runs below) |
| 1229 | N/A | Road |
| 1230 | Sheet 4 of 4 | Vegetation, pond |
| 1231 | Sheet 4 of 4 | Agricultural land |
| 1232 | Sheet 4 of 4 | Vegetation |
| 1233 | Sheet 4 of 4 | Vegetation, river |
| 1234 | Sheet 4 of 4 | Highway verge/vegetation |
| 1236 | N/A | River |
| 1237 | Sheet 4 of 4 | Agricultural land |
| 1238 | Sheet 4 of 4 | Agricultural land/farm track |
| 1239 | Sheet 4 of 4 | Agricultural land |
| 1241 | Sheet 4 of 4 | Agricultural land |
| 2000 | N/A | Residential |
| 2002 | N/A | Road |
| 2003 | N/A | Road |
| 2006 | N/A | Road |
| 2008 | Sheet 2 of 4 | Agricultural land, including former access |
| 2010 | N/A | Residential |
| 2011 | N/A | Footway |
| 2012 | Sheet 2 of 4 | Greenfield land, adjacent track |
| 2013 | Sheet 3 of 4 | Agricultural land |
| 2014 | Sheet 3 of 4 | Agricultural land |
| 2015 | Sheet 3 of 4 | Agricultural land/farm track |
| 2016 | Sheet 3 of 4 | Agricultural land |

| | | |
|------|--------------|------------------------------|
| 2019 | Sheet 3 of 4 | Fields/former field entrance |
| 2020 | Sheet 3 of 4 | Field |
| 2021 | Sheet 3 of 4 | Agricultural land |
| 2022 | N/A | Road |
| 2023 | N/A | Road |
| 2025 | N/A | Footway |
| 2026 | N/A | Road |
| 2027 | N/A | Footway |
| 2028 | N/A | Footway |
| 2029 | N/A | Footway |
| 2034 | Sheet 4 of 4 | Vegetation |
| 2038 | Sheet 2 of 4 | Woodland, vegetation |
| 2039 | Sheet 2 of 4 | Woodland, vegetation |
| 2040 | N/A | Residential |
| 2041 | N/A | Residential |
| 2042 | Sheet 3 of 4 | Vegetation |
| 2043 | Sheet 3 of 4 | Vegetation |
| 2044 | Sheet 3 of 4 | Field |
| 2045 | Sheet 3 of 4 | Field |
| 2047 | N/A | Road, Residential |
| 2048 | N/A | Road |
| 2052 | Sheet 2 of 4 | Footway |
| 2056 | Sheet 3 of 4 | Vegetation |
| 2058 | N/A | River |
| 2059 | Sheet 4 of 4 | Woodland |
| 2060 | Sheet 3 of 4 | Agricultural land |
| 2061 | Sheet 1 of 4 | Road, highway verge |
| 2062 | Sheet 1 of 4 | Highway verge |
| 2063 | Sheet 1 of 4 | Road, highway verge |
| 2064 | Sheet 1 of 4 | Highway verge |
| 2065 | Sheet 3 of 4 | Agricultural land |
| 2066 | Sheet 3 of 4 | Field |
| 2067 | Sheet 4 of 4 | Riverbank, vegetation |
| 2068 | Sheet 1 of 4 | Road, cycleway, commercial |

Table A2: Non-COSA land plots, including Land Plot references

| Land Use/Typography | No. of land plots | Land Plot Reference |
|-------------------------------------|--------------------------|--|
| Residential | 48 | 1117, 1119, 1120, 1121, 1122, 1123, 1124, 1125, 1126, 1130, 1131, 1132, 1133, 1135, 1136, 1137, 1138, 1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146, 1147, 1149, 1150, 1151, 1152, 1153, 1154, 1155, 1158, 1159, 1160, 1162, 1163, 1164, 1165, 1166, 1167, 1168, 1169, 2000, 2010, 2040, 2041 |
| Road | 21 | 1100, 1103, 1105, 1106, 1109, 1157, 1161, 1203, 1212, 1217, 1225, 1226, 1228, 1229, 2002, 2003, 2006, 2022, 2023, 2026, 2048 |
| Road/footway | 9 | 1114, 1197, 1204, 1206, 1207, 1208, 1209, 1210, 1221 |
| Road/cycleway/commercial | 1 | 2068 |
| Road/ bus stop | 2 | 1201, 1202 |
| Road (forming bus stop) and footway | 1 | 1177 |
| Road, residential | 1 | 2047 |
| Footway | 7 | 1193, 2011, 2025, 2027, 2028, 2029, 2052 |
| Footway/road/bus stop | 1 | 1198 |
| Footway/footbridge | 1 | 1227 |
| Footway/paved area | 1 | 1180 |
| Hardstanding | 1 | 1172 |
| River | 2 | 1236, 2058 |
| Electricity sub-station | 1 | 1200 |
| Total | 97 | |

Table A3: Land Use/Typography for potential COSA land plots, including Land Plot references, for further investigation/proforma development

| Land Use | No. of land plots | Plot/ Plot number |
|--|-------------------|--|
| Agricultural land | 16 | 1171, 1174, 1176, 1184, 1199, 1216, 1231, 1237, 1239, 1241, 2013, 2014, 2016, 2021, 2060, 2065 |
| Agricultural land, including former access | 1 | 2008 |
| Agricultural land, pylon | 1 | 1115 |
| Agricultural land, shrubs | 1 | 1111 |
| Agricultural land, farm track | 2 | 1238, 2015 |
| Agricultural land, pony paddock | 2 | 1116, 1118 |
| Predominantly agricultural land | 1 | 1173 |
| Field, former field entrance | 9 | 1192, 1195, 1196, 1205, 2019, 2020, 2044, 2045, 2066 |
| Footway, highway verge and bus stop | 1 | 1134 |
| Footway, road, verge | 1 | 1223 |
| Greenfield land, adjacent track | 1 | 2012 |
| Hard standing | 2 | 1178, 1179 |
| Highway verge/vegetation | 3 | 1234, 2062, 2064 |
| Riverbank/vegetation | 1 | 2067 |
| Road, highway verge | 3 | 1113, 2061, 2063 |
| Road, highway verge, footway, cycle path | 1 | 1104 |
| Road, footway, vegetation | 1 | 1194 |
| Road, footway, verge | 2 | 1127, 1218 |
| Road (predominantly road with some footway, grass verge and bus shelter) | 1 | 1211 |
| Road, roundabout, highway verge | 1 | 1110 |
| Vegetation | 5 | 1232, 2034, 2042, 2043, 2056 |
| Vegetation, river | 1 | 1233 |
| Vegetation, trees/field | 1 | 1214 |
| Vegetation – tree cover | 1 | 1170 |
| Vegetation, pond | 1 | 1230 |
| Woodland/vegetation | 3 | 1215, 2038, 2039 |
| Woodland | 1 | 2059 |
| Total | 64 | |

APPENDIX B: COSA Assessment Proformas

Plot 1104

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 1104 | |
| Location | West and south of M67 Junction 4 (see Plot Identification Sheet 1 of 4) |
| Typology | Road, highway verge, footway, cycle way |
| Public access | Highway verge open, with footway and cycle way running adjacent |
| PRoW within plot | No |
| UDP designation | Small part falls within the Green Belt. |
| Open Space Strategy designation | None |
| Comments | Small strips of greenspace on highway verge |
| Conclusion | Highway land, no recreational value |

Plot 1110

| A57 Link Roads Project: COSA Assessment | |
|---|--|
| Land Plot 1110 | |
| Location | M67, A57 Mottram Road, Hattersley Roundabout (see Plot Identification Sheet 1 of 4) |
| Typology | Road, northern part of roundabout, highway verge |
| Public access | Highway verge open but fence between the highway verge and adjacent properties and Grange Farm. Roundabout open. |
| PRoW within plot | No |
| UDP designation | Green Belt. |
| Open Space Strategy designation | None |
| Comments | Small strips of greenspace on highway verge and amenity greenspace on roundabout |
| Conclusion | No recreational value. Highway land |

Plot 1111

| A57 Link Roads Project: COSA Assessment | |
|---|--|
| Land Plot 1111 | |
| Location | Off Hattersley Roundabout, east of Edge Lane, north of Hyde Road (see Plot Identification Sheet 1 of 4) |
| Typology | Agricultural land, trees, scrub |
| Public access | Fenced for private use |
| PRoW within plot | Yes. PRoW Bridleway LON 46/90 falls within the extreme western part of the plot, running from the roundabout along Edge Lane |
| UDP designation | Green Belt. |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Agricultural land within the countryside. A PRoW runs through a very small part of the plot; however, this follows a defined route from the roundabout along Edge Lane |
| Conclusion | Agricultural land, forming part of wider farm |

Plot 1113

| A57 Link Roads Project: COSA Assessment | |
|---|--|
| Land Plot 1113 | |
| Location | South west of Hattersley roundabout, adjacent to Hyde Road (see Plot Identification Sheet 1 of 4) |
| Typology | Road, small areas of highway verge and roundabout |
| Public access | Highway verge is open. Verge is fenced and no access possible from verge to adjacent public open space and commercial land |
| PRoW within plot | No |
| UDP designation | Protected Green Space (Policies OL4, OL5) |
| Open Space Strategy designation | None |
| Comments | Plot runs near a large area of Protected Green Space as shown on the TMBC UDP Policies Map. The designation includes playing fields and Hurstclough Brook which lie further to the east and south, outside of the land plot. HE advise the red-line boundary doesn't affect this designation |
| Conclusion | No recreational value. Red-line boundary taken in to avoid anything but highway land |

Plot 1115

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 1115 | |
| Location | Agricultural land north of A57 Hyde Road and Hurstclough Brook (see Plot Identification Sheets 1 of 4 and 2 of 4) |
| Typology | Agricultural |
| Public access | No. Fenced for private use as part of wider farm |
| PRoW within plot | Yes |
| UDP designation | Green Belt Safeguarded Highway Route |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Agricultural land within the countryside. PRoWs run through |
| Conclusion | Agricultural land, forming part of wider farm. PRoWs to be replaced |

Plot 1116

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 1116 | |
| Location | Agricultural land west of Four Lanes, Ash Close, Meadowcroft (see Plot Identification Sheet 2 of 4) |
| Typology | Agricultural |
| Public access | No. Fenced for private use as part of wider farm |
| PRoW within plot | Yes |
| UDP designation | Green Belt, Safeguarded Highway Route |
| Open Space Strategy designation | Approximately half of the plot is designated as Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Agricultural land within the countryside, with Safeguarded Highway Route running through. Also includes a disused cricket pitch which is indiscernible and has not been used for over 16 years. PRoWs run through |
| Conclusion | Agricultural land, forming part of wider farm. PRoWs to be replaced |

Plot 1118

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 1118 | |
| Location | Agricultural land north of Four Lanes and west of Roe Cross Road (see Plot Identification Sheet 2 of 4) |
| Typology | Agricultural |
| Public access | No. Fenced for private use as part of wider farm |
| PRoW within plot | No |
| UDP designation | Green Belt Safeguarded Highway Route |
| Open Space Strategy designation | Natural Space/ Countryside |
| Comments | Agricultural land within the Green Belt, with Safeguarded Highway Route running through |
| Conclusion | Agricultural land, forming part of wider farm. |

Plot 1127

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 1127 | |
| Location | Roe Cross Road, plus junction of Rose Cross Road/Old Hall Lane/Stalybridge Road/Old Hall Lane (see Plot Identification Sheet 2 of 4) |
| Typology | Road, footway, verge |
| Public access | Yes. Footway running north to south adjacent Roe Cross Road with highway verge |
| PRoW within plot | No |
| UDP designation | None |
| Open Space Strategy designation | None |
| Comments | Evidence from TMBCs various interactive mapping services does not suggest that this is COSA land, however a site visit indicated that there is bench on land plot 1134 adjacent, that could support low level recreation. |
| Conclusion | The site could therefore form part of a small area for low key recreation |

Plot 1134

| A57 Link Roads Project: COSA Assessment | |
|--|--|
| Land Plot 1134 | |
| Location | Roe Cross Road (see Plot Identification Sheet 2 of 4) |
| Typology | Footway, highway verge, 'welcome to' sign, bench, and bus stop |
| Public access | Yes. Footway running north to south adjacent Rose Cross Road with highway verge and bus stop |
| PRoW within plot | No |
| UDP designation | None |
| Open Space Strategy designation | None |
| Comments | Footway and bus stop |
| Conclusion | Bench provided on site supporting low key recreation |

Plot 1170

| A57 Link Roads Project: COSA Assessment | |
|--|---|
| Land Plot 1170 | |
| Location | East of Tollemarche Road (see Plot Identification Sheet 2 of 4) |
| Typology | Tree belt and vegetation |
| Public access | No. Fenced off |
| PRoW within plot | No |
| UDP designation | Green Belt, Safeguarded Highway Route |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Trees in the northern part of the land plot are covered by TPOs |
| Conclusion | Tree belt and vegetation, with Safeguarded Highway Route running through. Fenced off. Not publicly accessible land for recreation |

Plot 1171

| A57 Link Roads Project: COSA Assessment | |
|--|--|
| Land Plot 1171 | |
| Location | East of Old Hall Lane and Tollemache Road (see Plot Identification Sheet 2 of 4) |
| Typology | Agricultural |
| Public access | No. Fenced for private use as part of wider farm |
| PRoW within plot | No |
| UDP designation | Green Belt, Safeguarded Highway Route |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Agricultural land within the Green Belt, with Safeguarded Highway Route running through (may form a small part of the Old Hall Showground) |
| Conclusion | Agricultural land, forming part of wider farm |

Plot 1173

| A57 Link Roads Project: COSA Assessment | |
|--|---|
| Land Plot 1173 | |
| Location | South of Coach Road, east of Old Hall Lane (see Plot Identification Sheet 2 of 4) |
| Typology | Agricultural land |
| Public access | No. Fenced for private use as part of wider farm |
| PRoW within plot | No |
| UDP designation | Green Belt, Safeguarded Highway Route |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Agricultural land within the Green Belt, with Safeguarded Highway Route running through |
| Conclusion | Agricultural land, forming part of wider farm |

Plot 1174

| A57 Link Roads Project: COSA Assessment | |
|--|---|
| Land Plot 1174 | |
| Location | Further to the east of Old Hall Lane and Lodge Court (see Plot Identification Sheet 2 of 4) |
| Typology | Agricultural |
| Public access | No. Fenced for private use as part of wider farm |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Agricultural land within the Green Belt (may form part of the Old Hall Showground) |
| Conclusion | Agricultural land, forming part of wider farm |

Plot 1176

| A57 Link Roads Project: COSA Assessment | |
|--|---|
| Land Plot 1176 | |
| Location | Land near Nettle Hall Farm (see Plot Identification Sheets 2 of 4 and 3 of 4) |
| Typology | Agricultural land |
| Public access | No. Fenced for private use as part of wider farm |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Agricultural land within the Green Belt |
| Conclusion | Agricultural land, forming part of wider farm |

Plot 1178

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 1178 | |
| Location | Off the junction of Hyde Road/ Mottram Moor/ Stalybridge Road/ B6174, at the corner of Hyde Road and Stalybridge Road, between residential properties at No. 2 Hyde Road and No. 7 Stalybridge Road |
| Typology | Hardstanding |
| Public access | Yes |
| PRoW within plot | No |
| UDP designation | None. Falls within the Mottram Conservation Area |
| Open Space Strategy designation | None. Classed as 'Township', within the township boundary of Longdendale |
| Comments | This area is not considered to be part of the highway. The land is open and publicly accessible, with a hardstanding/paved area and seating |
| Conclusion | The land is considered to be COSA but will be required on a temporary basis for storing equipment during elements of the construction |

Plot 1179

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 1179 | |
| Location | Hyde Road, Mottram Moor, Stalybridge Road and B6174, including the junction and land at the junction of Hyde Road/ Mottram Moor/ Stalybridge Road/ B6174 |
| Typology | Hardstanding |
| Public access | Yes |
| PRoW within plot | No |
| UDP designation | Plot 1179 comprises the main highway running along Hyde Road and Mottram Moor, and parts of Stalybridge Road and B6174, Due to its predominantly elongated nature part of the land plot (section along Mottram Moor) runs through the Green Belt. The very small part of the land plot which is hardstanding which has no designation. It falls within the wider Mottram Conservation Area |
| Open Space Strategy designation | None. |
| Comments | This land plot is predominantly highway however a very small area of hardstanding is present off the junction of Hyde Road/ Mottram Moor/ Stalybridge Road/ B6174 (adjacent land plot 1178). This land is open and publicly accessible, with a hardstanding/paved area, public art, and seating |
| Conclusion | The land is considered to be COSA but will be required on a temporary basis for storing equipment during elements of the construction |

Plot 1184

| A57 Link Roads Project: COSA Assessment | |
|--|---|
| Land Plot 1184 | |
| Location | North of No's 47 to 75A Mottram Moor (see Plot Identification Sheet 3 of 4) |
| Typology | Agricultural land |
| Public access | No. Forms part of a wider farm which is fenced off for private use |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Agricultural land within the Green Belt |
| Conclusion | Agricultural land, forming part of wider farm |

Plot 1192

| A57 Link Roads Project: COSA Assessment | |
|--|---|
| Land Plot 1192 | |
| Location | Land to the side and rear of No. 103 Mottram Moor and No's. 75A and 75A Mottram Moor (see Plot Identification Sheet 3 of 4) |
| Typology | Field |
| Public access | No. Fenced off for private use |
| PRoW within plot | No |
| UDP designation | Green Belt, Safeguarded Highway Route |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Field to the side and rear of residential properties on Mottram Moor, within the Green Belt and with the Safeguarded Highway Route running through. Fenced off. |
| Conclusion | Not publicly accessible land for recreation |

Plot 1194

| A57 Link Roads Project: COSA Assessment | |
|--|---|
| Land Plot 1194 | |
| Location | Adjacent former Moorfield House (see Plot Identification Sheet 3 of 4) |
| Typology | Road, footway, verge, and vegetation |
| Public access | Yes. Footway running along Mottram Moor, with highway verge |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | Very small part could be Natural Space/ Countryside (verge/vegetation south of road and footway), whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Road and footway, with verge and adjacent vegetation |
| Conclusion | No recreational value, however potential impacts on footway |

Plot 1195

| A57 Link Roads Project: COSA Assessment | |
|--|---|
| Land Plot 1195 | |
| Location | Adjacent former Moorfield House, and No's 14 and 14a Mottram Moor (see Plot Identification Sheet 3 of 4) |
| Typology | Field adjacent former Moorfield House |
| Public access | No. Fenced off for private use |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Field adjacent to the former Moorfield House, within the Green Belt. Fenced off. |
| Conclusion | Not publicly accessible land for recreation |

Plot 1196

| A57 Link Roads Project: COSA Assessment | |
|--|---|
| Land Plot 1196 | |
| Location | Former Moorfield House, Mottram Moor (see Plot Identification Sheet 3 of 4) |
| Typology | Field (overgrown) on the site of the former Mottram House (believed to be demolished in the early 2000's) |
| Public access | No. Fenced off for private use |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Overgrown field on the site of the former Moorfield House, within the Green Belt. Fenced off. |
| Conclusion | Overgrown field fenced off. Not publicly accessible land for recreation |

Plot 1199

| A57 Link Roads Project: COSA Assessment | |
|--|---|
| Land Plot 1199 | |
| Location | South and south west of Mottram Moor Farm (see Plot Identification Sheet 3 of 4) |
| Typology | Agricultural land |
| Public access | No. Forms part of a wider farm which is fenced off for private use |
| PRoW within plot | No |
| UDP designation | Green Belt, Safeguarded Highway Route |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Agricultural land within the Green Belt, with Safeguarded Highway Route running through |
| Conclusion | Agricultural land, forming part of wider farm |

Plot 1205

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 1205 | |
| Location | Land adjacent Mottram Moor Farm and A57 (see Plot Identification Sheet 3 of 4) |
| Typology | Field |
| Public access | No. Private access to small holding and farm through field gate |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Appears to form part of a field which lies adjacent to Mottram Moor Farm, with private access through a field gate. |
| Conclusion | Not publicly accessible land for recreation |

Plot 1211

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 1211 | |
| Location | Mottram Moor Road (see Plot Identification Sheet 3 of 4) |
| Typology | Predominantly road, with some footway and highway verge |
| Public access | Highway verge open. Access is possible from verge to adjacent amenity space |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | None. Designated Amenity Space lies further to the north |
| Comments | Very small strip of highway verge. HE advise the red-line boundary will not affect the open space at Wednesough Green |
| Conclusion | No recreational value. Red-line boundary altered so no longer affecting COSA land |

Plot 1214

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 1214 | |
| Location | West of Carrhouse Lane (see Plot Identification Sheet 3 of 4) |
| Typology | Vegetation, trees, field |
| Public access | No. Forms part of a wider farm which is fenced off for private use |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Small area of vegetation/trees, forming part of a field within the Green Belt. Forms part of the wider farm |
| Conclusion | Not publicly accessible land for recreation |

Plot 1215

| A57 Link Roads Project: COSA Assessment | |
|---|--|
| Land Plot 1215 | |
| Location | East of Carrhouse Lane, near Robin Hood Farm (see Plot Identification Sheet 3 of 4) |
| Typology | Woodland |
| Public access | No. Forms part of a wider farm which is fenced off for private use |
| PRoW within plot | No |
| UDP designation | Green Belt, Safeguarded Highway Route |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Woodland, within the Green Belt, which forms part of the wider farm. The Safeguarded Highway Route appears to run close or through this land |
| Conclusion | Woodland, part of wider farm. Not publicly accessible land for recreation |

Plot 1216

| A57 Link Roads Project: COSA Assessment | |
|--|---|
| Land Plot 1216 | |
| Location | Land between Robin Hood Farm, Carrhouse Farm and Tara Brook Farm (see Plot Identification Sheets 3 of 4 and 4 of 4) |
| Typology | Agricultural land |
| Public access | No. Forms part of a wider farm which is fenced off for private use |
| PRoW within plot | No |
| UDP designation | Green Belt, Safeguarded Highway Route |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Agricultural land within the Green Belt, with Safeguarded Highway Route running through |
| Conclusion | Agricultural land, forming part of wider farm |

Plot 1218

| A57 Link Roads Project: COSA Assessment | |
|--|---|
| Land Plot 1218 | |
| Location | Mottram Moor Road (see Plot Identification Sheet 3 of 4) |
| Typology | Road, footway, highway verge |
| Public access | Highway verge open. Access is possible from verge to adjacent Wednesough Green (designated Amenity Space) |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | None. Wednesough Green to the north appears to be designated Amenity Space |
| Comments | Very small strip of highway verge. HE advise the red-line boundary will not affect the open space at Wednesough Green |
| Conclusion | No recreational value. Red-line boundary altered so no longer affecting COSA land |

Plot 1223

| A57 Link Roads Project: COSA Assessment | |
|---|--|
| Land Plot 1223 | |
| Location | Land off Mottram Moor Road (see Plot Identification Sheet 3 of 4) |
| Typology | Road, footway, highway verge |
| Public access | Highway verge open but fence between the highway verge and adjacent greenspace/public open space |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | None |
| Comments | Predominantly footway and road, with a small bit of highway verge |
| Conclusion | No recreational value |

Plot 1230

| A57 Link Roads Project: COSA Assessment | |
|---|--|
| Land Plot 1230 | |
| Location | Off Woolley Bridge Road (to the east) (see Plot Identification Sheet 4 of 4) |
| Typology | Vegetation, pond |
| Public access | No. Forms part of private land that is fenced off |
| PRoW within plot | No |
| Local Plan designation | Built-Up Area Boundary |
| Comments | Overgrown site with vegetation and pond |
| Conclusion | No public access |

Plot 1231

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 1231 | |
| Location | Land south of Home Farm and west of Woolley Bridge Road (see Plot Identification Sheet 4 of 4) |
| Typology | Agricultural land |
| Public access | No. Forms part of a wider Farm which is fenced off for private use |
| PRoW within plot | No |
| UDP designation | Green Belt, Safeguarded Highway Route |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Agricultural land within the Green Belt, with Safeguarded Highway Route running through |
| Conclusion | Agricultural land, forming part of wider Farm |

Plot 1232

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 1232 | |
| Location | West of Woolley Bridge Road/ Brookfield, north east of Grosvenor Packaging Ltd (see Plot Identification Sheet 4 of 4) |
| Typology | Vegetation |
| Public access | No public access off highway |
| PRoW within plot | No |
| Local Plan designation | Built-Up Area |
| Comments | Dense vegetation between highway verge and river. |
| Conclusion | Land either covered by vegetation or within highway boundary. |

Plot 1233

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 1233 | |
| Location | West of Woolley Bridge Road/ Brookfield, north east of Grosvenor Packaging Ltd (see Plot Identification Sheet 4 of 4) |
| Typology | Vegetation |
| Public access | No public access off highway. Fenced and heavily vegetated. |
| PRoW within plot | No |
| Local Plan designation | Built-Up Area |
| Comments | Highway verge/vegetation/river. Possible site of former workshop |
| Conclusion | Not publicly accessible land for recreation due to fence and dense vegetation |

Plot 1234

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 1234 | |
| Location | West of Woolley Bridge Road/ Brookfield, north east of Grosvenor Packaging Ltd (see Plot Identification Sheet 4 of 4) |
| Typology | Highway verge, vegetation |
| Public access | Public access through the plot |
| PRoW within plot | Bridleway Glossop-HP12 175/5; NCN 62 |
| Local Plan designation | Built-Up Area |
| Comments | Highway verge with dense vegetation and bridleway running through |
| Conclusion | Not publicly accessible due to dense vegetation |

Plot 1237

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 1237 | |
| Location | Land south and south west of Home Farm (see Plot Identification Sheet 4 of 4) |
| Typology | Agricultural land |
| Public access | No. Forms part of a wider Farm which is fenced off for private use |
| PRoW within plot | No |
| UDP designation | Green Belt Safeguarded Highway Route |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Agricultural land within the Green Belt, with Safeguarded Highway Route running through |
| Conclusion | Agricultural land, forming part of wider Farm |

Plot 1238

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 1238 | |
| Location | Land near Tara Brook Farm (see Plot Identification Sheet 4 of 4) |
| Typology | Farm track with some hardstanding and agricultural land |
| Public access | No. Forms part of a wider Farm which is fenced off for private use |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Farm track with adjacent hardstanding and slither of agricultural land |
| Conclusion | Farm track, providing access to Tara Brook Farm |

Plot 1239

| A57 Link Roads Project: COSA Assessment | |
|--|---|
| Land Plot 1239 | |
| Location | Land south of Tara Brook Farm and south west of Home Farm (see Plot Identification Sheet 4 of 4) |
| Typology | Agricultural land |
| Public access | No. Forms part of a wider Farm which is fenced off for private use |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Agricultural land within the Green Belt |
| Conclusion | Agricultural land, forming part of wider Farm |

Plot 1241

| A57 Link Roads Project: COSA Assessment | |
|--|---|
| Land Plot 1241 | |
| Location | South of Robin Hood Farm and west of Tara Brook Farm (see Plot Identification Sheet 4 of 4) |
| Typology | Agricultural land |
| Public access | No. Forms part of a wider Farm which is fenced off for private use |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Agricultural land with some woodland, partly within the designated countryside and Green Belt |
| Conclusion | Agricultural land, forming part of wider Farm. Not publicly accessible land for recreation |

Plot 2008

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 2008 | |
| Location | Immediately north of No's. 32 to 40 Four Lanes (see Plot Identification Sheet 2 of 4) |
| Typology | Agricultural land |
| Public access | No. Fenced for private use as part of wider farm |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | None |
| Comments | Agricultural land within the Green Belt (includes former access point to agricultural land) |
| Conclusion | Small slither of agricultural land forming part of wider farm |

Plot 2012

| A57 Link Roads Project: COSA Assessment | |
|---|--|
| Land Plot 2012 | |
| Location | South of Old Hall Lane (see Plot Identification Sheet 2 of 4) |
| Typology | Agricultural land |
| Public access | No. Fenced for private use as part of wider farm |
| PRoW within plot | No |
| UDP designation | Green Belt, Safeguarded Highway Route |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Slither of agricultural land adjacent to farm track with Safeguarded Highway Route running through. Forms part of the wider farm |
| Conclusion | Agricultural land, forming part of wider farm |

Plot 2013

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 2013 | |
| Location | North of Mottram Moor (see Plot Identification Sheet 3 of 4) |
| Typology | Agricultural land |
| Public access | No. Forms part of a wider farm which is fenced off for private use |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Agricultural land within the Green Belt |
| Conclusion | Agricultural land, forming part of wider farm |

Plot 2014

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 2014 | |
| Location | North of Mottram Moor (see Plot Identification Sheet 3 of 4) |
| Typology | Agricultural land |
| Public access | No. Fenced for private use as part of wider farm |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Very small plot of agricultural land near to larger agricultural plot 1176, forming part of the wider farm |
| Conclusion | Agricultural land, forming part of wider farm |

Plot 2015

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 2015 | |
| Location | North of Mottram Moor (see Plot Identification Sheet 3 of 4) |
| Typology | Agricultural land/possible farm track |
| Public access | No. Fenced for private use as part of wider farm |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Slither of agricultural land/ possible farm track near to larger agricultural plot 1184, forming part of the wider farm |
| Conclusion | Agricultural land, forming part of wider farm |

Plot 2016

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 2016 | |
| Location | North of Mottram Moor (see Plot Identification Sheet 3 of 4) |
| Typology | Agricultural land |
| Public access | No. Forms part of a wider farm which is fenced off for private use |
| PRoW within plot | No |
| UDP designation | Green Belt Safeguarded Highway Route |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Agricultural land within the Green Belt, with Safeguarded Highway Route running through |
| Conclusion | Agricultural land, forming part of wider farm |

Plot 2019

| A57 Link Roads Project: COSA Assessment | |
|--|---|
| Land Plot 2019 | |
| Location | Land between Numbers 75 and 103 Mottram Moor (see Plot Identification Sheet 3 of 4) |
| Typology | Field |
| Public access | No |
| PRoW within plot | No |
| UDP designation | Green Belt, Safeguarded Highway Route |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Slither of land which appears to include a former access to agricultural land. Within the Green Belt, with the Safeguarded Highway Route running through. Fenced off. |
| Conclusion | Not publicly accessible |

Plot 2020

| A57 Link Roads Project: COSA Assessment | |
|--|--|
| Land Plot 2020 | |
| Location | Former Moorfield House, Mottram Moor (see Plot Identification Sheet 3 of 4) |
| Typology | Very small slither of land which appears to form part of the larger plot 1196 which is an overgrown field on the site of the former Moorfield House |
| Public access | No. Linked to wider land which is fenced off |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | Mapping is inconclusive. A very small part may be designated Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Small slither of land forming part of overgrown fields at the site of the former Moorfield House, within the Green Belt. Fenced off. |
| Conclusion | Very small slither of land, forming part of wider field which is fenced off. Not publicly accessible land or capable of forming land for recreation |

Plot 2021

| A57 Link Roads Project: COSA Assessment | |
|---|--|
| Land Plot 2021 | |
| Location | South of former Moorfield House, Mottram Moor (see Plot Identification Sheet 3 of 4) |
| Typology | Agricultural land |
| Public access | No. Forms part of a wider farm which is fenced off for private use |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | Mapping is inconclusive. May be designated Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Agricultural land within the Green Belt |
| Conclusion | Agricultural land, forming part of wider farm |

Plot 2034

| A57 Link Roads Project: COSA Assessment | |
|---|--|
| Land Plot 2034 | |
| Location | Off Woolley Bridge Road (to the east) (see Plot Identification Sheet 4 of 4) |
| Typology | Vegetation |
| Public access | No. Forms part of private land (see land plot 1230) that is fenced off |
| PRoW within plot | No |
| Local Plan designation | Built-Up Area Boundary |
| Comments | Overgrown vegetation |
| Conclusion | No public access |

Plot 2038

| A57 Link Roads Project: COSA Assessment | |
|--|---|
| Land Plot 2038 | |
| Location | East of Old Hall Lane (see Plot Identification Sheet 2 of 4) |
| Typology | Trees and vegetation |
| Public access | No. Fenced off |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Some trees are covered by TPOs |
| Conclusion | Tree belt and vegetation; fenced off. Not publicly accessible land for recreation |

Plot 2039

| A57 Link Roads Project: COSA Assessment | |
|--|---|
| Land Plot 2039 | |
| Location | East of Old Hall Lane (see Plot Identification Sheet 2 of 4) |
| Typology | Trees and vegetation |
| Public access | No. Fenced off |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Some trees are covered by TPOs |
| Conclusion | Tree belt and vegetation; fenced off. Not publicly accessible land for recreation |

Plot 2042

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 2042 | |
| Location | Adjacent to 14 Mottram Moor (see Plot Identification Sheet 3 of 4) |
| Typology | Vegetation |
| Public access | No |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | None |
| Comments | Very small plot of vegetated land adjacent to 14 Mottram Moor |
| Conclusion | Boundary vegetation, not publicly accessible land or capable of forming land for recreation |

Plot 2043

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 2043 | |
| Location | Adjacent to 14 Mottram Moor (see Plot Identification Sheet 3 of 4) |
| Typology | Vegetation |
| Public access | No |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | None |
| Comments | Very small plot of vegetated land adjacent to 14 Mottram Moor |
| Conclusion | Boundary vegetation, not publicly accessible land or capable of forming land for recreation |

Plot 2044

| A57 Link Roads Project: COSA Assessment | |
|--|---|
| Land Plot 2044 | |
| Location | Land adjacent 8 Carrhouse Lane (see Plot Identification Sheet 3 of 4) |
| Typology | Field |
| Public access | No. Forms part of a wider farm which is fenced off for private use |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Small field within the Green Belt, forming part of wider farm |
| Conclusion | Not publicly accessible land |

Plot 2045

| A57 Link Roads Project: COSA Assessment | |
|--|---|
| Land Plot 2045 | |
| Location | Land to the rear of Mottram Moor Farm (see Plot Identification Sheet 3 of 4) |
| Typology | Field |
| Public access | No. Private access to farm |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | Inconclusive. May partly fall within designated Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Small triangular plot of land to the rear of Mottram Moor Farm. Appears to form part of overgrown fields which border agricultural land |
| Conclusion | Not publicly accessible land for recreation |

Plot 2056

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 2056 | |
| Location | Adjacent to 14 Mottram Moor (see Plot Identification Sheet 3 of 4) |
| Typology | Vegetation |
| Public access | No |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | None |
| Comments | Very small plot of vegetated land adjacent to 14 Mottram Moor |
| Conclusion | Boundary vegetation, not publicly accessible land or capable of forming land for recreation |

Plot 2059

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 2059 | |
| Location | South of Robin Hood Farm and west of Tara Brook Farm (see Plot Identification Sheet 4 of 4) |
| Typology | Woodland |
| Public access | No. Forms part of a wider Farm which is fenced off for private use |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Woodland, part of wider Farm, partly within the designated countryside. |
| Conclusion | Woodland. Not publicly accessible land for recreation |

Plot 2060

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 2060 | |
| Location | North of Meadow View Farm and south of Robin Hood Farm (see Plot Identification Sheet 3 of 4, part falls within Sheet 4 of 4) |
| Typology | Agricultural land |
| Public access | No. Forms part of a wider Farm which is fenced off for private use |
| PRoW within plot | Yes. PRoW LON 88/60 runs along Carrhouse Lane |
| UDP designation | Green Belt |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Agricultural land, with farm track and woodland, part of wider Farm |
| Conclusion | Agricultural land in the countryside. Not considered to be publicly accessible land for recreation |

Plot 2061

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 2061 | |
| Location | M67 Carriageway (see Plot Identification Sheet 1 of 4) |
| Typology | Road, highway verge |
| Public access | Highway verge open. Verge is fenced and no access possible from verge to adjacent agricultural land |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | None |
| Comments | Road, with verge and vegetation |
| Conclusion | Highway land. No recreational value |

Plot 2062

| A57 Link Roads Project: COSA Assessment | |
|---|--|
| Land Plot 2062 | |
| Location | Off the M67 Carriageway (see Plot Identification Sheet 1 of 4) |
| Typology | Highway verge |
| Public access | Highway verge open. Verge is fenced and no access possible from verge to adjacent agricultural land and residential property |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | None |
| Comments | Highway verge with vegetation |
| Conclusion | Highway land. No recreational value |

Plot 2063

| A57 Link Roads Project: COSA Assessment | |
|---|--|
| Land Plot 2063 | |
| Location | M67 Carriageway (see Plot Identification Sheet 1 of 4) |
| Typology | Road, highway verge |
| Public access | Highway verge open. Verge is fenced and no access possible from verge to adjacent agricultural land and residential properties |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | None |
| Comments | Road, with verge and vegetation |
| Conclusion | Highway land. No recreational value |

Plot 2064

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 2064 | |
| Location | Off the M67 Carriageway (see Plot Identification Sheet 1 of 4) |
| Typology | Highway verge |
| Public access | Highway verge open. Verge is fenced and no access possible from verge to adjacent agricultural land |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | None |
| Comments | Highway verge with vegetation |
| Conclusion | Highway land. No recreational value |

Plot 2065

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 2065 | |
| Location | North of Mottram Moor (see Plot Identification Sheet 3 of 4) |
| Typology | Agricultural land |
| Public access | No. Forms part of a wider farm which is fenced off for private use |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Very small parcel of agricultural land within the countryside/ Green Belt |
| Conclusion | Agricultural land, forming part of wider farm |

Plot 2066

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 2066 | |
| Location | Opposite Moorside Farm, near to Treacle Farm (see Plot Identification Sheet 3 of 4) |
| Typology | Field |
| Public access | No. Forms part of land belonging to wider Farm which is fenced off for private use |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | None |
| Comments | Plot is an overgrown field within wider Farm. |
| Conclusion | Field, forming part of wider Farm. Not publicly accessible land for recreation |

Plot 2067

| A57 Link Roads Project: COSA Assessment | |
|---|---|
| Land Plot 2067 | |
| Location | West of Home Farm and immediately west of the River Etherow (see Plot Identification Sheet 4 of 4) |
| Typology | Riverbank, vegetation |
| Public access | No. Forms part of wider private land and Farm which is fenced off for private use |
| PRoW within plot | No |
| UDP designation | Green Belt |
| Open Space Strategy designation | Natural Space/ Countryside, whose primary purpose is wildlife conservation and biodiversity and environmental awareness |
| Comments | Very small parcel of land forming riverbank, vegetation |
| Conclusion | Riverbank and vegetation. Not publicly accessible land for recreation |

APPENDIX C: Aerial Photographs¹ of Land Plots

Plot 1104



Plot 1110



Plot 1111



¹ Google Maps 2021 (Image capture August 2018)

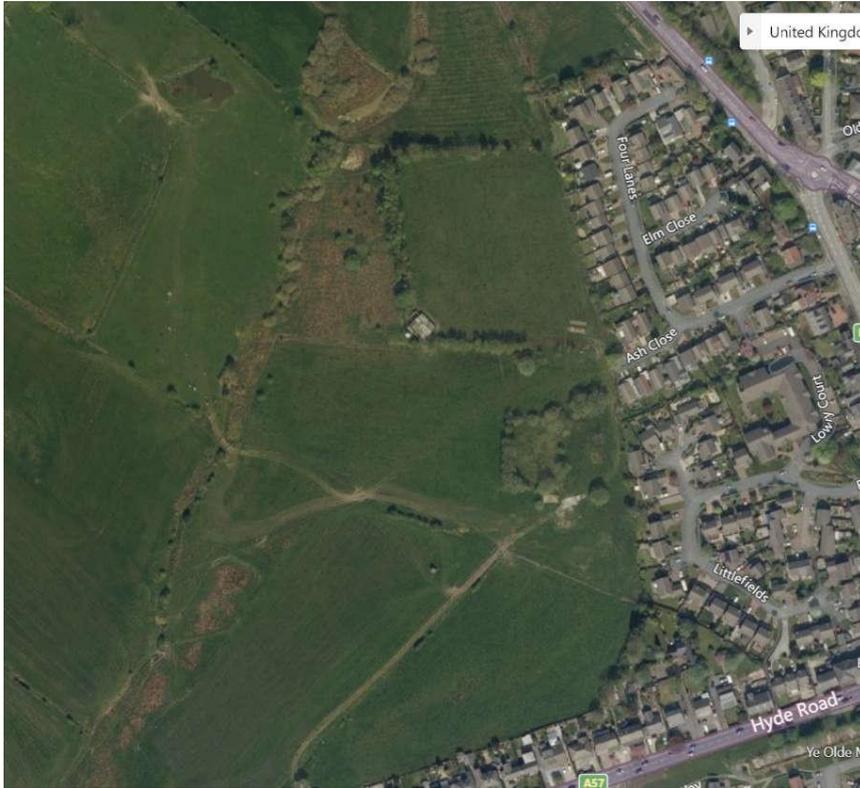
Plot 1113



Plot 1115



Plot 1116



Plot 1118



Plot 1127



Plot 1134



Plot 1170



Plot 1171



Plot 1173



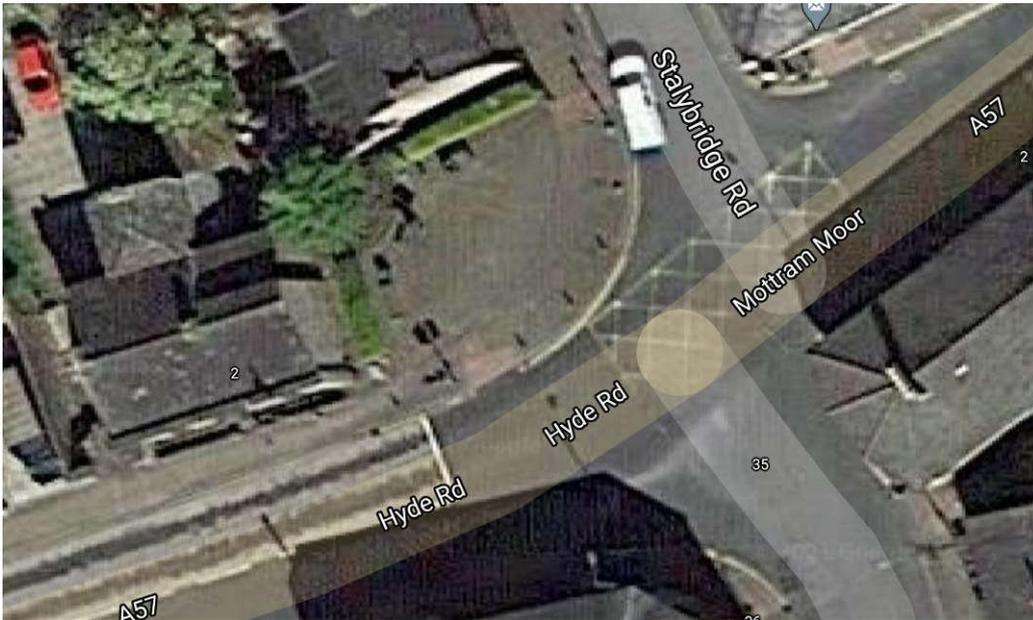
Plot 1174



Plot 1176



Plot 1178 and 1179



Plot 1184



Plot 1192



Plot 1194



Plot 1195



Plot 1196



Plot 1199



Plot 1205



Plot 1211



Plot 1214



Plot 1215



Plot 1216



Plot 1218



Plot 1223



Plots 1230 and 2034



Plot 1231



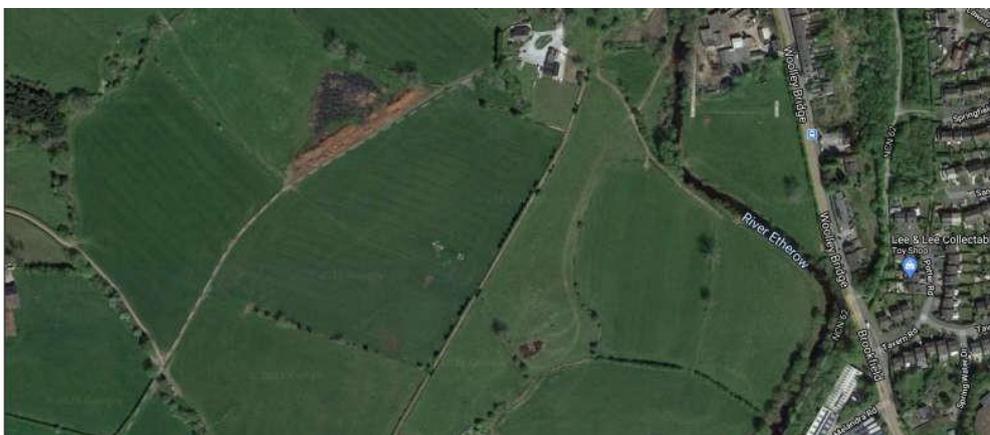
Plots 1232 and 1233



Plot 1234



Plot 1237



Plot 1238



Plot 1239



Plot 1241



Plot 2008



Plot 2012



Plots 2013 and 2014



Plot 2015



Plot 2016



Plot 2019



Plot 2020



Plot 2021



Plot 2034



Plot 2038 and Plot 2039



Plots 2042, 2043, 2056



Plot 2044



Plot 2045



Plot 2059



Plot 2060



Plots 2061, 2062, 2063, 2064



Plot 2065



Plot 2066



Plot 2067



APPENDIX D: Project Team Site Photos²

Plot 1104



Plot 1134



Plot 1170



² Including Google Maps 2021

Plot 1194



Plot 1205



Plot 1218



Plot 1223



Plots 1230 and 2034



Plot 1232



Plot 1233



Plot 1234



Plot 2008



Plot 2013



Plot 2019



Plots 2042 and 2043



Plot 2056



Plots 2061, 2062, 2063, 2064



Plot 2068



Appendix E. Strategy for Dealing with the Uncertain Outcomes Arising from COVID-19

1.1 Introduction

1.1.1 The purpose of this Strategy is to set out Highways England's approach to addressing the uncertainty arising from the COVID-19 pandemic with respect to the A57 Link Roads Scheme (the Scheme). This strategy is informed by the guidance in the document prepared by the Department for Transport (DfT) 'A route map for updating Transport Appraisal Guidance (TAG) during uncertain times' issued in July 2020. During 2020, a number of unexpected events have occurred on the national and global stage that have the potential to have a bearing on transport scheme appraisals. The following are of particular significance.

Revised Economic and Fiscal Outlook

1.1.2 As part of the Spring Budget of 2020, the Office for Budgetary Responsibility (OBR) published a revised economic and fiscal outlook and associated forecasts of the UK economy in the long-term (this budget was completed pre COVID-19). On 14th July 2020, OBR published the 2020 Fiscal Sustainability Report (FSR), updating medium-term growth forecasts to 2025 to take into account COVID-19 impacts known at that time. The implications of these forecasts for appraisal is that forecast productivity and income growth is projected to be significantly lower than those previously published.

COVID-19 Pandemic

1.1.3 The uncertainty around future travel behaviour brought about by the COVID-19 pandemic, makes it more challenging to assess which investment options may provide the best returns for the taxpayer. There is a need to consider how best to accommodate this uncertainty in appraisal and provide consistency across the local, regional and national portfolios.

Net Zero Carbon

1.1.4 In 2019, the UK passed laws to require the UK to bring all greenhouse gas emissions to net zero by 2050. The DfT's document *Decarbonising Transport: Setting the Challenge* published in March 2020 sets out the ambition to ensure that transport delivers its contribution to meeting this target. This is likely to have significant implications on the emissions mix of the future vehicle fleet and the way that transport infrastructure is provided to facilitate these aims. This will require that impacts on carbon are appropriately assessed and valued.

1.1.5 In combination, these represent a significant challenge for forecasting and appraisal methods as new guidance becomes available and outcomes are less certain. For example, the COVID-19 pandemic has resulted in a dramatic reduction in personal travel in the short term following the introduction of restrictions in March 2020. In the longer term, the impacts of COVID-19 are unknown but will continue to be felt in response to the downturn in economic activity, changes in working patterns and in the way people will travel.

1.1.6 At the time of writing, social restrictions remain in place and it is impossible to determine the length of time it may take for travel behaviour to stabilise following the lifting of restrictions. Furthermore, it is likely to be a significant length of time before longer term trends are fully understood. Therefore, in the meantime,

forecasting future growth is likely to have higher levels of uncertainty and will need to be conducted against emerging guidance.

1.2 Department for Transport Route Map

- 1.2.1 As a response to these challenges, in July 2020 the DfT published ‘*A route map for updating TAG during uncertain times*’. This sets out how the appraisal framework should adapt and take account of these future trends in relation to the evidence base or methods used within the Transport Analysis Guidance (TAG).
- 1.2.2 The route map acknowledges that change will have to be a managed process. The strategy set out in the route map seeks to balance the risk of disruption to ongoing analytical work with having the best available evidence to support decision making. It recommends that this should be achieved by progressively improving the evidence base, starting with a series of initial recommendations, followed by addressing a number of longer-term challenges that require further research.
- 1.2.3 It is expected that revised TAG guidance will be released in 2021 (however a specific date is not available at this time). Subsequent updates will be released as and when issues are resolved through research and consultation.
- 1.2.4 However, in advance of the revised TAG guidance, the route map has identified two changes recently introduced by the DfT:
- The guidance on an interim approach for using carbon values provided by the Department for Business, Energy and Industrial Strategy (BEIS);
 - The incorporation of the latest OBR long-term economic growth forecasts.
- 1.2.5 The route map advises that where appraisals have already been conducted the impact of the new OBR economic growth forecasts and use of high carbon values, which place a higher value on carbon emissions, should be considered through sensitivity testing before formal changes to guidance are introduced during 2021. This is consistent with the DfT’s Orderly Release Process that provides advance notice of changes to guidance to allow more certainty of the timetable for changes and early sight of forthcoming revisions.
- 1.2.6 In parallel with the route map, the DfT published an updated Transport Appraisal Guidance (TAG) data book. This incorporated the updated values relating to the long term projections of employment and economic growth issued by the OBR in March 2020, and the further projections issued in July 2020 as part of the FSR Report of the medium-term impact of COVID-19 on the economy to 2025. The route map advises that these values should provide the basis for sensitivity testing.

1.3 Implications for the Scheme Appraisal

- 1.3.1 The forecasts and economic appraisal for the Scheme were completed after publication of the DfT route map and the revised economic growth projections.
- 1.3.2 Since the scheme’s forecasts were made after the release of the guidance in July 2020, the scheme assessment uses the revised growth projections for economic performance.
- 1.3.3 As advised by Highways England’s Transport Planning Group (TPG), the revised economic growth has been used as the scheme’s core scenario with the high

carbon values used as a sensitivity test, which applies a higher set of carbon values to emission changes calculated for the central growth case.

- 1.3.4 It should be noted that the DfT provides travel demand forecasts for use in transport modelling through its National Trip End Model (NTEM) data set. It is understood that these will be updated during 2021 to align with the latest national population projections and economic growth forecasts and included in a further release of TAG. While the NTEM will provide updated forecasts of future growth based upon the latest evidence, these are unlikely to be issued until later in 2021.
- 1.3.5 The anticipated sensitivity test related to modified growth projections from National Trip End Model (NTEM) is likely to have a greater impact on the Scheme economics than the change in appraisal values. While the benefits in the economic appraisal are likely to reduce, given an adjusted Benefit Cost Ratio (BCR) of 2.45 has been demonstrated, it is anticipated that the overall BCR will remain above 1.5, i.e. benefits would be significantly greater than costs.
- 1.3.6 Given the timing of the release of the further information required to conduct the sensitivity test, it is considered that undertaking a sensitivity test in line with the guidance set out in the DfT Route Map following acceptance of the DCO application represents a reasonable and proportionate approach to assessing the impact of these recent changes in projections of economic growth.
- 1.3.7 It is expected that further guidance will be released by the DfT during 2021 that will seek to address some of the emerging issues. While it would be the intention to monitor and review emerging guidance, a judgement will need to be taken by Highways England, in consultation with the Planning Inspectorate and other stakeholders, to determine whether further sensitivity testing is appropriate and proportionate.

Appendix F. PROW Alternatives Assessment

1.1 Purpose

1.1.1 This Public Rights of Way (PRoW) Alternatives Assessment Report has been produced in accordance with the requirements set out in Section 136 of the Planning Act 2008 “2008 Act” to inform PRoW diversion proposals for the A57 Link Roads scheme. This assessment presents the findings of a desk-based study which were supported by a site visit. This should be read in conjunction with Schedule 4 Part 1 of the DCO [TR010034/APP/3.1], the Case for the Scheme Chapter 4 [TR010034/APP/7.1] and the Streets, Rights of Way and Access Plans [TR010034/APP/2.4].

1.2 Desktop study

1.2.1 Information on existing PRoW conditions have been determined through the following information sources/activities:

- The Greater Manchester Open Data Infrastructure Map (GMODIN)¹
- AtkinsGO! A57 Link Roads Geospatial Web Viewer²
- Site visits, as described in section 1.3

1.2.2 The conditions of the following PRoWs have been assessed:

- PROW LON/35/10 (Point 1 to 2 Streets, Rights of Way and Access Plans [TR010034/APP/2.4])
- PROW LON/50/10 (Point J to K Streets, Rights of Way and Access Plans [TR010034/APP/2.4])
- PROW LON/52/10 (Point I to K Streets, Rights of Way and Access Plans [TR010034/APP/2.4])
- PROW LON/51/20 (Point H to I Streets, Rights of Way and Access Plans [TR010034/APP/2.4])
- PROW LON/52/10 (Point G to I Streets, Rights of Way and Access Plans [TR010034/APP/2.4])
- PROW LON/87/10 (Point E to F Streets, Rights of Way and Access Plans [TR010034/APP/2.4])
- PROW LON/88/60 (Point C to D Streets, Rights of Way and Access Plans [TR010034/APP/2.4])
- PROW LON/90/10 (Point A to B Streets, Rights of Way and Access Plans [TR010034/APP/2.4])
- PROW LON/52/20 and LON/52/30 (Point I, K to L Streets, Rights of Way and Access Plans [TR010034/APP/2.4])
- Footway and footway crossing condition was not assessed on site visit but through desktop assessment.

¹ GMODIN:- https://mappinggm.org.uk/gmodin/#os_maps_light/11/53.5069/-2.3201

² AtkinsGO! A57 Link Roads Geospatial Web Viewer:- <https://a57.atkinsgeospatial.com/>

1.3 Site visit

- 1.3.1 A site visit was undertaken on 29th January 2021 by the planning and environment team. Weather conditions were light rain following local flood alerts. Ground conditions were very wet and muddy underfoot, particularly on informal surfaces. The key observations from the site visit are summarised in section 1.5, with section 1.6 illustrating the conditions of the PROW.

1.4 Assessment

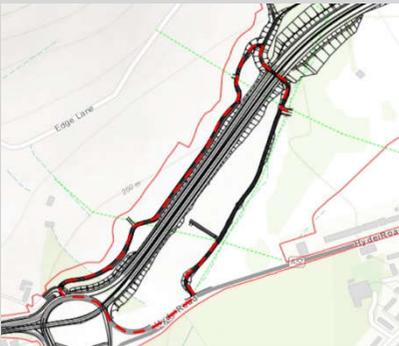
- 1.4.1 The PROWs were assessed against the following criteria:

1. Distance
2. Walking time
3. Walking directions
4. Path condition
5. Surface width
6. Severance
7. Gradient
8. Conclusion

1.5 ProW alternative diversion assessment

| Current route to be affected by Scheme | Diversion 1- proposed | Diversion 2 | Diversion 3 | Local Authority |
|--|---|---|---|-----------------|
| LON/35/10 (point 1 to 2) | | | | |
| <ol style="list-style-type: none"> 1. Approx. 0.13 km 2. Approx. 2 min 3. Walk northeast on Old Hall Lane for 2 min 4. Formal surface 5. Width suitable for single wheelchair 6. Limited severance - temporary diversion required during construction 7. Flat 8. No access during construction | <ol style="list-style-type: none"> 1. 0.9 km 2. 12 min 3. Walk northeast on LON/35/10 (Old Hall Lane), left onto Hall Drive, turn left onto Old Road, continue to Roe Cross Road and turn left onto LON/35/10 (Old Hall Lane). 4. Formal surface 5. Width suitable for single wheelchair 6. No/limited severance - temporary diversion required during construction 7. Flat 8. Feasible diversion during construction | <ol style="list-style-type: none"> 1. 2.5 km 2. 59 min 3. Walk south onto Back Moor, continuing along Mottram Moor. Turn left onto LON/108/10 (Coach Road), continue and turn left onto LON/35/10 (Old Hall Lane) 4. Combination of formal and informal surfaces 5. Width suitable for single wheelchair 6. No/limited severance - temporary diversion required during construction 7. Flat - slight incline 8. Undesirable diversion during construction | <ol style="list-style-type: none"> 1. 2.8 km 2. 37 min 3. Walk south on LON/35/10 and walk northwest on Roe Cross Road, and turn left onto Hobson Moor Road, bear right onto Dewsnap Lane. Turn right onto LON/108/20 (Rabbit Lane) and continue to LON/35/10 (Old Hall Lane). 4. Combination of formal and informal surfaces 5. Width suitable for wheelchair 6. No/limited severance - temporary diversion required during construction 7. Flat - slight incline 8. Undesirable diversion during construction | <p>TMBC</p> |
| | | | | |

| Current route to be affected by Scheme | Diversion 1- proposed | Diversion 2 | Diversion 3 | Local Authority |
|--|--|--|--|-----------------|
| LON/50/10 (point J to K) | | | | |
| <ol style="list-style-type: none"> 1. Approx. 0.19 km 2. Approx. 3 min 3. Walk northwest on LON/50/10 from Hyde Rd for 3 min 4. Informal surface 5. Width suitable for single wheelchair 6. Low severance despite permanent diversion due to rural nature and the current PROW not specifically linking communities. Generally used for recreation 7. Flat 8. Permanent closure  | <ol style="list-style-type: none"> 1. Approx. 0.7 km 2. Approx. 9 min 3. J to M to L to K 4. Formal surface 5. Width suitable for single wheelchair 6. Severance - low despite permanent diversion due to rural nature and the current PROW not specifically linking communities. Generally used for recreation 7. Flat 8. Permanent preferable diversion – new provision  | <ol style="list-style-type: none"> 1. Approx. 0.9 km 2. Approx. 10 min 3. J to H to I to K 4. Formal surface 5. Width suitable for single wheelchair 6. Severance - low despite permanent diversion due to rural nature and the current PROW not specifically linking communities. Generally used for recreation 7. Flat 8. Undesirable permanent diversion  | <ol style="list-style-type: none"> 1. Approx. 1.2 km 2. Approx. 14 min 3. Walk northwest on LON/50/10 to join LON/46/10 on Edge Lane. Turn right onto LON/51/20, to H to I to K (via new bridleway) 4. Combination of formal and informal surfaces 5. Width suitable for single wheelchair 6. Severance - low despite permanent diversion due to rural nature and the current PROW not specifically linking communities. Generally used for recreation 7. Flat 8. Undesirable permanent diversion  | <p>TMBC</p> |

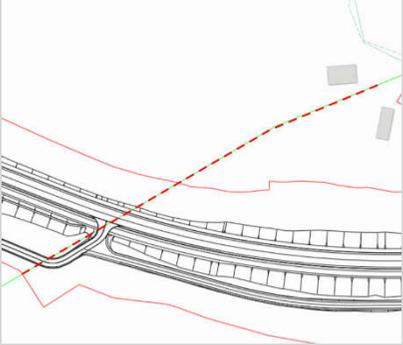
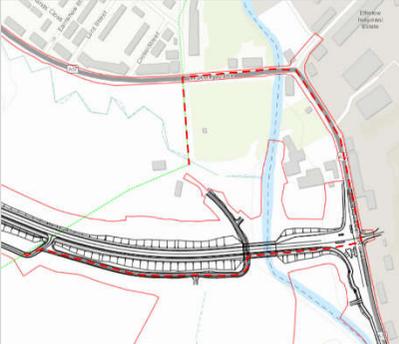
| Current route to be affected by Scheme | Diversion 1- proposed | Diversion 2 | Diversion 3 | Local Authority |
|---|---|---|---|-----------------|
| LON/52/10 (Point I to K) | | | | |
| <ol style="list-style-type: none"> 1. Approx. 0.28 km 2. Approx. 4 mins 3. Walk northeast on LON/52/10 for 4 min 4. Informal surface 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Flat 8. Current alignment to be closed permanently  | <ol style="list-style-type: none"> 1. Approx. 0.3 km 2. Approx. 4 mins 3. Walk northeast from K to I via new bridleway 4. Formal surface 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Flat 8. Preferable permanent realignment – new provision  | <ol style="list-style-type: none"> 1. Approx. 1.2 km 2. Approx. 14 min 3. Walk northwest via new Old Mill Farm Underpass, and southwest using new bridleway to new M67 J4 roundabout. Walk onto Hyde Road using the existing and new footway/cycleway and northeast to K, via the new bridleway on new A57. 4. Formal surface 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Flat 8. Potential alternative route using new provision  | <ol style="list-style-type: none"> 1. Approx. 0.89 km 2. Approx. 11 min 3. Walk southeast on LON/50/20 to Hyde Road, walk northeast and turn left onto LON/51/10 4. Combination of formal and informal surfaces 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Flat 8. Undesirable permanent diversion  | <p>TMBC</p> |

| Current route to be affected by Scheme | Diversion 1- proposed | Diversion 2 | Diversion 3 | Local Authority |
|--|---|--|--|-----------------|
| LON/51/20 (point H to I) | | | | |
| <ol style="list-style-type: none"> 1. Approx. 0.12 km 2. Approx. 2 mins 3. Walk south east on LON/51/20 from H to I 4. Informal surface 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Flat 8. Current alignment to be closed permanently  | <ol style="list-style-type: none"> 1. Approx. 0.22 km 2. Approx. 3 mins 3. Walk from H to I using the new bridleway, through Old Mill Farm underpass 4. Formal surface 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Flat 8. Preferable permanent realignment – new provision  | <ol style="list-style-type: none"> 1. Approx. 1.8 km 2. Approx. 22 mins 3. Walk northwest along LON/51/20 and turn left onto LON/46/80 (Coach Road). Turn left again onto LON/46/10, turn right onto the new bridleway and follow until M67 J4. Cross using the new combined footway/cycleway onto the existing footway on Hyde Road. Follow new bridleway northeast. 4. Combination of formal and informal surfaces 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Flat 8. Potential alternative route using new provision  | <ol style="list-style-type: none"> 1. Approx. 1.9 km 2. Approx. 23 mins 3. Walk southwest along the new bridleway, and onto Hyde Road to M67 J4 roundabout. Cross using the new combined footway/cycleway onto the existing footway on Hyde Road and turn left onto LON/51/10 4. Combination of formal and informal surfaces 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Flat 8. Undesirable permanent diversion  | <p>TMBC</p> |

| Current route to be affected by Scheme | Diversion 1- proposed | Diversion 2 | Diversion 3 | Local Authority |
|--|---|--|--|-----------------|
| LON/52/10 (point G to I) | | | | |
| <ol style="list-style-type: none"> 1. Approx. 0.25 km 2. Approx. 3 min 3. Walk southeast on LON/52/10 until point I 4. Informal surface 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Flat 8. Current alignment to be closed permanently  | <ol style="list-style-type: none"> 1. Approx. 0.5 km 2. Approx. 5 min 3. Walk southeast using the new footpath (not pictured) to point H, use the new bridleway via Old Mill Farm underpass to reach point I 4. Formal surface 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Flat 8. Preferable permanent realignment – new provision  | <ol style="list-style-type: none"> 1. Approx. 0.8 km 2. Approx. 9 mins 3. Walk northeast on LON/52/10, turn left onto LON/46/30 (Edge Lane) 4. Combination of formal and informal surfaces 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Flat 8. Undesirable permanent diversion  | <ol style="list-style-type: none"> 1. Approx. 1.9 km 2. Approx. 23 mins 3. Walk northeast on LON/52/10 and turn left on LON/46/40 and LON/46/30, turn left onto LON/52/10, turn right onto the new bridleway, follow path until point I (via new M67 J4 roundabout) 4. Combination of formal and informal surfaces 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Flat 8. Undesirable permanent diversion  | <p>TMBC</p> |

| Current route to be affected by Scheme | Diversion 1- proposed | Diversion 2 | Diversion 3 | Local Authority |
|---|---|---|---|-----------------|
| LON/87/10 (point E to F) | | | | |
| <ol style="list-style-type: none"> 1. Approx. 0.23 km 2. Approx. 3 min 3. Follow LON/87/10 until point E 4. Informal surface 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Slight slope 8. Current alignment to be closed permanently  | <ol style="list-style-type: none"> 1. Approx. 0.25 km 2. Approx. 3 min 3. Use new footway on new Mottram Moor Junction (via southwest corner) to connect E to F 4. Formal surface 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Slight slope 8. Potential alternative route using new provision  | <ol style="list-style-type: none"> 1. Approx. 0.26 km 2. Approx. 4 min 3. Use new footway on new Mottram Moor Junction (via southeast corner) to connect E to F 4. Formal surface 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Slight slope 8. Potential alternative route using new provision  | <ol style="list-style-type: none"> 1. Approx. 1.1 km 2. Approx. 13 min 3. Follow new footway on A57 Mottram Moor and turn right down Carrhouse Lane, turn right onto the new footway and turn right via Carrhouse Lane Underpass onto new footway, follow until right turn onto new footway to point F 4. Combination of formal and informal surfaces 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Slight slope 8. Undesirable permanent diversion  | <p>TMBC</p> |

| Current route to be affected by Scheme | Diversion 1- proposed | Diversion 2 | Diversion 3 | Local Authority |
|---|--|---|---|-----------------|
| LON/88/60 (point C to D) | | | | |
| <ol style="list-style-type: none"> 1. Approx. 0.16 km 2. Approx. 2 min 3. Follow LON/88/60 (Carr House Lane) southeast for approx. 2 min 4. Formal surface 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Slight slope 8. Current alignment to be closed permanently  | <ol style="list-style-type: none"> 1. Approx. 0.28 km 2. Approx. 3 min 3. Turn right onto new footpath, turn left back onto LON/88/60 via Carrhouse Lane underpass and turn left using new footpath (not pictured) 4. Formal surfaces 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Slight slope 8. Preferred alternative route using new provision  | <ol style="list-style-type: none"> 1. Approx. 1.1 km 2. Approx. 13 min 3. Walk northeast on LON/88/60 (Carrhouse Lane) and turn left onto Mottram Moor. Turn left using the new footpath via new Mottram Moor junction onto new A57, turn left onto new footpath via Carrhouse Lane underpass and left onto LON/88/60 (Carrhouse Lane) 4. Combination of formal and informal surfaces 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Slight slope 8. Undesirable permanent diversion  | <ol style="list-style-type: none"> 1. Approx. 1.7 km 2. Approx. 2. min 3. Walk northeast and turn left onto Mottram Moor, continue and turn left onto LON/87/10 using the new footpath on Mottram Moor junction. Bare left onto LON/86/10 and turn left onto LON/93/10. Continue and turn left onto LON/88/60. 4. Combination of formal and informal surfaces 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Slight slope 8. Undesirable permanent diversion  | <p>TMBC</p> |

| Current route to be affected by Scheme | Diversion 1- proposed | Diversion 2 | Diversion 3 | Local Authority |
|--|---|--|---|-----------------|
| LON/90/10 (point A to B) | | | | |
| <ol style="list-style-type: none"> 1. Approx. 0.24 km 2. Approx. 3 min 3. Walk southeast on LON/90/10 for 3 min 4. Informal surface 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Flat 8. Current alignment to be closed permanently  | <ol style="list-style-type: none"> 1. Approx. 0.44 km 2. Approx. 5 min 3. Walk southeast on LON/90/10 onto the new footpath underneath new River Etherow bridge, follow until it joins LON/90/10 4. Combination of formal and informal surfaces 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Flat 8. Preferred alternative route using new provision  | <ol style="list-style-type: none"> 1. Approx. 0.88 km 2. Approx. 10 min 3. Walk north on LON/90/10 and turn right onto Woolley Lane and turn right onto BrookNo formal surface Road. Turn right using the new Woolley Lane junction via new cycleway/footway until it joins LON/90/10 4. Combination of formal and informal surfaces 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Flat 8. Undesirable permanent diversion  | <ol style="list-style-type: none"> 1. Approx. 1.8 km 2. Approx. 21 min 3. Walk north on LON/90/10 and turn left onto Woolley Lane. Turn left onto Mottram Moor, left again onto LON/88/60 (Carrhouse Lane). Turn left onto new A57 using new footway 4. Combination of formal and informal surfaces 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Flat 8. Undesirable permanent diversion  | <p>TMBC</p> |

| Current route to be affected by Scheme | Diversion 1- proposed | Diversion 2 | Diversion 3 | Local Authority |
|---|---|---|--|-----------------|
| LON/52/20 and LON/52/30 (point I, K to L) | | | | |
| <ol style="list-style-type: none"> 1. Approx. 0.39 km 2. Approx. 5 min 3. Walk southwest along LON/52/20, then along LON/52/20 4. Informal surface 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Flat 8. Current alignment to be closed permanently  | <ol style="list-style-type: none"> 1. Approx. 0.43 km 2. Approx. 5 min 3. Walk southwest along the new bridleway for approx. 5 min 4. Formal surface 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Flat 8. Preferable permanent realignment – new provision  | <ol style="list-style-type: none"> 1. Approx 1.1 km 2. Approx 13 min 3. Walk northwest over the A57 using Old Mill Farm underpass and walk southwest using the new bridleway. Cross the M67 J4 roundabout to Hyde Road via the new and existing combined footway/cycleway, and walk northeast 4. Formal surface 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Flat 8. Potential alternative route using new provision  | <ol style="list-style-type: none"> 1. Approx. 1.1 km 2. Approx. 13 min 3. Walk southeast along LON/51/10 and turn right on Hyde Road. Turn right down the new bridleway 4. Combination of formal and informal surfaces 5. Width suitable for single wheelchair 6. No severance as very limited change to alignment 7. Flat 8. Undesirable permanent diversion  | <p>TMBC</p> |

| Current route to be affected by Scheme | Diversion 1- proposed | Diversion 2 | Diversion 3 | Local Authority |
|--|--|---|--|-----------------|
| Footway (no code) (point M to WW) | | | | |
| <ol style="list-style-type: none"> 1. Approx. 0.14 km 2. Approx. 2 min 3. Walk southeast in a clockwise direction onto Hyde Road via the Hattersley roundabout 4. Formal surface 5. Width suitable for single wheelchair 6. No severance as limited change to alignment 7. Flat 8. Current alignment to be closed permanently  | <ol style="list-style-type: none"> 1. Approx. 0.26 km 2. Approx. 3 min 3. Walk southeast and cross the M67 J4 using the new combined footway/cycleway onto Hyde Road 4. Formal surface 5. Width suitable for single wheelchair 6. No severance as limited change to alignment 7. Flat 8. Preferable permanent realignment – new provision  | <ol style="list-style-type: none"> 1. Approx. 1.3 km 2. Approx. 15 min 3. Walk north east on the new A57 and cross using the Old Mill Farm underpass and travel southeast using the new bridleyway, and turn right onto Hyde Road, towards the M67 J4 roundabout 4. Formal surface 5. Width suitable for single wheelchair 6. No severance as limited change to alignment 7. Flat 8. Undesirable permanent diversion  | <ol style="list-style-type: none"> 1. Approx. 1.8 km 2. Approx. 21 min 3. Walk northeast via new bridleyway and cross using the Old Mill Farm underpass. Walk to Hyde Road via LON/51/10 and travel southwest to the M67 J4 roundabout via new combined footway/cycleway 4. Combination of formal and informal surfaces 5. Width suitable for single wheelchair 6. No severance as limited change to alignment 7. Flat 8. Undesirable permanent diversion  | <p>TMBC</p> |

| Current route to be affected by Scheme | Diversion 1- proposed | Diversion 2 | Diversion 3 | Local Authority |
|---|---|--|---|-----------------|
| Footway/SUP/crossing (no code) (point TT to VV) | | | | |
| <ol style="list-style-type: none"> 1. Approx. 0.04 km 2. Approx. 0.5 min 3. Cross Stockport Road west to east (from McDonald's to Tesco) 4. Formal surface 5. Width suitable for single wheelchair 6. No severance as limited change to alignment 7. Flat 8. Current alignment to be closed permanently | <ol style="list-style-type: none"> 1. Approx. 0.05 km 2. Approx. 0.5 min 3. Cross Stockport Road west to east (from McDonald's to Tesco) using the new combined footway/cycleway 4. Formal surface 5. Width suitable for single wheelchair 6. No severance as limited change to alignment 7. Flat 8. Preferable permanent realignment – new provision | <ol style="list-style-type: none"> 1. Approx. 0.39 km 2. Approx. 5 min 3. Walk north and cross the M67 J4 roundabout using the new combined footway/cycleway 4. Formal surface 5. Width suitable for single wheelchair 6. No severance as limited change to alignment 7. Flat 8. Undesirable permanent diversion | <ol style="list-style-type: none"> 1. Approx. 0.51 km 2. Approx. 6 min 3. Walk south on Stockport Road and cross via the pedestrian crossing and continue north 4. Formal surface 5. Width suitable for single wheelchair 6. No severance as limited change to alignment 7. Flat 8. Undesirable permanent diversion | <p>TMBC</p> |
| | | | | |

| Current route to be affected by Scheme | Diversion 1- proposed | Diversion 2 | Diversion 3 | Local Authority |
|---|--|--|---|-----------------|
| Footway/SUP/crossing (no code) (point ZZ to YY) | | | | |
| <ol style="list-style-type: none"> 1. Approx. 0.11 km 2. Approx. 1 min 3. Walk north on the M67 J4 roundabout to Mottram Road 4. Formal surface 5. Width suitable for single wheelchair 6. No severance as limited change to alignment 7. Flat 8. Current alignment to be closed permanently  | <ol style="list-style-type: none"> 1. Approx. 0.14km 2. Approx. 2 min 3. Walk north on the M67 J4 roundabout using the new combined cycleway/footway to Mottram Road 4. Formal surface 5. Width suitable for single wheelchair 6. No severance as limited change to alignment 7. Flat 8. Preferable permanent realignment – new provision  | <ol style="list-style-type: none"> 1. Approx. 0.46km 2. Approx. 5 min 3. Walk north on the M67 J4 roundabout and cross Stockport Road using the new combined cycleway/footway and north onto Hyde Road. Walk west, across the roundabout via the combined cycleway/footway, and north to Mottram Road 4. Formal surface 5. Width suitable for single wheelchair 6. No severance as limited change to alignment 7. Flat 8. Undesirable permanent diversion  | <ol style="list-style-type: none"> 1. Approx. 1.6 km 2. Approx 19 min 3. Cross the M67 J4 roundabout to Hyde Road and walk northwest via the new bridleway, cross using the Old Mill Farm underpass and travel southeast using the new bridleway, and turn left onto Hyde Road, and walk towards the M67 J4 roundabout. Use new bridleway to cross onto Mottram Moor 4. Formal surface 5. Width suitable for single wheelchair 6. No severance as limited change to alignment 7. Flat 8. Undesirable permanent diversion  | <p>TMBC</p> |

1.6 PROW Conditions

The photographs below illustrate the routes and conditions of the PROWs assessed during the site visit, as described in Section 1.3.

Facing south on Old Hall Lane



Facing south on Edge Lane, near Old Mill Farm



Facing east on LON/46/30 (Edge Lane) towards LON/52/10



Walking south on LON/46/30



Facing east on LON/46/30, towards
LON/51/20



Facing Carrhouse Lane, on LON/92/10



Ground conditions on LON/92/10



Ground conditions of LON/90/10,
just off Woolley Lane



Ground conditions of LON/90/10, near Woolley

Lane



Facing south on LON/90/10



1.7 Conclusion

- 1.7.1 All PROWs affected by the Scheme are listed in Section 1.5, with details provided of the current path conditions and location. Each PROW and the potential diversions identified have been assessed with regard to distance, time to walk route, path condition, surface width, potential for severance, gradient, and desirability.
- 1.7.2 A proposed diversion (Diversion 1) is provided for each PROW affected. In all cases this is the new replacement provision provided by the Scheme.

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