

**A57 Link Roads  
TR010034**

**6.5 Environmental Statement  
Appendix 4.1 Scoping Opinion and  
Response**

APFP Regulation 5(2)(a)

Planning Act 2008 Infrastructure Planning (Applications: Prescribed  
Forms and Procedure) Regulations 2009

# 1. Introduction

## 1.1 Purpose of report

- 1.1.1 An Environmental Scoping Report (ESR)<sup>1</sup> was prepared to establish the scope of this Environmental Statement by setting out the proposed technical content and methodologies to be used during the EIA. This was submitted to the Planning Inspectorate in November 2017. The Planning Inspectorate reviewed this and provided a response in December 2017, which is presented in the Scoping Opinion<sup>2</sup>.
- 1.1.2 The table below summarises the scoping responses received and indicates how they have been considered within this Environmental Statement. This demonstrates that the ES has considered the requests and comments raised through the scoping and consultation, where applicable to the Scheme.
- 1.1.3 This table should be read in conjunction with Appendix 4.4 (document reference TR010034/APP/6.5.), which sets out the differences between the former DMRB and updated DMRB and the design changes. It also outlines the implications these have had on the EIA methodologies and assessment since the Scoping Opinion was published. This includes a high-level summary of whether new environmental effects would be triggered by applying the updated DMRB guidance and would change the results of the ESR which have been presented in the ES chapters.

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<sup>1</sup> <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010034/TR010034-000008-TPUP%20-%20Scoping%20Report.pdf>

<sup>2</sup> <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010034/TR010034-000006-TR010034%20-%20Scoping%20Opinion.pdf>

Topic	Reference within scoping opinion	Consultee	Comment	Responses
<b>Project objectives</b>				
Project objectives	N/A	Peak District National Park Authority	The Project Objectives include an environmental objective of “avoiding unacceptable impacts on the natural environment and landscape in the Peak District National Park, and optimising environmental opportunities”. Because there is an expectation of a significant increase in traffic flows on roads within the National Park, through Tintwistle Conservation Area and through the designated sites, the Environmental Statement should demonstrate the ways in which this objective will be achieved.	Changes in traffic flows within the Peak District National Park have been given due consideration in the relevant ES topic chapters (i.e. Air quality (Chapter 5), Landscape and visual effects (Chapter 7), Biodiversity (Chapter 8), Noise and vibration (Chapter 11) and Population and human health (Chapter 12). Further details on traffic modelling have been provided in Appendix 2.1 (TR010034/APP/6.5).
<b>Description of the Proposed development</b>				
General	2.3.1	The Planning Inspectorate	The ES should contain a description of the location of the Proposed Development, which includes existing land uses, structures and receptors across the application site and surrounding area	A description of the Scheme is provided within the Scheme chapter (Chapter 2) as well as the baseline sections of each environmental topic chapter (Chapters 5 to 14).
Culverts, attenuation ponds and animal passes	2.3.5	The Planning Inspectorate	The ES should describe in detail the culverts and attenuation ponds required together with their locations, these features should also be depicted on plans to aid the reader. The Applicant should ensure that culvert and bridge designs give appropriate consideration to the need for animal passes	Detail regarding culverts and attenuation ponds, including their locations is provided in the Scheme chapter (Chapter 2). These are also shown on The Culvert and drainage plans (TR010034/APP/2.12) and the Drainage Design Strategy Report (TR010034/APP/7.7).
Construction compounds	2.3.5	The Planning Inspectorate	The ES should include a description of all construction compounds and show the location of them on a plan. The ES should also assess any potential significant effects from the use of construction compounds within relevant aspect assessments.	The location of the construction compound is provided within the Scheme chapter (Chapter 2). The compound has also informed the construction assessment of the environmental topics.

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Lighting impacts in proximity to the Peak District National Park	2.3.6	The Planning Inspectorate	Given the proximity of the Proposed Development to the Peak District National Park, if the Applicant decides that lighting is required the ES should assess any associated lighting impacts (e.g. light spill) as part of relevant aspect assessments. This is discussed further in section 4.4 of this report. Furthermore, the ES should also explain the need for lighting if it is required during the construction phase and in particular any lighting at construction compounds. Impacts associated with lighting proposals should be assessed in the ES with evidence how this has been taken into account in relevant aspect chapters.	A description of lighting required for the Scheme is presented in the Scheme chapter (Chapter 2) of the ES. Due consideration has been given to the Scheme's lighting design within the assessments presented in the Biodiversity chapter (Chapter 8) and the Landscape and visual chapter (Chapter 7).
Earth mounds	2.3.7	The Planning Inspectorate	The ES should describe and depict the locations where earth mounds will be sited as well as their dimensions, taking into account existing ground levels.	Earth mounds are discussed in the Scheme chapter (Chapter 2) of the ES. The locations of the proposed environmental screening are provided on the Environmental Master Plan (Figure 2.4, TR010034/APP/6.4). Fill areas would be made ready before cut begins, therefore stockpiling would be minimised. This is detailed in the Material assets and waste chapter (Chapter 10) of the ES.
Road closures and diversions	2.3.8	The Planning Inspectorate	The ES should contain a full explanation of all required road closures and diversions whether permanent or temporary and their impacts should be fully assessed. The Applicant should consult with the Royal Mail regarding the proposed traffic management measures.	Road closures and diversions that are expected to be required for the construction of the Scheme are provided within the Scheme chapter (Chapter 2). Further detail is also provided in the Traffic Management Plan (TR010034/APP/7.5). The Applicant has consulted with the Royal Mail on traffic management measures.
Demolition of properties	2.3.9	The Planning Inspectorate	As part of the description of the physical characteristics of the Proposed Development, the ES should describe the demolition proposals of the properties in the vicinity of the Mottram Tunnel	Details on the properties that would need to be demolished for the construction and operation of the Scheme are provided within the Scheme chapter (Chapter 2).

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Working hours	2.3.10	The Planning Inspectorate	The ES should provide details regarding proposed working hours, including for Sundays and bank holidays	These details are discussed within the Scheme chapter (Chapter 2).
Development parameters	2.3.15	The Planning Inspectorate	The Applicant should make every attempt to narrow the range of options and explain clearly in the ES which elements of the Proposed Development have yet to be finalised and provide the reasons. The description of the Proposed Development in the ES must not be so wide that it is insufficiently certain to comply with the requirements of Regulation 14 of the EIA Regulations.	The Applicant has provided a description of the elements that are considered uncertain at this stage. This includes the de-trunking of the A57 of which the details are yet to be agreed with Tameside MBC. Details of the limits of deviation applied to the Scheme are contained in the Draft Development Consent Order (TR010034/APP/3.1). For the purpose of the ES, a number of assumptions have been made which are outlined in the Scheme chapter (Chapter 2). It is considered that this sufficiently complies with the requirements of Regulation 14 of the EIA Regulations.
Physical characteristics of the Scheme	3.3.3	The Planning Inspectorate	The ES should include a description of the physical characteristics of the Scheme (including the main structures, construction and maintenance phases of the Proposed Development e.g. detailed description of location and size of the proposed Mottram tunnel, road junctions, River Etherow bridge structure, construction compounds, location and dimension of culverts and underpasses, location and dimension of earthmounds and road closures or diversions, including for Public Rights of Way (PRoW)	These details are provided within the Scheme chapter (Chapter 2)

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<b>Alternatives</b>				
Option selection process	2.3.12 and 2.3.13	The Planning Inspectorate	The Inspectorate would expect to see a discrete section in the ES that provides details of the alternatives considered and the reasoning for the selection of the chosen option(s), including a comparison of the environmental effects. The alternatives discussion within the ES should expand on the information provided in Scoping Report section 3 Assessment of Alternatives, including the detail of the options selection process. In view of the fact that the preferred option will involve the acquisition and demolition of residential properties it is important that the balance of costs and effects for the different options are clearly explained in the ES	The alternatives considered and the reasoning for the selection of the chosen option(s), including a comparison of the environmental effects, is presented in the Assessment of alternatives chapter (Chapter 3).
<b>Environmental Impact Assessment Methodology</b>				
Scoping	3.1.2	The Planning Inspectorate	The ES should explain the reasoning for scoping out aspects/matters and justify the approach taken	Aspects/ matters scoped in and out of the assessment and the justification for this are discussed in each topic chapter of the ES (Chapters 5 to 14). Any changes to assessment methodology due to the latest DMRB standards or design changes since the submission of the scoping opinion are also detailed in Appendix 4.4 (document reference TR010034/APP/6.5).
Securing mitigation measures	3.1.3	The Planning Inspectorate	Where relevant, the ES should provide reference to how the delivery of measures proposed to prevent/minimise adverse effects is secured through DCO requirements (or other suitably robust methods) and whether relevant consultees agree on the adequacy of the measures proposed	Where relevant, such reference is provided within the ES chapters (Chapters 5 to 14) References have also been made to any consultation that has been undertaken to agree the adequacy of these measures. These mitigation measures will be secured through the Register of Environmental Actions and Commitments (REAC) (TR010034/APP/7.3).

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NPS NN	3.2.1	The Planning Inspectorate	The ES should address any environmental requirements for NSIPs outlined in the National Policy Statement for National Networks.	Each ES topic chapter (Chapters 5 to 14 have addressed the relevant environmental requirements for NSIPS as outlined in the National Policy Statement for National Networks (NPS NN). Compliance with the NPS NN is set out within each topic chapter and the Planning Statement (TR010034/APP/7.1)
Scoping opinion	3.3.1	The Planning Inspectorate	The Inspectorate recommends that the Applicant uses tables to demonstrate how the assessment has taken account of this Opinion	How the assessment has taken account of the Scoping Opinion is presented in this Appendix. Any changes to assessment methodology due to the latest DMRB standards or design changes since the submission of the scoping opinion are also detailed in Appendix 4.4 (document reference TR010034/APP/6.5).
Summary	3.3.1	The Planning Inspectorate	The Inspectorate recommends that the Applicant uses tables to identify and collate the residual effects after mitigation for each of the aspect chapters, including the relevant interrelationships and cumulative effects	A summary table is presented within the Summary chapter of the ES (Chapter 16).
Residual effects	3.3.1	The Planning Inspectorate	The Inspectorate recommends that the Applicant uses tables to identify and collate the residual effects after mitigation for each of the aspect chapters, including the relevant interrelationships and cumulative effects	A table has been used in the Summary chapter of the ES (Chapter 16) to collate and present the residual effects for each chapter (including the cumulative effects)
Monitoring	3.3.1	The Planning Inspectorate	The Inspectorate recommends that the Applicant uses tables to describe any remedial measures that are identified as being necessary following monitoring.	Mitigation measures are considered in each ES topic chapter (Chapters 5 to 14) in section X.8. The requirement for and proposed scope of monitoring is discussed in each ES topic chapter.

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HRA	3.3.1	The Planning Inspectorate	The Inspectorate recommends that the Applicant uses tables to identify where details are contained in the Habitats Regulations Assessment report (where relevant), such as descriptions of European sites and their locations, together with any mitigation or compensation measures, are to be found in the ES	A Habitats Regulations Assessment Screening Report (application document TR010034/APP/5.3) has been produced. Where relevant, information has been summarised in the Biodiversity chapter (Chapter 8) of the ES.
Associated development	3.3.2	The Planning Inspectorate	The ES should distinguish between effects derived from works integral to the proposed NSIP, and those primarily derived from the works described as associated developments in a summary table. Confirming that the proposed associated developments are not an additional NSIP	There is no associated development considered within the ES. The other elements considered part of the Scheme at the time of the Scoping Opinion (Westwood and Safety and Technology) have been brought forwards and are already being delivered/ have already been delivered by the Applicant and are therefore included in the baseline scenario for the Scheme. This is discussed in the Scheme chapter (Chapter 2)
Baseline scenario	3.3.4	The Planning Inspectorate	The ES should include a description of the baseline scenario with and without implementation of the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.	The baseline and future scenarios are provided within the Scheme chapter (Chapter 2). Baseline and future scenarios specific to each environmental topic are also provided in Chapters 5 to 14.
Survey timelines	3.3.4	The Planning Inspectorate	The ES should contain the timescales upon which the surveys which underpin the technical assessments have been based. For clarity, this information should be provided either in the introductory chapters of the ES (with confirmation that these timescales apply to all chapters), or in each aspect chapter	This timescales upon which the surveys have been undertaken on which the technical assessments have been based are provided within each technical chapter. (Chapters 5- to 14)



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Overarching methodology	3.3.6	The Planning Inspectorate	The ES should include a chapter setting out the overarching methodology for EIA, which clearly states which effects are 'significant' and 'non-significant' for the purposes of EIA. Any departure from that methodology should be described in individual aspect assessment chapters.	The Environmental impact assessment methodology chapter (Chapter 4) of the ES sets out the overarching methodology for the EIA. Each ES topic chapter (Chapters 5 to 14) also outlines the methodology followed and defines which effects are 'significant' and 'not significant'.
Uncertainties	3.3.7	The Planning Inspectorate	The ES should include details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.	Each environmental topic chapter (Chapters 5 to 14) contains an "Assumptions and limitations" section which outlines the technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved. As part of this section it is also acknowledged and outlined whether this has impacted the results of the assessment.
Residues and emissions	3.3.8	The Planning Inspectorate	The EIA Regulations require an estimate, by type and quantity, of expected residues and emissions. Specific reference should be made to water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases, where relevant. This information should be provided in a clear and consistent fashion and may be integrated into the relevant aspect assessments	An estimate of the type and quantity of expected residues and emissions is presented in relevant ES topic chapters.
Securing mitigation	3.3.9	The Planning Inspectorate	Any mitigation relied upon for the purposes of the assessment should be explained in detail within the ES. The likely efficacy of the mitigation proposed should be explained with reference to residual effects. The ES should also address how any mitigation proposed is secured, ideally with reference to specific DCO requirements or other legally binding agreements	Embedded mitigation measures relied upon for the purposes of the assessment are provided within the Scheme chapter (Chapter 2). Essential mitigation measures are provided within each ES topic chapter (Chapters 5 to 14). Where relevant, it is discussed how mitigation proposed will be secured.

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Pre- and post-mitigation impacts	3.3.10	The Planning Inspectorate	Provision of an assessment of pre- and post-mitigation impacts is recommended since this greatly aids understanding of the efficacy of any mitigation measures proposed and therefore the reliance placed on such measures	It should be noted that the Scoping Opinion was issued prior to DMRB LA 104 Environmental assessment and monitoring being published. This standard does not require an assessment of pre-mitigation impacts, therefore only post-mitigation (residual) impacts are discussed within each ES topic chapter (Chapters 5 to 14).
Major accidents and/or disasters	3.3.11	The Planning Inspectorate	The ES should include a description of the potential vulnerability of the Proposed Development to risks of major accidents and/or disasters, including vulnerability to climate change, which are relevant to the Proposed Development	The vulnerability of the Scheme to risks of major accidents and/or disasters is outlined within Appendix 4.2.
European Economic Area	3.3.12	The Planning Inspectorate	The ES should indicate whether the Proposed Development is likely to have significant impacts on another European Economic Area (EEA) State.	A Transboundary screening has been undertaken for the Scheme by the Planning Inspectorate and it has been determined that there would be no significant environmental effects on any other EEA State
<b>Air quality</b>				
Air Quality	2	The Planning Inspectorate	Within the Applicant's ES, the boundary from which study areas are derived should be clearly defined and cross referenced to a plan	The study area for air quality is described in section 5.6 of the chapter and cross-referenced to in Figures 5.2 and 5.3 (TR010024/APP/6.4)
Air Quality	2	The Planning Inspectorate	The ES should explain and justify why more recent criteria than DMRB HA207/07, which recognise that construction dust effects may occur over a wider extent than is proposed to be assessed, have not been adopted (e.g. the Institute of Air Quality Management (IAQM) Guidance on the assessment of dust from demolition and construction 2014).- check if still applicable	Assessment follows DMRB LA105, published in 2019, which updates the methodology for assessing construction dust impacts from HA207/07. The methodology in DMRB LA105 does not follow the IAQM guidance, but is a risk based approach now which is in keeping with the IAQM guidance approach. IAQM approach is not specifically about strategic road network schemes, DMRB LA105 was written specifically for the strategic road network.

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Air Quality	2	The Planning Inspectorate	Initially scoped out PM2.5 - Now that there is a limit value it should be outlined that we are not going to exceed this	Reference to PM2.5 has been made in the air quality ES chapter. In accordance with DMRB LA105 (para 2.21.4) PM2.5 has not been modelled as PM10 modelling and available PM2.5 monitoring data has been used to demonstrate the project does not impact on achievement of the PM2.5 air quality threshold.
Air Quality	2	The Planning Inspectorate	The ES should assess impacts from construction vehicles in line with DMRB HA207/07 and consider the need to undertake modelling of construction vehicle movements. The need to include a quantitative assessment should be discussed with the relevant local authority Environmental Health Officers.	Assessment has been undertaken in accordance with DMRB LA105, published in 2019, which updates the methodology of assessment of construction traffic from HA207/07. Screening of construction traffic and traffic management measures during the construction phase has been undertaken in accordance with DMRB LA105 with available construction phase data and there was not a need for any quantitative assessment.
Air Quality	2	The Planning Inspectorate	The extent of the operational air quality model should be agreed with the planning authorities following completion of the transport modelling process.	Assessment has been undertaken in accordance with DMRB LA105, published in 2019. Consultation has been undertaken with relevant local authorities
Air Quality	2	The Planning Inspectorate	The study area should be sufficient to consider consequential effects during operation, e.g. such as increases in traffic on the A616, A628 (including in the village of Tintwistle) and the AQMA at Langsett due to the enhanced attractiveness of the route to users.	The study area for the air quality assessment has been determined using traffic screening criteria given in DMRB LA105, published in 2019 and has considered all potential links in the Scheme traffic model which extends from Manchester to Sheffield. The resultant air quality study area includes the A628 between the Gun Inn Junction and New Road. Other sections of the A628 and the A616, through Langsett are not within the study area due to not meeting the screening criteria.

Topic	Reference within scoping opinion	Consultee	Comment	Responses
Air Quality	3	The Planning Inspectorate	The Inspectorate considers that the ES should include an assessment of impacts associated with all relevant pollutants under the EU ambient air quality directive including increases in PM2.5 resulting from the Proposed Development where relevant. The Applicant's attention is drawn to Public Health England's comments in this respect. In determining significance, the assessment should take into account performance against relevant target/limit values.	The scoping report and the air quality assessment for the ES has given consideration to all pollutants included in the EU air quality directive and justified exclusion. NO2 and PM10 have been identified as relevant pollutants and considered further with the air quality modelling assessment. In accordance with DMRB LA105 (para 2.21.4) PM2.5 has not been modelled as PM10 modelling and available PM2.5 monitoring data has been used to demonstrate the project does not impact the achievement of the PM2.5 air quality threshold.
Air Quality	4	The Planning Inspectorate	In accordance with DMRB the assessment scenarios to be modelled should also include the worst year in the first 15 years from opening where this is different from the scenarios set out.	Assessment has been undertaken in accordance with DMRB LA105, published in 2019. The opening year (2025) has been assessed. This is the worst year in the first 15 years of opening, as background pollutant concentrations and vehicle emissions improve over time.
Air Quality	5	The Planning Inspectorate	The Applicant should have regard to the potential for climate change to influence future meteorological conditions and the potential for this to impact on emissions modelling and set out how future changes would be evaluated.	The air quality detailed dispersion modelling has been undertaken in accordance with the Defra's Local Air Quality Management Technical Guidance 2018 (LAQM.TG(16)). Meteorological conditions are discussed further in ES Chapter 5: Air Quality. Climate change is discussed in the Climate chapter (Chapter 14) and follows updated guidance in DMRB LA 114.
Air Quality	N/A	Barnsley Metropolitan Borough Council	Impact of the Climbing lanes on the A628 and the dualling of the A61 on the AQMA in Langsett on A616, and the increased traffic flow due to the attractiveness of the Trans-Pennine route. Make an assessment of the air quality impact along the A616 and A628 in the Barnsley borough is undertaken.	These no longer part of Scheme. Further details can be found in ES Chapter 3: Assessment of alternatives, section 3.4.

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Air Quality	N/A	High Peak Borough Council, Peak District National Park Authority, Public Health England	<p>The assessment should include areas where traffic flow rate is likely to decrease and there are properties close to the road.</p> <p>The study area should include any roads within the National Park where there is an increase in traffic flow of more than 5% resulting from the Scheme in the opening year.</p>	<p>The study area for the air quality assessment has been determined using traffic screening criteria given in DMRB LA 105, published in 2019 and has considered all potential links in the Scheme traffic model which extends from Manchester to Sheffield. The DMRB LA 105 traffic screening criteria consider roads with both increases and decreases in traffic due the Scheme. The relevant criteria used in relation to changes in traffic flow are a change in Annual Average Daily Traffic (AADT) of 1000 vehicles and a change in Heavy Duty Vehicles (HDV - vehicles greater than 3.5 tonnes) of 200 AADT.</p> <p>The air quality study area includes the A628 between the Gun Inn Junction and New Road, which is not within the Peak District National Park, but does include the A57 Snake Pass from Glossop to the A6013.</p> <p>The change in AADT on the A57 Snake Pass with the scheme is +1165 AADT from a Do-Minimum of 3044 AADT (an increase of 38.3%). The change in AADT on the A628 within the Peak District National Park is +960 AADT from a Do-Minimum of 9700 AADT (an increase of 9.9%).</p>
Air Quality	N/A	Derbyshire County Council	<p>Concern that the thresholds for selecting the roads to be assessed for traffic impacts from the Scheme will necessarily exclude some roads in Derbyshire, and therefore the likely impacts to these roads will not be provided. Derbyshire County Council suggests that lower thresholds for some roads in Derbyshire would be beneficial as information on the changes to traffic flow would be welcomed.</p>	<p>The study area for the air quality assessment has been determined using traffic screening criteria given in DMRB LA 105, published in 2019 and has considered all potential links in the Scheme traffic model which extends from Manchester to Sheffield. The DMRB LA105 traffic screening criteria consider roads with both increases and decreases in traffic due the Scheme.</p>

Topic	Reference within scoping opinion	Consultee	Comment	Responses
				<p>The relevant criteria used in relation to changes in traffic flow are a change in Annual Average Daily Traffic (AADT) of 1000 vehicles and a change in Heavy Duty Vehicles (HDV - vehicles greater than 3.5 tonnes) of 200 AADT.</p>
Air Quality	N/A	Peak District National Park Authority	<p>Scope in Dark Peak SSSI, South Pennine Moors Special Area of Conservation and the Peak District Moors Special Protection Area; Traffic flows and their associated potential changes in air quality on the designated habitats cannot be scoped out until the full traffic modelling has been done.</p>	<p>The study area for the air quality assessment has been determined using traffic screening criteria given in DMRB LA105, published in 2019 and has considered all potential links in the Scheme traffic model which extends from Manchester to Sheffield. Section of roads adjacent to Dark Peak SSSI, South Pennine Moors Special Area of Conservation and the Peak District Moors Special Protection Area met the DMRB LA 105 screening criteria and assessment of air quality impacts on these designated sites has been undertaken for the ES. Assessment of the air quality impacts on South Pennine Moors Special Area of Conservation and the Peak District Moors Special Protection Area have also been undertaken for the HRA.</p>
Air Quality	N/A	Peak District National Park Authority, High Peak Borough Council, Public Health England	<p>High Peak Borough Council has not seen details of the monitoring conducted in the district. Is it proposed (or have) these monitoring location been continued through into 2017. Could be included as an appendix to this report. High Peak has not seen the PCF Stage 2 Air Quality assessment details outlying the location of the sensitive receptors. This could be included as an appendix.</p> <p>Concern for sensitive receptors in Tintwistle on the A628 and the Pegasus crossing and the Pennine Bridleway National Trail, existing AQS exceedances. Needs to be addressed as receptors.</p>	<p>The study area for the air quality assessment has been determined using traffic screening criteria given in DMRB LA105, published in 2019 and has considered all potential links in the Scheme traffic model which extends from Manchester to Sheffield. The resultant air quality study area includes the A628 between the Gun Inn Junction and New Road. The A628 through Tintwistle east of New Road is not within the study area due to not meeting the screening criteria.</p> <p>Assessment has been undertaken in accordance with DMRB LA 105, published in 2019, and the assessment has included consideration of the</p>

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			<p>When considering a baseline (of existing environmental quality) and in the assessment and future monitoring of impacts these:</p> <p>should include appropriate screening assessments and detailed dispersion modelling where this is screened as necessary</p> <p>should encompass all pollutants which may be emitted by the development in combination with all pollutants arising from associated development and transport, ideally these should be considered in a single holistic assessment</p> <p>should consider the construction, operational and decommissioning phases, as appropriate should consider the typical operational emissions, abnormal operation and accidents when assessing potential impacts and include an assessment of worst-case impacts should fully account for fugitive emissions should include appropriate estimates of background levels should identify cumulative and incremental impacts should include consideration of local authority, Environment Agency, Defra national network, and any other local site-specific sources of monitoring data should compare predicted environmental concentrations to the applicable standard or guideline value for the affected medium (such as UK Air Quality Standards and Objectives and Environmental Assessment Levels) should identify and consider impacts on residential areas and sensitive receptors (such as schools, nursing homes and healthcare facilities) in the area(s) which may be affected by emissions, this should include consideration of any new receptors arising from future development.</p>	<p>additional items listed. The latest scheme specific air quality diffusion tube survey commenced in Summer 2018 and is ongoing. As standard practice, scheme-specific monitoring results (in this case for 2018, 2019 and 2020) have be included in an appendix of the air quality ES chapter</p>

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			<p>When considering a baseline (of existing air quality) and in the assessment and when considering future monitoring of impacts these:</p> <ul style="list-style-type: none"> <li>• should include consideration of impacts on existing areas of poor air quality e.g. existing or proposed local authority Air Quality Management Areas (AQMAs)</li> <li>• should include modelling using appropriate meteorological data (i.e. come from the nearest suitable meteorological station and include a range of years and worst-case conditions) should include modelling taking into account local topography</li> </ul>	
<b>Cultural heritage</b>				
Cultural Heritage	6	The Planning Inspectorate	Grade II* Listed Church - this was scoped out by Arcadis however, PINS requested this be scoped back in and make sure the key issue is ensuring the setting is protected	This has been acknowledged by the Applicant and scoped into the assessment. More information is provided in the Cultural heritage chapter (Chapter 6) of the ES
Cultural Heritage	N/A	The Planning Inspectorate	Grade II* listed cross - Concern that Peak District National Park didn't agree to scope this out - however based on site visit PINS is happy to scope out cross	Acknowledged, although the Grade II* Cross at Warhill has been included within the assessment
Cultural Heritage / Landscape	7	The Planning Inspectorate	Historic landscape character assessment should be undertaken.	A Historic landscape character assessment has been undertaken and is presented within the Appendix 6.1 Desk based assessment (TR010034/APP/6.5)



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Cultural Heritage	6	The Planning Inspectorate	There is insufficient detail provided to understand the potential effects of the Proposed Development on the Grade II* listed Church of St Michael and All Angels or its setting, consequently the Inspectorate does not consider that an assessment of effects on this building should be scoped out of the ES. The Applicant's attention is drawn to Historic England's comments in respect of the assessment. The Inspectorate considers that significant effects on the Grade II* listed Cross are unlikely and may be scoped out based on its nature and location relative to the scheme.	This has been acknowledged by the Applicant and scoped into the assessment. More information is provided in the Cultural heritage chapter (Chapter 6) of the ES
Cultural Heritage	8	The Planning Inspectorate	The ES should justify study areas adopted for the assessment.	The study areas for the assessment are set out in Section 6.6 of the Cultural heritage chapter (Chapter 6)
Cultural Heritage	9	The Planning Inspectorate	Impacts on Mesolithic archaeology should be considered within the Applicant's desk study and used to inform the need for further archaeological investigation, which should be agreed with the relevant local authority conservation officers.	This has been acknowledged by the Applicant and a programme of works has been agreed with the relevant Local authorities and stakeholders. Further details can be found in the Consultation Report (TR010034/APP/5.1).
Cultural Heritage	10	The Planning Inspectorate	The Inspectorate considers that geophysical surveys should be undertaken to inform the general assessment and to identify the need for further, more detailed assessment where necessary. The Applicant should discuss and seek to agree the scope of such assessments with Historic England, the County Archaeologist and/or relevant local authority conservation officers as appropriate following completion of the desk study and site walkover assessment.	This has been acknowledged by the Applicant and a programme of works has been agreed with the relevant Local authorities and stakeholders.

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Cultural Heritage	11	The Planning Inspectorate	Impacts on Melandra Castle should be assessed as part of the ES.	This has been acknowledged by the Applicant and scoped into the assessment. More information is provided in the Cultural heritage chapter (Chapter 6) of the ES
Cultural Heritage	11	The Planning Inspectorate	The ES should also assess the impact of potential increases in traffic on Tintwistle Conservation Area.	This has been acknowledged by the Applicant and scoped into the assessment. More information is provided in the Cultural heritage chapter (Chapter 6) of the ES
Cultural Heritage	12	The Planning Inspectorate	The ES should explain why more recent guidance prepared by Historic England and the Chartered Institute for Archaeologists has not been adopted or referenced in respect of the cultural heritage assessment. The Applicant should address Historic England's comments regarding the proposed cultural heritage significance criteria in their ES methodology.	This has been acknowledged by the Applicant and included within the Cultural heritage chapter (Chapter 6) of the ES
Cultural Heritage	N/A	Historic England	Work on significance criteria tables to make the significance criteria more specific and consistent - consult National Planning Policy Framework and Good Practice guidelines from Historic England.	This has been acknowledged by the Applicant and included within the Cultural heritage chapter (Chapter 6) of the ES
Cultural Heritage	N/A	Historic England	Enhancement opportunity for further study of cultural heritage during the ground investigation, the involvement of a geoarchaeologist would be welcomed, particularly near the River Etherow. If there is no geotechnical investigation planned there, a standalone geoarchaeological one would be recommended.	A geoarchaeological model has been prepared which provides an enhanced understanding of the potential for survival of archaeological remains and is detailed in Appendix 6.6 (TR010034/APP/6.5). Further enhancement of this knowledge will be provided by a watching brief on future ground investigation works.
Cultural Heritage	N/A	TMBC	The ES should include how the residual significant effects to some of the Grade II listed buildings and the setting of the Mottram in Longdendale	Acknowledged – a range of embedded mitigation measures have been proposed as part of the Scheme, such as landscaping, noise barriers and lighting proposals.

Topic	Reference within scoping opinion	Consultee	Comment	Responses
			Conservation Area will be mitigated followed assessment.	This will mitigation the impact the Scheme on Grade II listed buildings and the setting of the Mottram in Longendale Conservation Area. Further details on mitigation measures are detailed in Chapter 6 in the ES (TR10034/APP/6.3).
Cultural Heritage	N/A	Historic England	Heritage Impact Assessment work may be required to inform design in respect to the Historic Landscape Character. Work should be linked to Zone of Visual Influence.	Historic landscape character has been examined as part of the baseline for the Scheme, as set out in Appendix 6.1 Desk based assessment (TR010034/APP/6.5). A ZTV has been used to inform the assessment, supplemented by a groundtruthing site visit and desk-based study to inform the assessment.
Cultural Heritage	N/A	The Planning Inspectorate / Peak District National Park Authority	A list of Grade II Listed buildings within the 1km boundary of the Study Area would be a useful element of the Environmental Statement.  ZVI work proposed in Section 5.5 Landscape and Townscape Effects would help with assessment of views to and from the church.	All designated heritage assets located within 1 km of the Scheme are listed in Appendix 6.1 Desk based assessment (TR010034/APP/6.5), and those affected are identified in the Cultural heritage chapter (Chapter 6) of the ES. A ZTV has been used an indicator to inform the assessment however, it is an approximation of the view, therefore a groundtruthing site visit and desk-based study has also been undertaken to inform the assessment.
Cultural Heritage	N/A	Peak District National Park Authority	Study area should include the whole Tintwistle Conversation Area.  1km search area should be shown on Figure 5.4, and all the Grade II listed buildings should be listed in the text	This is acknowledged by the Applicant. In consultation with the Peak District National Park Authority, Tintwistle Conversation Area has been included in the assessment. All designated heritage assets located within 1km of the Scheme are listed in Appendix 6.1 Desk based assessment (TR010034/APP/6.5), and those affected are identified in the Cultural heritage chapter (Chapter 6) of the ES.

Topic	Reference within scoping opinion	Consultee	Comment	Responses
Cultural Heritage	N/A	Peak District National Park Authority / Historic England	<p>All Grade II buildings within 500m search area should be included, not just in the Longdendale Conservation Area.</p> <p>The heritage walkover survey needs to locate features to a 10m accuracy or better and include photographs of selected features.</p>	<p>This is acknowledged by the Applicant. All of the Grade II listed buildings within the study area are included and listed within Appendix 6.1 Desk based assessment (TR010034/APP/6.5) which also includes confirmation of the accuracy of recording features and walkover photographs</p>
Cultural Heritage	N/A	Historic England	<p>There are four key areas of concern in respect of the scoping report.</p> <p>Firstly, provision should be made in the ES for consideration of Conservation Areas, Listed Buildings and HLC which is not set out at present in Para 5.3.5. Secondly, Historic England does not agree that the GII* listed church or HLC should be scoped out of the assessment for the reasons set out above. Thirdly, we would expect that much more scope would be made for buried archaeology within the ES moving forward. Finally, we would expect a more robust and sound approach to the understanding and assessment of the significance of cultural heritage within Appendix A than that which is currently put forward.</p>	<p>Detailed consideration of the potential for impacts to conservation areas and listed buildings has been undertaken as part of the assessment, drawing on the findings of site inspections, the ZTV and conservation area appraisals. As a result of this, Tintwistle Conservation Area has been included in the assessment.</p> <p>The Grade II* church and cross at Mottram have been scoped into the assessment. HLC has also been examined in the desk-based assessment in Appendix 6.1 (TR010034/APP/6.5)</p> <p>An understanding of archaeological baseline conditions for the ES is based upon desk-top assessment, walk over surveys, and the results of non-intrusive archaeological evaluation. A programme of archaeological evaluation has been agreed with GMAAS and Derbyshire County Council, for completion in 2021/2022.</p> <p>Historic England have been consulted on these measures and have confirmed that they are content with this approach. Further details can be found in the Consultation Report (TR010034/APP/5.1).</p> <p>The assessment has been undertaken in accordance with DMRB and with reference to guidance in NPPF and Chartered Institute for Archaeologists.</p>

Topic	Reference within scoping opinion	Consultee	Comment	Responses
Cultural Heritage	N/A	Peak District National Park Authority	The Cultural Heritage should not necessarily be limited to 1km – it depends on the significance of assets.	This is acknowledged – the study area and baseline has been informed by the findings of site inspection, ZTV and consultation
Cultural Heritage	N/A	Peak District National Park Authority	We currently have insufficient detail to understand the full impact on the Grade II* buildings or their setting so feel that they should not be scoped out.	This is acknowledged. The Applicant has scoped these into the assessment
Cultural Heritage	N/A	Peak District National Park Authority	The historic landscape character should not be scoped out purely on the basis that the character of the area has a high proportion of modern character types. This does not necessarily equate to a lack of significance.	Historic landscape character has been examined as part of the baseline for the Scheme, as set out in Appendix 6.1 Desk based assessment (TR010034/APP/6.5).
Cultural Heritage	N/A	Peak District National Park Authority	<p>Appendix A: Significance Criteria 11.1.12. The reference to Conservation Principles: Policies and Guidance is actually still 2008 (but note a revision is due soon, possibly in 2018).</p> <p>Table 11-2, 11-3 and 11-4 do not take into account the assessment of ‘value’ as outlined in Conservation Principles: Policies and Guidance. This assessment must also take into account the evidential, historical, aesthetic, communal values (notwithstanding the possible changes to these concepts as a result of the forthcoming guidance revision).</p> <p>Table 11-5: There needs to be an ‘unknown’ row, for potential impacts on buried deposits for which we currently have no information.</p> <p>Tables 11-5 and 11-6: Alter the second sentence of each row, to relate the setting to the significance of the asset</p>	Potential ‘unknown’ impacts on buried archaeology have not been included as all buried archaeology within the DCO boundary is subject to impact. A comprehensive programme of archaeological evaluation has been agreed with the local authorities to establish baseline conditions for archaeological remains within the Scheme.

Topic	Reference within scoping opinion	Consultee	Comment	Responses
			<p>Major: Comprehensive changes to setting that affect the significance of the asset.</p> <p>Moderate: Considerable changes to setting that affect the significance of the asset.</p> <p>Minor: Minor changes to setting that affect the significance of the asset.</p> <p>Negligible: Very slight changes to setting that affect the significance of the asset.</p> <p>Table 11-8: There needs to be an 'unknown' impact to allow for unknown buried archaeological deposits.</p>	
<b>Landscape and visual effects</b>				
Landscape and visual	20	The Planning Inspectorate	The assessment study area should take into account impacts due to induced traffic flows on wider landscape and visual receptors including the National Park.	A selection of viewpoints (9no.) representing visual receptors in the Peak District National Park have been agreed with the Peak District National Park Authority. These have been assessed in relation to the potential indirect effects from increased traffic within the Peak District National Park as a result of the scheme. There are no direct effects on the Peak District National Park which lies outside the study area.
Landscape and visual	21	The Planning Inspectorate	The ES should assess any significant effects anticipated to viewpoints from Tintwistle Low Moor and the Pennine Way/Trans-Pennine Trails.	Receptors on Tintwistle Low Moor Trail are represented by VP28. Viewpoints representing receptors on the Pennine Way/Trans-Pennine Trails are represented by VP14, 15, 19, 20, 21, 22, 23, 24 and 25.

Topic	Reference within scoping opinion	Consultee	Comment	Responses
Landscape and visual	22	The Planning Inspectorate	The Applicant should consider the potential for the proposed planting strategy and new road alignment to be designed to enhance the existing Public Rights of Way (PRoW) network, where feasible.	The proposed planning strategy encompasses mitigation requirements and enhancements for the ecology and landscape assets and makes provision for existing and proposed PRoW associated with the Scheme. Planting would therefore assist with integrating the Scheme with the surrounding landscape, enhancing the built environment, and reducing visual impacts by screening and filtering views of the Scheme from existing PRoW. The planting strategy is illustrated on the Environmental Masterplan (Figure 2.4, TR010034/APP/6.4), and impacts on existing PRoW are assessed in Chapter 7 Landscape and visual effects.
Landscape and visual	23	The Planning Inspectorate	The visual impact of night-time lighting on residential receptors and ecology should be assessed within the ES and night-time photomontages should be included where appropriate.	Night-time assessment, and associated photomontages has been included in the ES.
Landscape and visual	N/A	The Planning Inspectorate	The Environmental Statement will also need to take account of the effect of the expected increased traffic flows on the Tintwistle Conservation Area and its setting	Tintwistle Conservation Area is outside the 1km assessment study area; the Conservation Area lies closer to the 2km extent. The Conservation Area is within the core of Tintwistle and, therefore, surrounded by the built environment so that actual visibility is restricted. Therefore, further assessment of this receptor has been scoped out. An indirect visual effects assessment on visual amenity was undertaken but does not include Tintwistle Conservation Area as there was not a specific request by the Peak District National Park Authority. The nearest viewpoint identified by the ZTV analysis and verified onsite is Viewpoint 15.

Topic	Reference within scoping opinion	Consultee	Comment	Responses
				<p>Further details can be found in Chapter 7 of the ES in Appendix 7.1 (TR010034/APP/6.5)</p> <p>This asset has been scoped into the Cultural heritage assessment in consultation with the Peak District National Park Authority. This is because Cultural heritage is concerned with the assessment of how setting contributes to significance. Whereas, the visual assessment for Landscape and visual is concerned with the extent of view experienced by the visual receptor at the asset.</p>
<b>Biodiversity</b>				
Biodiversity	13	The Planning Inspectorate	The Applicant proposes to scope out an extensive number of habitat and species-specific surveys and assessments of impacts on designated sites. The Inspectorate notes the comments of Tameside Borough Council, but the Scoping Report fails to provide baseline survey data to support the proposed scope. The Inspectorate also considers that there are likely to be impacts on these matters relating to the potential increase in traffic on the Trans-Pennine route. On this basis the Inspectorate considers that these surveys cannot be scoped out of the assessment.	<p>Detailed baseline survey data has been provided within Appendix 8.1 Biodiversity Baseline and Preliminary Assessment (application document TR010034/APP/6.5). This includes detailed justification on which ecological receptors have been scoped out.</p> <p>Traffic modelling data has been provided within Chapter 5: Air Quality (TR010034/APP/6.3).</p> <p>Impacts upon designated sites as a result of changes in traffic levels has been provided within the Habitat Regulation Assessment (application document: TR010034/APP/5.3) for European Designated Sites as well within Chapter 8: Biodiversity for all other designated sites.</p>
Biodiversity	14	The Planning Inspectorate	The Applicant should justify the study area(s) adopted for each assessment in the ES.	Study areas, including their justification, has been provided within Chapter 8: Biodiversity (application document: TR010034/APP/6.3). These study areas have been based on current and best practice guidance as well as professional judgement.



Topic	Reference within scoping opinion	Consultee	Comment	Responses
Biodiversity	14	The Planning Inspectorate	The Applicant should assess impacts which may increase load values at designated sites and give rise to consequential adverse effects alone and cumulatively with other proposed development.	Impacts upon designated sites as a result of changes in air quality has been provided within the Habitat Regulation Assessment (application document: TR010034/APP/5.3).
Biodiversity	15	The Planning Inspectorate	The Applicant should address the specific mitigation requirements set out by the consultation bodies with respect to habitat and protection of watercourses including the need to ensure no net loss to the aquatic/riparian environment and the establishment of buffer zones beside watercourses. The Applicant's attention is drawn to the comments of the Environment Agency in this respect.	Proposed mitigation will be agreed as far as possible with relevant consultees including Natural England and the local planning authorities. Biodiversity Metric Reporting has been undertaken with the aim of achieving a net gain for biodiversity through a combination of onsite and offsite measures.  Detailed mitigation measures have been provided within Chapter 8: Biodiversity (application document: TR010034/APP/6.3).
Biodiversity	16	The Planning Inspectorate	The Applicant should ensure that the context of climate change (in terms of effects on the future baseline for biodiversity) and noise and vibration effects on biodiversity are considered in the ES.	The Scheme in the context of climate change has been provided within Chapter 15: Climate (application document TR010034/APP/6.3). The effects of noise and biodiversity are considered in Chapter 8: Biodiversity (application document TR010034/APP/6.3)
Biodiversity	16	The Planning Inspectorate	River corridor surveys should be undertaken for any watercourse impacted by the scheme.	River Corridor Surveys have been undertaken with the results provided within Chapter 5: Biodiversity (application document: TR010034/APP/6.3) and detailed result/methodology provided within Appendix 8.3 (application document: TR010034/APP/6.3).
Biodiversity	17	The Planning Inspectorate	In light of the potential for impacts on otters and water vole, the Applicant should ensure that culvert and bridge designs give appropriate consideration to the need for animal passes.	A variety of features have been incorporated into the design to benefit otters and water vole. This includes five purpose-built mammal crossings, five culverts, three underpasses, and the River Etherow Bridge.

Topic	Reference within scoping opinion	Consultee	Comment	Responses
				It is considered that these crossing points would ensure that sufficient animal passes have been provided. Further details are outlined in Chapter 8: Biodiversity (TR010034/APP/6.3)
Biodiversity	18	The Planning Inspectorate	Impacts from construction and operational lighting to protected species (e.g. bats) including the potential to cause severance to flight paths should be assessed.	The Scheme design has taken into consideration impacts from lighting upon biodiversity (especially upon bats). The recommendations from the Bat Conservation Trust and the Institution of Lighting Professionals, titled Guidance Note 8 Bats and Artificial Lighting 'have been followed when designing the lighting schedules. Further details have been provided within Chapter 2 (application document: TR010034/APP/6.3)
Biodiversity	N/A	Peak District National Park Authority requests	"Peak District National Park Authority requests addition of the following receptors: Blanket Bog, Upland Heath Upland flushes/mires Moorland birds, including SPA species (peregrine falcon, short eared owl, merlin, and golden plover). Other moorland species that should be considered are curlew, red grouse, waders, lapwing, dunlin, ring ouzel. Mountain Hare"	Impacts upon designated sites has been provided within the Habitat Regulation Assessment (application document TR010034/APP/5.3). This includes an assessment upon the qualifying features of the SAC and SPA including impacts arising from changes in air quality from the Affected Road Network as well as any impacts arising from increases in noise during the construction and operational period. Any impacts upon SSSI have been provided within Chapter 8: Biodiversity (application document: TR010034/APP/6.3).
Biodiversity	N/A	Natural England	Liaison required with Staffordshire Wildlife Trust and Derbyshire Wildlife Trust and Greater Manchester Ecology Unit with regards Regionally and Locally important sites	Consultations have been undertaken with Cheshire Wildlife Trust (which are the Wildlife Trust present within the local area) to discuss the Scheme and impacts upon locally designated sites. Further details have been provided within the Consultation Report (TR010034/APP/5.1).

Topic	Reference within scoping opinion	Consultee	Comment	Responses
Biodiversity	N/A	Peak District National Park Authority requests	Because of the potential impact of increased traffic flows on the species associated with it, we would suggest that the Peak District Moors (South Pennine Moors Phase 1) SPA should not be scoped out of the ES at this stage	Impacts upon designated sites has been provided within the Habitat Regulation Assessment (application document TR010034/APP/5.3). This includes an assessment upon the qualifying features of the SAC and SPA.
<b>Geology and soils</b>				
Geology and Soils	40	The Planning Inspectorate	The Applicant should consider geology and soils impacts within the broader assessment of impacts on population and health.	This consideration of geology and soils impact within the broader assessment of impacts on population and health is included within the Population and human health chapter (Chapter 12) of the ES
Geology and Soils	42	The Planning Inspectorate	The final study area requires further explanation/justification and should be determined according to the extent of impacts.	In Section 9.6 of the Geology and Soils chapter (Chapter 9) of the ES, the justification of the study area in relation to the identification of appropriate potential contaminative sources and sensitive receptors has been justified
Geology and Soils	43	The Planning Inspectorate	The Inspectorate notes the potential overlap in datasets used for the cultural heritage; road drainage and the water environment; and geology and soils sections and recommends that duplication of these datasets is minimised in order to minimise the size of the ES.	This is acknowledged by the Applicant. Where possible in the ES, the Applicant has used cross-referencing rather than duplicating datasets
Geology and Soils	44	The Planning Inspectorate	The ground investigation should have regard to the potential for subsurface archaeological remains to be present within the study area.	The Ground Investigation has been agreed with the local planning archaeologists and has been undertaken with an archaeological watching brief
Geology and Soils	45	The Planning Inspectorate	This section makes reference to management plans including emergency/spill response plans; Construction Environmental Management Plan (CEMP); Site Waste Management Plan (SWMP) and Materials Management Plan (MMP). The Applicant should provide draft copies of these	The Environmental Management Plan (First Iteration) (TR010034/APP/7.2) has been submitted with the DCO application, with a commitment to producing a Site Waste Management Plan (SWMP) and a Materials Management Plan (MMP) prior to construction. These are secured by Requirement 4

Topic	Reference within scoping opinion	Consultee	Comment	Responses
			documents appended to the ES and/or demonstrate how they are intended to be secured through the DCO.	within the draft DCO (TR010034/APP/3.1) The EMP second iteration would include the SWMP and MMP in the Annex.
Geology and Soils	46	The Planning Inspectorate	The Inspectorate welcomes the proposed geological learning resource and considers that the Applicant should assess constraints associated with visiting and studying such an exposure such as accessibility.	This has been considered in the Geology and soils chapter (Chapter 9) of the ES as a possible enhancement opportunity in Section 9.8.
Geology and Soils	47	The Planning Inspectorate	The Applicant should refer to the Environment Agency guiding principles for land contamination when assessing risks to controlled waters from the site.	The Geology and Soils chapter (Chapter 9) of the ES refers to LC:RM Environment Agency guidance in the assessment of contaminated land which includes the framework for the assessment of risks to controlled waters.
Geology and Soils	48	The Planning Inspectorate	The Applicant should ensure that the assessment of effects is consistent with any assessment of significance based on hydrogeology and hydrology criteria adopted for the Road Drainage and the Water Environment assessment.	The Scheme's impacts on groundwater levels and flow are assessed in the Road drainage and water environment chapter (Chapter 13) of the chapter. Impacts on groundwater quality are assessed in the Geology and soils chapter (Chapter 9) with references made to the Road drainage and water environment chapter, where relevant.
Geology and Soils	N/A	Coal Authority	"Issues to be considered in the ES: <ul style="list-style-type: none"> <li>• The location and stability of abandoned mine entries</li> <li>• Hydrogeology, minewater and minegas</li> <li>• The extent and stability of shallow mine workings</li> <li>• Whether Coal Authority permission is required to intersect, enter, or disturb any coal or coal workings during site investigation or development work.</li> </ul>	In accordance with DMRB Guidance LA109 Geology and Soils and DMRB CD 622, risks associated with geotechnical hazards and land stability (which includes mining hazards) are assessed. Separate reports comprising these assessments will be submitted with the DCO application.  Details from the Coal Mining Report are summarised in the Geology and soils chapter (Chapter 9) of the ES.

Topic	Reference within scoping opinion	Consultee	Comment	Responses
			<ul style="list-style-type: none"> <li>If surface coal resources are present, whether prior extraction of the mineral resource is practicable and viable</li> <li>Hydrogeology, minewater and minegas</li> <li>Outcropping coal seams and unrecorded mine workings"</li> </ul>	<p>The Preliminary Sources Study Report (PSSR) (desk-based study) (Arcadis, June 2017) has been provided as an appendix to this chapter (Appendix 9.1, TR010034/APP/6.5). The main findings of the PSSR have been summarised by the Applicant within the Ground Investigation Report. The Ground Investigation Report has been provided as standalone report as part of this application (TR010034/APP/7.6).</p> <p>The Geology and Soils Chapter includes baseline and assessment in relation to potential ground gas sources.</p>
Geology and Soils	N/A	The Environment Agency	Structure should be in accordance with approach set out in the Environment Agency's Model Procedures for the management of contaminated land (CLR 11). This should start with a conceptual site model of the route and proposed assessments/site history (here called baseline) should then inform what sampling should be undertaken during the risk assessment etc.	The structure of the ES is compliant with DMRB LA 109 Geology and soils and provides the summary and reference to the PSSR and GIR which include land contamination assessments in accordance with CLR11 (now withdrawn and replaced by LCRM). The ES provides an understanding of the baseline and risk assessment in relation to Environment Agency Land Contamination Risk Management (LCRM) guidance.
<b>Material assets and waste</b>				
Material Assets and Waste	49	The Planning Inspectorate	The Inspectorate agrees that significant operational effects with regards to materials are unlikely and can be scoped out from further assessment provided that the effect of any resurfacing activity is addressed as part of the GHG assessment.	Operational effects have been scoped out of the Material assets and waste chapter (Chapter 10) of the ES. Greenhouse gases are considered within the Climate chapter of the ES (Chapter 14)
Material Assets and Waste	50	The Planning Inspectorate	The Applicant makes reference to management plans including a CEMP and SWMP. The Applicant should submit drafts of these documents appended to the ES also demonstrating how the proposed	The Environmental Management Plan (First Iteration) (TR010034/APP/7.2) has been submitted with the DCO application, with a commitment to producing a Site Waste Management Plan (SWMP) and a Materials Management Plan (MMP) prior to

Topic	Reference within scoping opinion	Consultee	Comment	Responses
			mitigation would be secured e.g. by cross referencing to the Applicant's DCO.	construction. These are secured by a Requirement 4 within the draft DCO (TR010034/APP/3.1) The EMP second iteration would include the SWMP and MMP in the Annex.
Material Assets and Waste	N/A	Derbyshire County Council	The Derby and Derbyshire Minerals Local Plan is being reviewed and updated during 2018, so it is recommended that Derbyshire County Council is consulted for the current data and information on secondary aggregates referenced.	Derbyshire County Council was not consulted as DMRB LA 110 includes assessment criteria for the Scheme achieving a regional, not local, recycled content target. These targets are set out by the government. The principal contractor has committed to achieving the regional target (30%), as a minimum, with a stretch target of 40-50% recycled aggregate target. The Local Aggregates Assessment for Derbyshire, based on 2018 data, was reviewed however that does not contain a recycled content target, although it does say that recycled aggregate will make up 14% of total provision. This is less than half the target minimum the Scheme is aiming for so was not considered in the Scheme assessment
Material Assets and Waste	N/A	Peak District National Park Authority	Movement of construction vehicles to be included in the CEMP to avoid the National Park as is practicable.	Traffic management measures are laid out in detail within the Traffic Management Plan (TR010034/APP/7.5). An Environmental Management Plan. (First Iteration) (TR010034/APP/7.2) has been produced and submitted with the DCO. This plan provides details of how the works will be phased and how the associated traffic management measures will be implemented for each phase to deliver the Scheme while minimising the impact on the road users including the Peak District National Park.

Topic	Reference within scoping opinion	Consultee	Comment	Responses
<b>Noise and vibration</b>				
Noise and Vibration	30	The Planning Inspectorate	The Inspectorate considers that groundborne vibration from road traffic cannot be scoped out due to the proximity of existing residential receptors to the proposed tunnel at Mottram and due to the issue of increasing heavy goods vehicle movements climbing and braking on the A628. The assessment should also consider the impact of ground borne noise from Mottram tunnel, where applicable. The final scope of the noise and vibration assessment should be agreed with the relevant local authority Environmental Health Officers.	Groundborne noise and vibration is scoped out of the operation phase assessment following further discussions between the Applicant and the Planning Inspectorate on this matter.  Scoping out operation phase groundborne noise and vibration is consistent with the requirements of the latest DMRB LA 111 standards, which differs from the superseded DMRB standard that was used for the Scoping Report. Further information on the implications of the updated guidance is provided in Appendix 4.3. (TR010034/APP/6.5).  Local Authorities were invited to comment on the study area and methodology for the noise assessment during consultation and no concerns about the study area used were raised.
Noise and Vibration	31	The Planning Inspectorate	The extent of the operational noise model should be agreed with the relevant planning authorities following completion of the transport modelling process. The study area applicable to the assessment should be sufficient to include any consequential impacts, e.g. such as increases in traffic on the A616, A628 due to the enhanced attractiveness of the route to users.	The study area was determined based on the DMRB LA 111 'Noise and Vibration'. The extents of the operation phase noise study area are shown in Figure 11.4 and Figure 11.5 (TR010034/APP/6.4) within the Noise and vibration chapter of the ES (Chapter 11, TR010034/APP/6.3). In particular, Figure 11.5 shows that the operation phase assessment considered noise impacts on a traffic network spanning from M60 J24 in the west (near Denton), to M62 J23 in the north (near Huddlesfield), to M1 J35 in the east (near Sheffield), and finally to the conjunction of the A623 and A625 at Calver. The extents of the traffic network assessed is sufficient to identify and report noise impacts in the wider area of the Scheme.

Topic	Reference within scoping opinion	Consultee	Comment	Responses
				<p>The assessment methodology was agreed and discussed with Tameside Metropolitan Borough Council and Peak District National Park during December 2020.</p> <p>The locations specifically requested in the Scoping Opinion and from meetings with Tameside Metropolitan Borough Council and Peak District National Park are generally at least 600m from the Scheme. These locations have been considered as part of the wider area assessment where information is available, noting that the extent of the study area at these locations is limited to distances of up to 50m from roads with the potential for a change in noise level of at least 1 dB LA10,18h.</p> <p>This approach is in line with DMRB LA 111 which requires the consideration of “<i>reasonable stakeholder expectation</i>” in the assessment.</p>
Noise and Vibration	32	The Planning Inspectorate	LOAEL and SOAEL should be defined for all of the construction and operational noise and vibration matters assessed. Mitigation measures should be set out accordingly.	The LOAEL and SOAEL for the construction and operation phase noise and vibration assessments are stated the Noise and vibration chapter (Chapter 11) of the ES. Embedded mitigation measures are outlined in the Scheme chapter (Chapter 2) of the ES, as well as the Noise and vibration chapter. Any essential mitigation measures required are discussed within the Noise and vibration chapter (Chapter 11) of the ES.
Noise and Vibration	33	The Planning Inspectorate	The construction and operation vibration criteria used for the assessment should be clearly presented and explained in the ES.	The assessment criteria for the construction and operation phase noise and vibration assessments are provided within the Noise and vibration chapter (Chapter 11) of the ES.



Topic	Reference within scoping opinion	Consultee	Comment	Responses
Noise and Vibration	N/A	Peak District National Park Authority	<p>Study area should cover any consequential impacts – e.g. increases in traffic on the A616, A628, A57 Snake Pass, and the associated designated sites in the National Park. Ensure the village of Tintwistle is within the scope of the study. The predicted increase in flows is also likely to have an impact on species within the designated sites along these routes (Dark Peak SSSI, South Pennine Moors Special Area of Conservation and the Peak District Moors Special Protection Area). This should also be within the scope of the Environmental Impact Assessment.</p>	<p>The study area was determined based on the DMRB LA 111 'Noise and Vibration'. The extents of the operation phase noise study area are shown in Figure 11.4 and Figure 11.5 (TR010034/APP/6.4) within the Noise and vibration chapter of the ES (Chapter 11, TR010034/APP/6.3). Figure 11.5 shows that the operation phase assessment considered noise impacts on a traffic network spanning from M60 J24 in the west (near Denton), to M62 J23 in the north (near Huddlesfield), to M1 J35 in the east (near Sheffield), and to the conjunction of the A623 and A625 at Calver. The extents of the traffic network assessed is sufficient to identify and report noise impacts in the wider area of the Scheme.</p> <p>The locations specifically mentioned in this comment (such as A57 Snake Pass, Tintwistle, the National Park) have been considered as part of the wider area assessment where information is available. It should be noted that the DMRB method for assessing noise impacts in the wider study area is limited to distances of up to 50m from roads with the potential for a change in noise level of at least 1 dB LA10,18h.</p> <p>Noise levels at designated sites with ecological noise sensitive receptors are discussed in the Noise and vibration chapter (Chapter 11) of the ES. The significance of noise for ecological receptors is discussed in the Biodiversity chapter (Chapter 8) of the ES.</p>

Topic	Reference within scoping opinion	Consultee	Comment	Responses
<b>Population and human health</b>				
Population and Human Health	24	The Planning Inspectorate	The Inspectorate considers that an assessment of impacts on strategic employment sites can be scoped out of the ES due to an absence of such sites within the study area. The Applicant's ES should demonstrate by reference to the local plan process that there are no such sites existing or proposed in the study area.	The Population and human health chapter of the ES (Chapter 12) includes an assessment of development land and businesses. The ES will include references to the local plans for the relevant local authorities.
Population and Human Health	25	The Planning Inspectorate	ES should include an assessment of impacts on the Mottram Agricultural Showground, and agricultural land holdings where applicable.	The assessment of impacts on the Mottram Agricultural Showground and agricultural land holdings is presented the Population and human health chapter of the ES (Chapter 12, TR010034/APP/6.3)
Population and Human Health	26	The Planning Inspectorate	The study area should be sufficient to assess the potential for consequential road safety effects to arise due to increase in traffic on the Trans-Pennine route in operation. The final study area should be informed by the likely area of impact defined through the transport model.	The study areas are clarified within the Population and human health chapter of the ES (Chapter 12, TR010034/APP/6.3). The study area for this assessment has been set according to the extent and characteristic of the project and the location (in relation to the project, characteristics and sensitivity of the communities and associated facilities/amenities. As per the DMRB LA 112 assessment study areas, assessment is based on the construction footprint / DCO boundary (including compounds and temporary land take) plus 500 m area surrounding the Scheme boundary. Where likely effects are identified outside the 500m area surrounding the project boundary, the study area will be extended accordingly.

Topic	Reference within scoping opinion	Consultee	Comment	Responses
Population and Human Health	27	The Planning Inspectorate	The ES should assess the impact of severance to PRow including footpaths. If mitigation is proposed this should include consideration of new PRow provision as part of the overall scheme design.	<p>An assessment of the impact of the Scheme in terms of severance to PRow including footpaths is included within the Population and human health chapter of the ES (Chapter 12, TR010034/APP/6.3).</p> <p>PRow have been realigned as close to their original alignment as practical, to avoid extending Walking Cycling and Horseriding routes. Where the Scheme would affect existing PRow and bridleways, replacement network provision has been made to ensure routes remain open by providing suitable crossing points or diversions.</p>
Population and Human Health	28	The Planning Inspectorate	The assessment of impacts on People and Communities should have regard to the current draft allocations within the draft Greater Manchester Spatial Framework (GMSF). These allocations should also be taken into account in the cumulative effects' assessment process.	<p>As stated in the Population and human health chapter (Chapter 12) of the ES: The emerging joint development plan for Greater Manchester, Places for Everyone, is also relevant to the Scheme, albeit it currently carries little material weight in decision making. This is because it is currently at an early stage of development; in December 2020, following the withdrawal of Stockport City Council from then Greater Manchester Spatial Framework (GMSF) process, the Association of Greater Manchester Authorities (AGMA) resolved to proceed with the preparation of a joint Development Plan Document (DPD) covering the nine remaining local authorities, known as Places for Everyone, and the evidence base collected as part of the production of the GMSF is currently being reviewed. The timescale for the adoption of Places For Everyone is currently uncertain.</p>

Topic	Reference within scoping opinion	Consultee	Comment	Responses
				<p>It is currently understood that the GMSF will no longer be progressed. Whilst the GMSF is not being progressed, it is known that Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan councils will be asked to form a joint committee to prepare Places for Everyone - a joint development plan for jobs, new homes and sustainable growth across their boroughs. As such, the Population and human health chapter has progressed on the basis that sites which had been noted in the GMSF were still likely to be proposed for allocation under any new forthcoming Plans that may replace the GMSF.</p> <p>The Population and human health chapter sets out that there are assumptions and uncertainties in this approach – see Section 12.4.4</p>
Population and Human Health	29	The Planning Inspectorate	The application of professional judgement to assess significance should be fully justified in the Applicant's ES. The relevant sensitivity and value criteria applied to this aspect assessment should be presented and explained in the ES.	Assessment methodology is detailed in the Population and human health chapter of the ES (Chapter 12). The assessment of effects has been undertaken in accordance with DMRB LA 112 which provides a framework for assessing, mitigating and reporting the effects of motorway and all-purpose trunk road projects on population and human health.
Population and Human Health	N/A	DCC	Socio-economic direct and indirect impacts on the High Peak Borough, e.g. employment during the construction phase and local supply chains. DCC would be interested to see this included in the ES or the DCO.	Information on employment during construction is considered in the Population and human health chapter of the ES (Chapter 12)
Population and Human Health	N/A	Peak District National Park Authority	Consider scoping in Post Offices, parks/playgrounds, bus services	Community facilities are considered in the Population and human health chapter of the ES (Chapter 12)

Topic	Reference within scoping opinion	Consultee	Comment	Responses
Population and Human Health	N/A	Peak District National Park Authority	A 500m study area is insufficient. Mottram in Longendale, Hollingworth and Mottram Conservation Area should be included. 1km being more appropriate.	As per the DMRB LA 112 assessment study areas, assessment is based on the construction footprint / DCO boundary (including compounds and temporary land take) plus 500 m area surrounding the Scheme boundary. Where likely effects are identified outside the 500 m area surrounding the project boundary, the study area was extended accordingly. This included identification of baseline data from sources such as national, regional and local authority datasets to help inform identification of population profiles to be considered in the assessment. The assessment approach also included the findings of other EIA topics that inform the Population and Human Health assessment, such as Landscape and Visual impact, Noise and Vibration and Air Quality, etc. See Section 12.5.1 to 12.5.4 for further details.
Population and Human Health	N/A	Peak District National Park Authority	Increased traffic on the A628 and the A57 would negatively affect the Pennine Way and Trans-Pennine Way, which cross over these roads.	An assessment of the impact of the Scheme is included within the Population and human health chapter of the ES (Chapter 12).
Population and Human Health	N/A	Peak District National Park Authority	Should this section include community assets? For example, the Mottram Showground and Show (a non-profit making organisation) is a community asset. The Mottram Showground and Show will be seriously affected by the Scheme. Should there be a special mention about this and the community aspect? We understand Mottram Show has acquired a new larger show ground. Is this outside of the proposed Scheme? If not, what is proposed to happen to the Showground and Show?	An assessment of the impact of the Scheme on community assets and the future relocation of Mottram Showground to a new site away from the Scheme is included in the Population and human health chapter of the ES (Chapter 12)

Topic	Reference within scoping opinion	Consultee	Comment	Responses
Population and Human Health	N/A	Peak District National Park Authority	Figure 5.7 needs to be revised to show both of the alternative sections of National Trail route and the Trans-Pennine Trail (National Cycle Route 62). Figure 5.7 has 'Public Right of Way (PROW)' in the Legend but the PROWs have not been delineated.	Figure 12.1 (TR010034/APP/6.4) in the Population and human health chapter of the ES (Chapter 12) includes the Trans-Pennine Trail.
Population and Human Health	N/A	Public Health England	<p>"Public Health England will only consider information contained or referenced in a separate section of the ES summarising the impact of the proposed development on public health: summarising risk assessments, proposed mitigation measures, and residual impacts. This section should summarise key information and conclusions relating to human health impacts contained in other sections of the application (e.g. in the separate sections dealing with air quality, emissions to water, waste, contaminated land etc.) without undue duplication. Consideration of alternatives should be outlined in the ES.</p> <p>The ES should clearly identify the development's location and the location and distance from the development of off-site human receptors that may be affected by emissions from, or activities at, the development.</p> <p>We would expect the promoter to follow best practice guidance during all phases from construction to decommissioning to ensure appropriate measures are in place to mitigate any potential impact on public health from emissions (point source, fugitive and traffic-related). An effective Environmental Management Plan (EMP) in accordance with DMRB LA 120 will help provide reassurance that activities are well managed.</p>	<p>An assessment of the impact of the Scheme on Human Health is included in the Population and human health chapter of the ES (Chapter 12). This assessment will include the findings of other EIA topics such as air quality, noise and vibration, drainage and the water environment.</p> <p>Construction of the Scheme would be subject to measures and procedures defined within the Environmental Management Plan (EMP) (First iteration) (TR010034/APP/7.2), including a range of measures associated with potential environmental impacts. The EMP would set out the environmental mitigation requirements during the Scheme construction and also the project level expectations on how the Scheme would be constructed.</p>

Topic	Reference within scoping opinion	Consultee	Comment	Responses
			<p>Land Quality</p> <p>Emissions to and from the ground should be considered in terms of the previous history of the site and the potential of the site, once operational, to give rise to issues. Public health impacts associated with ground contamination and/or the migration of material off-site should be assessed and the potential impact on nearby receptors and control and mitigation measures should be outlined.</p> <p>Waste</p> <p>For wastes arising from the development the EIA should consider:</p> <p>the implications and wider environmental and public health impacts of different waste disposal options disposal route(s) and transport method(s) and how potential impacts on public health will be mitigated"</p>	
<b>Road drainage and the water environment</b>				
Road Drainage and Water Environment	34	The Planning Inspectorate	<p>The Scoping Report proposes to scope out an assessment of operational effects on the basis that design mitigation measures would be agreed with the Environment Agency and the Lead Local Flood Authority. The Inspectorate notes the potential impact on WFD status at waterbodies identified within the study area at paragraph 5.8.3 of the Scoping Report. There is also potential for operational flooding at the proposed Woolley Bridge junction. The Inspectorate considers that these impacts may result in significant effects and so does not agree to scope these matters out of the ES. The Inspectorate also notes the NPSNN requirement to consider impacts on WFD waterbodies.</p>	<p>Operation effects have been scoped back into the Road and drainage environment chapter (Chapter 13) of the ES.</p> <p>Impact of River Etherow crossing in terms of flood risk is covered in detail within the Flood Risk Assessment (TR010034/APP/5.5) and assessed within the Road and drainage environment chapter (Chapter 13) of the ES.</p> <p>The Flood Risk Assessment (TR010034/APP/5.5) also considers the potential interaction between emptying of upstream reservoirs.</p> <p>A WFD Compliance Assessment (TR010034/APP/5.4) is included as a stand-alone report to the DCO</p>

Topic	Reference within scoping opinion	Consultee	Comment	Responses
			<p>The Inspectorate also considers that the scope of the flood risk assessment should include the potential interaction between emptying of upstream reservoirs and the Proposed Development, where appropriate. The ES should assess the interplay between flood risk and traffic flows in any crossing solution for the River Etherow.</p>	
Road Drainage and Water Environment	37	The Planning Inspectorate	<p>Scour/ geo-morphological assessment request - Relates to lack of info on bridge. Need to include and assess. Important thing is to have the assessment (noted this is advice rather than statutory requirement) - PINS would prefer a stand-alone WFD assessment, in accordance with Advice Note 18</p>	<p>A WFD Compliance Assessment (TR010034/APP/5.4) is included as a stand-alone report to the DCO. The impact of the proposed works on hydromorphology is included in the Road and drainage environment chapter (Chapter 13) of the ES. A detailed scour assessment is to be undertaken at detailed design to consider both lateral and vertical erosion related to the Etherow bridge structure and the floodplain/bank reconfiguration. This assessment will inform the detailed design of scour protection at the River Etherow crossing. The details of this will be discussed with the Environment Agency and the Lead Local Flood Authority as part of consultation.</p>
Road Drainage and Water Environment	36	The Planning Inspectorate	<p>The Scoping Report states that the study area will be extended to consider impacts on hydraulically linked sites 'where necessary'. It is unclear what the trigger for such an assessment would be. The ES should identify assessed impacts on relevant sites where significant effects are likely to occur.</p>	<p>The study area includes the DCO limits and takes into consideration all water features and associated floodplain physically impacted by the Scheme and those watercourses in direct hydraulic connectivity within 1 km of the DCO boundary. A 1 km buffer around the DCO boundary was selected as professional judgement and understanding of the local watercourse connectivity considers this to be an appropriate distance for any significant effects unlikely to be identified beyond this point (for example, dilution of pollutants).</p>



Topic	Reference within scoping opinion	Consultee	Comment	Responses
Road Drainage and Water Environment	37	The Planning Inspectorate	The Applicant should ensure that the ES assessment includes WFD status as an attribute or indicator of quality in assessments of impacts on both surface and groundwater.	The Road and drainage environment chapter (Chapter 13) of the ES includes a baseline summary of WFD status of relevant waterbodies – both surface water and groundwater – and uses this to define receptor importance.
Road Drainage and Water Environment	38	The Planning Inspectorate	The additional information required to assess the effect of bridge and culverting works should include scour and geomorphological assessments, where relevant, the detailed scope of which should be agreed with the Environment Agency and Lead Local Flood Authority as appropriate. Bridge and culvert solutions should have regard to effects on protected aquatic/riparian species such as otter/water vole.	A detailed scour assessment is to be undertaken at detailed design to consider both lateral and vertical erosion related to the Etherow bridge structure and the floodplain/bank reconfiguration. This assessment will inform the detailed design of scour protection at the River Etherow crossing. The details of this will be discussed with the Environment Agency and the Lead Local Flood Authority as part of consultation.
Road Drainage and Water Environment	N/A	Environment Agency	ES should assess interplay between flood risk and traffic flows in any crossing for the River Etherow, a 'main river'.	Impact of River Etherow crossing in terms of flood risk is covered in detail within the Flood Risk Assessment (TR010034/APP/5.5) and assessed within the Road and drainage environment chapter (Chapter 13) of the ES
Road Drainage and Water Environment	N/A	Environment Agency	A bridge over the River Etherow should have abutments set well back from the river's edge to maintain a buffer, permit required for any structure within 8m.	The design of River Etherow has been developed in consultation with the EA since the submission of the ESR. Further details on the River Etherow Bridge are provided in the Road and drainage environment chapter (Chapter 13) of the ES and the Flood Risk Assessment (TR010034/APP/5.5).
Road Drainage and Water Environment	N/A	Environment Agency	ES and Water Framework Directive (WFD) assessment should have regard to the relevant River Basin Management Plan and the detailed WFD assessment scope should be agreed with the (EA), liaison at an early stage is recommended, note that WFD applies to all surface waters.	The approach for assessing WFD waterbodies has been consulted and agreed upon with the Environment Agency for both the Road Drainage and Water Environment Chapter and the WFD Compliance Assessment. WFD waterbodies and the relevant River Basin Management Plan will be given due regard.

Topic	Reference within scoping opinion	Consultee	Comment	Responses
				A summary of this consultation is provided within the Road and drainage environment chapter (Chapter 13) of the ES.
Road Drainage and Water Environment	N/A	Peak District National Park Authority	Arnfield reservoir and others higher up in the Longendale valley should be scoped in for flood risk.	A Flood Risk Assessment (TR010034/APP/5.5) is included as a stand-alone report to the DCO application. The impact of flooding from upstream reservoirs such as Arnfield and Longendale have been assessed as part of this report.
Road Drainage and Water Environment	N/A	Environment Agency	Any watercourse would be subject to a River Corridor Survey, ensure no net loss to the aquatic/riparian environment.	A River Corridor Survey has been undertaken by the Applicant which has been used to inform the ecological baseline. A MoRPh Pro survey has subsequently been undertaken to inform the Biodiversity Net Gain (BNG) Assessment. Habitat creation as a result of the Scheme results in the delivery of a net gain, which is applicable to Hurstclough Brook, Tara Brook and River Etherow, which are being considered in the Rivers and Streams Metric.  Ditches were considered within the area habitats metric, not Rivers and Streams Metric for BNG so MoRPh surveys were only completed on River Etherow and Hurstclough Brook.
Road Drainage and Water Environment	N/A	Environment Agency	An 8m undisturbed zone alongside watercourses to be protected during development	Several existing watercourses are being diverted and culverted as part of the works. These diversions will be undertaken to ensure they are outside the planned working areas. When a watercourse remains close to an existing work area an undisturbed zone will be established to ensure no damage occurs to banks or pollution enters the watercourse. The extent of this zone will be maximised during construction to avoid any damage.

Topic	Reference within scoping opinion	Consultee	Comment	Responses
				The requirement for a Flood Risk Activities Permit has been included in the Environmental Management Plan (TR010031/APP/7.2) and the Register of Environmental Actions and Commitments (TR010034/APP/7.3) and would be applied for by the appointed Principal Contractor prior to any works taking place in or near watercourses.
Road Drainage and Water Environment	N/A	Peak District National Park Authority	Figure 5.14, the area of 'sinks and issues' is wider than the 500m study area, therefore the study area should be expanded to 600m or more to cover these.	The study area includes the Development Consent Order boundary and takes into consideration all water features and associated floodplain physically impacted by the Scheme and those watercourses in direct hydraulic connectivity within 1 km of the DCO boundary
Road Drainage and Water Environment	N/A	Environment Agency	Recommend the use of SuDS	The use of SuDS measures has been incorporated throughout the design, where appropriate, along with natural storage and treatment prior to outfall. Further details are provided in the Environmental Masterplan (TR010034/APP/6.4) and the Drainage Design Strategy Report (TR010034/APP/7.7).
<b>Climate</b>				
Climate	52	The Planning Inspectorate	The study area should be defined in the Applicant's ES and should take account of induced traffic flows due to operation of the scheme in the north west and in the Peak District National Park.	The Climate chapter (Chapter 14) of the ES shows how the study area is determined based on the on DMRB LA 114.  The study area comprises the emission of GHGs resulting from the Scheme in its construction and operation phases. The study area for construction and operational maintenance is not limited to the geographic extent of the Scheme itself, as many emissions will result from upstream, downstream, and off-site activities such as materials production.

Topic	Reference within scoping opinion	Consultee	Comment	Responses
				<p>It comprises GHG emissions associated with project construction related activities and materials and their associate maintenance, for operational road user GHG emissions, the study area is consistent with the affected road network defined in the traffic model, including changes in traffic flows within the Peak District National Park, which have been given due consideration.</p>
Climate	53	The Planning Inspectorate	<p>The applicant should clearly state the range of climate projections used for the purposes of any adaptation or resilience assessment. It is noted that updated Met Office projections are anticipated in 2018.</p>	<p>See section 14.8.15 and 14.8.16 of the Climate chapter (Chapter 14) of the ES</p> <p>“The projections are probabilistic, those 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 Highways England guidance to use a high emissions scenario and is considered appropriate as it provides a precautionary view of possible future climate responses.”</p> <p>“Projected climate This section presents the output of climate change models that cover the study area. Future projections are presented for the UKCP18 North West England River Basin, within which the Scheme is located.”</p> <p>The assessment has been based on climate projections used from UKCP18</p>

Topic	Reference within scoping opinion	Consultee	Comment	Responses
Climate	54	The Planning Inspectorate	The Applicant should provide a conclusion regarding the significance of assessed climate change impacts.	A conclusion is presented in Section 14.15 of the Climate chapter (Chapter 14) of the ES. – “After consideration of this mitigation none of the potential climate vulnerability impacts are found to be significant adverse.”
Climate	55	The Planning Inspectorate	The Applicant should assess the impact of any resurfacing activity as part of the GHG assessment, where this has potential to give rise to likely significant effects.	The Climate chapter (Chapter 14) of the ES assesses emissions associated with the production and transportation of materials, and onsite construction works. This includes asphalt for resurfacing. Further details are provided in the ‘Quantifying operational emissions’ section of the Climate Effects chapter, subsection in 14.3, where the methodology is explained.
Climate	N/A	Natural England	The ES should demonstrate how the biodiversity will respond to the effects of climate change and establish coherent ecological networks that are more resilient to current and future pressures.	The proposed landscape design will futureproof the Scheme in terms of climate change as well as in terms of pests/diseases by adhering to best practice. This will include diversifying planting species as much as possible, including drought tolerant species, whilst still having regard to the local character, and generally planting only native species. It will also adhere to best ecological practice.
Climate	N/A	Natural England	The development could benefit from green Infrastructure (GI) provision as an enhancement and mitigation.	The landscape and ecology design strategy is detailed in Chapter 2 and shown on the Environmental Masterplan (TR010034/APP/6.4). It includes features such as SuDS and habitat creation. It is also included in relevant sections in climate vulnerability – see Section 14.12.4 and 14.12.6 of the Climate chapter (Chapter 14) of the ES.

Topic	Reference within scoping opinion	Consultee	Comment	Responses
Climate	N/A	Peak District National Park	How might low emissions vehicles be encouraged in the future over the extended study area?	Encouraging the use of low emission vehicles during operation phase is not within the scope of the Scheme, therefore this has not been considered within the Climate effects assessment of the Climate chapter (Chapter 14) of the ES Where feasible, electric and hybrid vehicles and construction plant will be used during construction process stage
Climate	N/A	Derbyshire County Council	It should be stated that the UK Climate Projections for 2018 will be used if published at the time of the actual assessment.	See section 14.8.15 of the Climate chapter (Chapter 14) of the ES “Projected climate This section presents the output of climate change models that cover the study area. Future projections are presented for the UKCP18 North West England River Basin, within which the Scheme is located.”
<b>Cumulative effects</b>				
Cumulative Effects	57	The Planning Inspectorate	The Inspectorate considers that it is premature to establish a 1 km landscape and visual study area when the ZTV for the Proposed Development has not yet been established and it could therefore be substantially greater than 1km. The Applicant should consider the need for a broader landscape and visual ZOI. Similarly, the ZOI for cultural heritage and settings effects should be informed by the ZTV rather than confined to an arbitrary boundary. Transport modelling outputs are also not yet confirmed. The Applicant should finalise ZOI which rely on transport model outputs (e.g. air quality and noise and vibration) once the model outputs are available	The ZOI for the landscape and visual assessment is based upon two study areas; 1 km to assess landscape receptors and 2 km to assess visual receptors. The ZOI for Cultural heritage has been informed by professional judgment and an understanding of the potential impact of the Scheme and the surrounding environment. Following consultation with the Peak District National Park Authority, the ZOI was extended to 1.6 km to ensure Tintwistle Conservation Area was scoped into the assessment for Cultural heritage; this was also reflected in the Cumulative effects assessment.

Topic	Reference within scoping opinion	Consultee	Comment	Responses
				The transport model has been relied upon to inform the Cumulative effects assessment, further details on this are provided within the Cumulative effects chapter (Chapter 15)
Cumulative Effects	58	The Planning Inspectorate	The base datasets that have been used to inform the cumulative effects assessment desk study are not stated. This information should be provided in the Applicant's ES.	This information is set out in Cumulative effects chapter (Chapter 15) of the ES.
Cumulative Effects	59	The Planning Inspectorate	The threshold criteria used to shortlist projects are not stated and should be set out in the Applicant's ES for transparency.	The threshold criteria used to shortlist projects has been developed since the scoping report and is set out within the Cumulative effects chapter (Chapter 15).
Cumulative Effects	60	The Planning Inspectorate	'Other development' to be assessed within the ES should be agreed with the relevant consultation bodies and should consider effects on Dark Peak SSSI, South Pennine Moors SAC and the Peak District Moors SPA; national trails and Tintwistle Village and Conservation Area.	The methodology for identifying the 'Other development' to be assessed is outlined within the Cumulative effects chapter (Chapter 15) of the ES.
Cumulative Effects	61	The Planning Inspectorate	The Scoping Report states that the A628 Climbing Lanes and A61 Dualling schemes have been postponed until a later date to allow further consideration of the benefits associated with them. The Applicant should provide justification for excluding such schemes from the cumulative assessment e.g. by reference to the tiered approach set out in the Inspectorate's AN17 or provide an assessment of the cumulative effect of these schemes where there is reasonable certainty regarding their development.	Since the scoping opinion was provided, it has been established that the A628 Climbing Lanes and A61 Dualling schemes will no longer be delivered as outlined in the Assessment of alternatives chapter (Chapter 3). Consequently, they no longer meet the criteria of the Cumulative effects assessment.

Topic	Reference within scoping opinion	Consultee	Comment	Responses
Cumulative Effects	N/A	Tameside Metropolitan Borough Council	Reference to the GMSF allocations. The resulting table of cumulative developments does not fully reflect the matrix approach recommended at Appendix 1 of the Planning Inspectorate's Advice Note 17: Cumulative Effects Assessment.	The matrix approach set out in Planning Inspectorate Advice Note 17 has been used for the assessment. The developments included within the cumulative assessment are set out in the Cumulative effects chapter (Chapter 15) of the ES.
Cumulative Effects	N/A	Tameside Metropolitan Borough Council	Development proposals in the Hattersley Area at the western end of the Scheme should be considered	The developments included within the cumulative assessment are set out in the Cumulative effects chapter (Chapter 15) of the ES.
Cumulative Effects	N/A	Derbyshire County Council	Liaison with the High Peak Borough and Tameside Borough planning authorities dealing with the three planning applications for larger-scale residential and mixed-use developments in Table 6.2 as to inclusion in the cumulative impact assessment.	In line with the Planning Inspectorate's Advice Note 17 the short list was issued to Tameside MBC and High Peak Borough Council for comment. This is set out in the Consultation chapter (Chapter 3) of the ES and the Cumulative effects chapter (Chapter 15) of the ES.



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