

A57 Link Roads

TR010034

6.3 Environmental Statement
Chapter 15 Cumulative Effects

APFP Regulation 5(2)(a)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure)

Regulations 2009

November 2021

Infrastructure Planning

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

A57 Link Roads Scheme

Development Consent Order 202[x]

6.3 ENVIRONMENTAL STATEMENT

CHAPTER 15 CUMULATIVE EFFECTS

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Table of contents

Chapter	Pages
15. Cumulative Effects	4
15.1 Introduction	4
15.2 Legislative and policy framework	4
15.3 Assumptions and limitations	5
15.4 Assessment methodology	5
15.5 Study area	15
15.6 Assessment of effects	29
15.7 Mitigation	73
15.8 Monitoring	73
15.9 Summary	73

15. Cumulative Effects

15.1 Introduction

- 15.1.1 This chapter presents the results of the assessment of the potential cumulative environmental effects of the Scheme, in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (herein after referred to as the EIA Regulations).
- 15.1.2 As set out in the Design Manual for Roads and Bridges (DMRB) LA 104 Environmental assessment and monitoring standard¹, the following cumulative effects should be reported on:
- Those which arise from **single project cumulative effects**, which are those which arise from the reaction between effects of a single project on different aspects of the environment, e.g. numerous different effects impacting a single receptor); and
 - Those which arise from **different projects cumulative effects** which are those that result from additive effects caused by different projects together with the project being assessed.
- 15.1.3 This chapter should be read in conjunction with Figure 15.1 Short List Committed developments ([TR010034/APP/6.4APP-149](#)) and Appendix 15.1 Long list of developments ([TR010034/APP/6.5APP-180](#)).

15.2 Legislative and policy framework

- 15.2.1 This section outlines the legislative and policy framework within which the assessment of cumulative effects has been undertaken for this Environmental Statement (ES).
- 15.2.2 Schedule 4, paragraph 5 of the EIA Regulations states that an ES should include:
- A description of the likely significant effects of the development on the environment, resulting from inter alia...*
- ...(e) the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources;*
- ... The description of the likely significant effects on the factors specified in regulation 5(2) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the development*
- 15.2.3 The requirement to consider cumulative and in-combination effects is also set out in the National Policy Statement for National Networks (NPS NN); Paragraph 4.16 states that:

¹ DMRB LA 104 Environmental assessment and monitoring (formerly HA 205/08, HD 48/08, IAN 125/15, and IAN 133/10))

“When considering significant cumulative effects, any Environmental Statement should provide information on how the effects of the applicant’s proposal would combine and interact with the effects of other development (including projects for which consent has been granted, as well as those already in existence)”

Paragraph 4.17 of the NPS NN also notes that *“how significant cumulative effects and the interrelationship between effects might as a whole affect the environment, even though they may be acceptable when considered on an individual basis with mitigation measures in place.”*

15.3 Assumptions and limitations

- 15.3.1 The different project cumulative effects assessment has been based on the available information for other developments that are planned/proposed, for example in relation to construction and operation timescales, traffic generation and the nature and scale of the development and associated impacts.
- 15.3.2 It is acknowledged in the Planning Inspectorate’s Advice Note 17: Cumulative Effects Assessment’ (hereinafter referred to as Advice Note 17) that as the availability of and/or certainty of information decreases, the assessment will move from a quantitative to a more qualitative assessment. In the context of this assessment other developments listed as “tier 3” did not have all the environmental information available on which to base a full assessment. In line with Advice Note 17 it was considered appropriate to undertake a high-level qualitative assessment for these types of different project cumulative effects, based on professional judgment and the specialists’ experience of other developments of a similar type, scale and scope. This limitation has been addressed through professional judgement and adopting a worst case approach i.e. when the construction start and finish dates are not available for the other developments, it has been assumed the temporal scope overlaps with the construction of the Scheme.
- 15.3.3 It has been assumed that as a result of the shutdown of construction sites and other impacts on construction and development businesses due to the restrictions imposed during the COVID-19 pandemic, the construction programmes of a number of developments will have been delayed. This has been accounted for in this assessment by assuming a worst-case scenario in that developments, such as 12, 8 and 5 (see Table 15-4 for the corresponding developments to these ID numbers) which were originally due to be completed in advance of the Scheme now have a temporal scope overlap with the Scheme and have therefore been kept in the short list for the different project cumulative effects assessment.
- 15.3.4 It is not considered that these limitations and/or assumptions have affected the ability to undertake the assessment nor the conclusions reported in this chapter.

15.4 Assessment methodology

Environmental Scoping report

- 15.4.1 Since the publication of the Scoping Report in 2017 and Scoping Opinion of the Scheme (2017), the DMRB guidance for cumulative effects has been updated.

- 15.4.2 An overview of the Inspectorate's Scoping Opinion on the proposed scope of the Cumulative effects' assessment is provided in Appendix 4.1 ([TR010034/APP/6.5APP-152](#)). Any additional changes to assessment methodology due to the latest DMRB standards or design changes are also detailed in Appendix 4.34 ([TR010034/APP/6.5APP-154](#)).

Single project cumulative effects

- 15.4.3 Single project cumulative effects are when one source (the Scheme) affects a receptor via **more than one pathway** (for example noise and visual effects from one development on a particular receptor).
- 15.4.4 The assessment methodology for single project cumulative effects therefore requires the identification of receptors that would be affected by one or more element of the Scheme during construction and operation.
- 15.4.5 The assessment considers residual effects, after mitigation has been taken into account. These residual effects are set out within the individual environmental topics of this ES (Chapters 5 to 14) and reviewed against the receptors they affect. Where there is more than one effect on a particular receptor, there is a requirement to determine whether there is the potential for an interaction between the environmental topics. If there was the potential for an interaction, it has been determined through professional judgement and with input provided by the competent experts responsible for the environmental topic chapters.
- 15.4.6 Effects that are moderate adverse or beneficial and above are considered significant. However, single project cumulative effects has considered all residual effects over and including minor or slight. This approach has been undertaken because it is considered that multiple minor effects could result in a significant single project cumulative effect. Where only neutral or negligible residual adverse effects are identified from technical assessments it is considered that there is no potential for significant single project cumulative effect. Residual effects of negligible significance are considered to be imperceptible to a receptor. Where a receptor has been identified as only experiencing one effect or where only one topic has identified effects on that receptor, there is no potential for single project cumulative effect to occur.
- 15.4.7 The single project cumulative effect is equivalent to the 'worst case' effect already identified for a single environmental topic. Where a combination of significant effects may increase or decrease the single project cumulative effect on a single receptor, the resulting effect has been assigned based upon the professional judgement of the relevant topic specialists and in accordance with the significance criteria set out within Table 15-3 of this chapter, in line with DMRB LA 104.

Environmental topics and/or interactions scoped out of assessment

- 15.4.8 The following environmental topics have reported no residual significant effects during construction and operation and therefore are not considered to result in single project cumulative effects with other environmental topics:
- Chapter 5: Air quality
 - Chapter 14: Climate (climate effects)

- 15.4.9 Additionally, to avoid duplication of information or assessment, the following interactions are not considered further in the single project cumulative effect assessment as they have been dealt with in the relevant chapters already
- The Cultural heritage chapter (Chapter 6) assessment considered the potential interactions of effects relating to construction and operational noise
 - The Biodiversity (Chapter 8) of the ES includes consideration of effects on the water environment in relation to aquatic ecological receptors. The Biodiversity assessment also already considers the potential interactions of effects relating to construction and operational Air quality and Noise and vibration.
 - The Geology and soils chapter (Chapter 9) of the ES considers the identified effects from Road drainage and water environment on the Hydrogeological regime
 - The Material assets and waste chapter (Chapter 10) does not report on any receptors that are also reported on in other chapters. Therefore, it is not considered possible for a single project cumulative effect to arise
 - The Population and human health chapter (Chapter 12) of the ES considers identified effects from other environmental topics (Air quality, Noise and vibration, Landscape and visual effects, Geology and soils and the Road drainage and water environment)
 - The climate vulnerability assessment in the Climate chapter (Chapter 14) includes specific consideration of interrelated climate impacts informed by other environmental topics (Air quality, Road drainage and the water environment, Geology and soils and Material assets and waste).
- 15.4.10 As a result, single project cumulative effects for the interactions and the chapters identified above are not included within Tables 15-5 and 15-6 of this chapter.

Different project cumulative effects

- 15.4.11 Different project cumulative effects are those that occur as a result of the combined action of multiple sources (i.e. other developments and the Scheme) cumulatively affecting **one single receptor**. The nature of the effect can include two similar effects acting on a single receptor (such as increases in noise levels as a result of the Scheme and another development) or two different effects acting on a single receptor (such as a bird species being affected by increased noise levels from the Scheme and habitat loss from another development).
- 15.4.12 The EIA Regulations require an assessment of potentially significant cumulative effects of a scheme along with 'other developments'. Although DMRB LA 104 prescribes the assessment of cumulative effects and sets out the significance criteria to use, it does not specifically set out how a different project cumulative effects assessment should be undertaken. For the assessment of different project cumulative effects, Advice Note 17 is considered to represent best practice for different project cumulative effects assessments in relation to Development Consent Order (DCO) projects.
- 15.4.13 Advice Note 17 sets out a process involving 4 'stages' which should be undertaken to assess cumulative effects, these are outlined below.

- Stage 1: Establish the long list – i.e. this stage involves defining the project's Zone of Influence (Zol) and identify long list of 'other development'
- Stage 2: Establishing the shortlist of 'other development' for the cumulative effects assessment by applying the threshold criteria based on temporal scope, the scale and nature of other development and any other relevant factors to assist in deciding whether to include or exclude 'other development'
- Stage 3: Information Gathering – collate available information regarding the shortlisted 'other development' to inform the cumulative effects assessment
- Stage 4: Assessment – assess the cumulative effects of the Scheme with the 'other development' based on factors including duration of effect, extent of effect, type of effect, frequency of the effect, value and resilience of receptors and likely success of mitigation

15.4.14 This process is considered to be iterative, rather than sequential and certain stages may need to be repeated. This includes as and when new information comes forward such as changes to the DCO boundary and/or design and if new planning permissions come to light during the preparation of this chapter.

15.4.15 Within Advice Note 17, paragraph 3.4.9, the Planning Inspectorate acknowledges that applicants are required to stop assessment work at a particular point in time in order to be able to finalise and submit an application. With this in mind, an assessment cut-off date was set at 16 April 2021, allowing time for topic chapter experts to consider the different project cumulative effects of these 'other developments', and allowing time to finalise the ES in time for DCO submission.

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

15.4.16 Stage 1 of the assessment involved defining the Scheme's Zol for each environmental aspect (i.e. each technical chapter) considered within the ES and identifying the long list of other developments to be taken forward to Stage 2.

15.4.17 The Scheme's Zol's for the different project cumulative effects assessment has been informed by the study areas used for the topic assessments in Chapters 5 to 14. The Zol's for each technical chapter are identified in Section 15.5 of this Chapter.

15.4.18 To establish a long list of 'other development', a review of the following was undertaken:

- Local planning documents and portals for and planning applications that were either approved or pending
- The traffic model uncertainty log
- Nationally Significant Infrastructure Projects (NSIPs) (under construction development, projects on the Inspectorate's programme of projects where a scoping report has or has not been submitted)
- Transport and Works Act Orders

15.4.19 The largest Zol (5 km) was used to compile the long list.

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

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

Advice note 17-tiered approach

15.4.21 It is widely recognised that for the assessment of different project cumulative effects, uncertainty is a common issue. This is in part attributed to the decreasing level of detail that is available for the 'other developments' based on their planning status. Developments without a sufficient level of detail cannot be assessed as comprehensively, and where information is lacking or sparse, the consideration of different project cumulative effects will necessarily be at a lower resolution.

15.4.22 Advice note 17 adopts a tiered system which reflects the likelihood of a development coming forward. Those in Tier 1 are considered to be the most certain to come forward and likely to have more detailed information on which to base the assessment whereas, those in Tier 3 are likely to have limited publicly available information to guide the assessment. This approach still allows projects of uncertainty to be included but it attaches less weight to their importance in the assessment. This approach is set out in Table 15-1, below.

15.4.23 Taking this into account, each development which was allocated a tier based on the likely degree of certainty. The assessment has excluded developments which are included in draft local plan allocation sites due to the lack of information being available on which to make a sufficiently informed and proportional assessment.

Table 15-1: Level of certainty assigned to each development

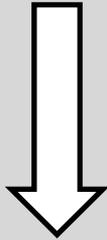
Tier	Likely degree of certainty	Level of detail
Tier 1	<ul style="list-style-type: none"> a. Under construction*. b. Permitted application(s) whether under the Planning Act 2008 or other regimes but not yet implemented. c. Submitted application(s) whether under the Planning Act 2008 or other regimes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

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

Stage 2: Identify shortlist of 'other development'

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

1. Scale and nature of other development

15.4.25 Based on the assumption that smaller size and scale developments have limited environmental effects and would not result in cumulative effects with the Scheme, a major development criterion was applied to the long list of developments to generate the short-list, as it was considered only larger scale development could result in different project cumulative effects.

- 15.4.26 The criterion used is set out by The Town and Country Planning (Development Management Procedure) (England) Order 2010² and is used in Planning Application decisions by district level planning authorities to classify the size and type of a development. The major development criterion removed any smaller 'other developments' that do not fall within the criterion for a large-scale development. The criterion is set out in Insert 1 as follows:

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

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

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

Insert 1 Major Development Criterion³

2. Temporal scope

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

3. Local authority consultation

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

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

³ <https://www.legislation.gov.uk/uksi/2010/2184/article/2/made>

15.4.32 Table 15-4 in Section 15.6 provides the final short list of developments taken forwards for the assessment and the discipline Zol's relevant for each development.

Stage 3 – data gathering

15.4.33 This stage involved sourcing further information relating to the shortlisted developments, in order to establish the details of their likely environmental effects and potential for cumulative effects with the Scheme. This information has been primarily obtained from documentation submitted as part of planning applications or used in the appraisals for site allocations. Information gathered for each development included (where available) the design of the development, its location, the expected timelines and likely environmental effects.

Stage 4 – assessment

15.4.34 The assessment considers those developments outlined in the short-list, considered to have the potential to generate a cumulative effect together with the Scheme. The following information is documented for each of the developments on the short-list:

- A brief description of the development
- An assessment of the cumulative effect with the Scheme
- Proposed mitigation applicable to the Scheme and/or other development
- the likely residual cumulative effect.

Environmental topics scoped out of assessment

15.4.35 A number of the topic assessments within this ES are informed either directly or indirectly by the traffic model. The traffic model forecasts future traffic flows with and without the Scheme during construction and operation. The traffic model takes into account other developments as well as the effect of future predicted traffic growth as a result of new, major development- (classified as being “near certain” or “more than likely” to be implemented). The operational assessments for both the Air quality chapter (Chapter 5) and the Noise and vibration chapter (Chapter 11) topics are reliant upon this information therefore, the influence of other developments (i.e. assessment of different project cumulative effects) has already been undertaken as part of the operational assessment of these topics. Therefore, where developments included in the development of the short list aligned with the traffic model, air quality and noise have been scoped out of any additional assessment within this chapter.

15.4.36 The traffic model for the Scheme was fixed for the DCO in February 2021 for the environmental assessment. An updated search of other developments in proximity to the Scheme has been undertaken for the different projects' cumulative assessment. Therefore, for developments not included in the traffic model, a conservative Zol has been defined for the operational assessment of Air quality and Noise and vibration using professional judgement and a qualitative assessment has been undertaken. These Zols are outlined in Table 15-3.

- 15.4.37 Material assets and waste (Chapter 10) and Climate (Chapter 14) have also been scoped out of the different project cumulative effects assessment during both construction and operation.
- 15.4.38 The Material assets and waste assessment has already considered the cumulative impact on the waste arisings and management of the Scheme within the study area; therefore, a cumulative approach has already been taken. There are numerous developments planned for the surrounding area that could potentially have a cumulative impact throughout the construction and operation of the Scheme. Sufficient data is not currently available on the levels of material resources required and the construction and operational waste likely to arise from these developments. However, due to the widely availability of material resources and the design and mitigation measures that would be implemented for cumulative developments, due to policy requirements, it is considered that no further cumulative assessment would be required.
- 15.4.39 The potential impact of climate change is an inherent cumulative effect of all human actions (including development) and is therefore not considered further in this assessment as this has already been undertaken in greater depth in the Climate chapter (Chapter 14).

Significance criteria

- 15.4.40 The assessment of significance of different and single project cumulative effects has been undertaken in accordance with DMRB LA 104. The value and magnitude of impact has been determined by the criteria set within the individual topic chapters of this ES and applied to any residual effects. The description of significance also takes account of the guidance in the Inspectorate's Advice Note 17 to consider the capacity of environmental resources and receptors to accommodate any changes that are likely to occur. This guidance states that consideration should be given to the following:
- The duration of effect (temporary or permanent)
 - The extent of effect (the geographical area of an effect)
 - The type of effect, whether additive (e.g. loss of two areas of woodland of 1 ha, resulting in 2 ha cumulative woodland loss) or synergistic (e.g. two discharges combine to affect a species which is not affected by a single discharge)
 - The frequency of the effect
 - The value and resilience of the receptor affected
 - The likely success of mitigation
- 15.4.41 Table 15-2 provides typical descriptors of effects in determining the significance of effect category for the different and single project cumulative effects assessment. Effects are considered to be significant if Moderate, Large or Very Large.

- 15.4.42 Within the assessment for single project cumulative effects, the value (or sensitivity) of receptors is based on the highest rating attributed by the relevant environmental topic assessments. For example, if a receptor is high value for landscape and medium value for biodiversity, it is deemed to be high value for the purpose of the cumulative and combined assessment.
- 15.4.43 Where only neutral or negligible residual adverse effects are identified from technical assessments it is considered that there is no potential for significant different or single project cumulative effect. Residual effects of negligible significance are considered to be imperceptible to a receptor.
- 15.4.44 Different and single project cumulative effects which are moderate, large or very large are deemed to be significant.
- 15.4.45 The significance of cumulative effects is determined taking into account the criteria and definitions set out in Table 15-2 of this chapter which has been adapted from DMRB LA 104 and is outlined below.

Table 15-2: Different and single project cumulative effects significance

Significance category	Typical descriptors of effect
Very Large (Adverse or Beneficial)	<p>Where different and single project cumulative effects of the Scheme would be very highly significant (positive or negative). Effects would be:</p> <ul style="list-style-type: none"> • permanent and far reaching for receptors of very high value • key factor in decision making proves • damaging impact for site or feature of international, national or regional importance • may include major change in a site or feature of local importance
Large (Adverse or Beneficial)	<p>Where different and single project cumulative effects of the Scheme would be highly significant (positive or negative). Effects would be:</p> <ul style="list-style-type: none"> • widespread/large scale for a receptor of high value • permanent for a receptor or receptors of high value • localised for a receptor or receptors of very high value; or • temporary for a receptor or receptors of very high value.
Moderate (Adverse or Beneficial)	<p>Where different and single project cumulative effects of the Scheme would be significant (positive or negative). Effects would be:</p> <ul style="list-style-type: none"> • permanent and far reaching for receptors of medium value • permanent for a receptor or receptors of medium value • localised for a receptor or receptors of high value • temporary for a receptor or receptors of high value.
Slight (Adverse or Beneficial)	<p>Where different and single project cumulative effects of the Scheme would be noteworthy but not significant (positive or negative). Effects would be:</p> <p>Permanent and far reaching for receptors of low value</p> <ul style="list-style-type: none"> • permanent for receptors of low value • localised for a receptor or receptors of medium value • temporary for a receptor or receptors of medium value
Neutral	<p>Where different and single project cumulative effects of the Scheme would be negligible and not significant (positive or negative).</p>

Table Source: Adapted from DMRB LA 104 Table 3.7 Significance categories and typical descriptions

15.5 Study area

Single project cumulative effects

15.5.1 Single project cumulative effects are presented for receptors which could be affected by more than one environmental topic. The study area for the assessment of single project cumulative effects of the Scheme are informed by the spatial study areas identified within the relevant topic chapters of this ES (Chapter 5 to 13). The extents of the study areas have been based on professional judgment and in line with the relevant guidance for each topic chapter. They have been designed to account for the sensitivity of the environment and the potential impacts of the Scheme and the justification for each study area is set out in Section 6 of each topic chapter.

Different project cumulative effects

15.5.2 Different project cumulative effects arising from the Scheme in combination with 'other developments' during the construction and operation phases have been assessed. The Zols used for the different project cumulative effects have been defined through liaison with technical specialists for each individual environmental topic chapters, which have been established using professional judgement for both the construction and operation phases. The Zol determined for each environmental topic is presented in Table 15-3, below.

Table 15-3: Cumulative effects Zol by environmental topic

Environmental topic	Cumulative effects Zol
Air quality	<ul style="list-style-type: none"> Construction: Within 200 m from the DCO boundary Operation: Considers the air quality 'affected road network' (ARN), defined based on traffic model data as described in Chapter 5: Air Quality. As the operational phase traffic data includes traffic associated with other developments, the air quality impact assessment is inherently cumulative. For developments not identified within the uncertainty log a Zol of 5 km has been applied as a conservative approach which covers the air quality ARN within urban and suburban areas where developments not identified within the uncertainty log are more likely. This has been further refined by then considering developments within the area adjacent to the ARN within the 5km Zol.
Cultural heritage ⁴	<p>Construction and operation:</p> <ul style="list-style-type: none"> Within 1 km from the DCO boundary for designated heritage assets and their settings. Within 500 m from the DCO boundary for non-designated heritage assets and their settings Following consultation with the Peak District National Park Authority, the Tintwistle Conservation Area (located c.1.7 km from the DCO boundary) was included in the baseline for Cultural heritage. This has also been reflected in the different project cumulative effects assessment for potential impacts on this receptor

⁴ It is not considered necessary to include a Zol to assess the cumulative effect on Archaeology as any Archaeological fieldwork and potential effects will be limited to within the DCO boundary and is therefore already captured in the assessment

Environmental topic	Cumulative effects Zol
Landscape and visual	<p>Construction and operation:</p> <ul style="list-style-type: none"> • Within 1 km from the DCO boundary for Landscape receptors • Within 2 km from the DCO boundary for Visual receptors
Biodiversity⁵	<p>Construction and operation:</p> <ul style="list-style-type: none"> • Within 5 km from the DCO boundary for bats and notable birds • Within 2 km from the DCO boundary for statutory and non-statutory designated sites for nature conservation • Within 500 m from the DCO boundary for: <ul style="list-style-type: none"> ➤ Great Crested Newts; and ➤ Badgers. • Within 175 m from the DCO boundary for otters and water voles • Within 150 m from the DCO boundary for the identification of aquatic habitats (main rivers, ordinary watercourses and standing water bodies) • Within 50 m from the DCO boundary for: <ul style="list-style-type: none"> ➤ Ancient woodland and veteran trees; and ➤ Species of principal importance as listed on Section 41 of the Natural Environment and Rural Communities Act 2006 (hereafter refer to as S41 species).
Geology and soils	<p>Construction and operation:</p> <ul style="list-style-type: none"> • Within 1 km from the DCO boundary for hydrogeological (groundwater) receptors • Within 250 m from the DCO boundary for geology and soils;
Noise and vibration	<ul style="list-style-type: none"> • Construction: Within 300 m from the DCO boundary • Operation: For developments identified not within the traffic model a conservative study area of 5 km has been applied, in agreement with the noise and vibration specialists
Population and human health	<p>Construction and operation:</p> <ul style="list-style-type: none"> • The study area for the assessment of impacts on land use and accessibility includes residential properties, community land and assets, businesses, development land, Walkers Cyclists and Horse rider (WCH) facilities (Public Rights of Way (PRoW), cycle routes and footways) and agricultural holdings within and up to 500 m from the DCO boundary • Effects within the Population and Human Health assessment are derived from changes in wider health determinants, largely selected from other technical assessments undertaken as part of the environment impact assessment (e.g. Air Quality, and Noise and Vibration). Consequently, the study areas defined in each contributing technical chapter also this topic.
Road drainage and the water environment	<p>Construction and operation:</p> <ul style="list-style-type: none"> • The study area 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

⁵The Habitat Regulation Assessment ([TR010034/APP/5.3APP-054](#)) has concluded there are no likely environmental effects on International Sites, therefore the 30 km study area for bats identified in Chapter 8: Biodiversity is not relevant in the context of the different projects cumulative assessment. A conservative Zol has been applied using professional judgement.

- 15.5.3 The Zols for the assessment have been defined to reflect the Scheme in question and the area over which significant effects can reasonably be thought to have the potential to occur from both the scheme and in combination with other development. On this basis, the Zol for identifying other developments on which to base the assessment of different project cumulative effects was set to 5 km from the DCO boundary. This accounts for the furthest Zol extent from the environmental topics (Biodiversity) as set out in Table 15-3.
- 15.5.4 The long list of 'other development' is presented within Appendix 15.1: Cumulative Long List ([TR010034/APP/6.5APP-180](#)).
- 15.5.5 Following the sifting of the long list using the major development criteria, 42 'other developments' were identified that could potentially result in a different project cumulative effects with the Scheme. As previously stated, the short list was consulted upon with Tameside MBC and High Peak Borough Council. The short list 'other developments' are presented in Table 15-4.
- 15.5.6 The developments assessed in this chapter differentiate from those assessed as part of the baseline (the existing baseline) The existing baseline for the Scheme is outlined in Chapter 2: The Scheme of this ES. It includes developments, such as the A628 Safety and Technology improvements and A61 Westwood Roundabout that are programmed to be completed and fully operational during construction of the Scheme. It is assumed that these developments will be completed before the Scheme construction has taken place. Therefore, the identified developments have been considered in the existing baseline scenario in each of the ES chapters (chapters 6-14).

Table 15-4: 'Other Developments' considered within the assessment of different project cumulative effects

ID	Tier	Development details (including planning reference)	Status	Programme	Approximate distance from the Scheme	Development in traffic model (Y/N)?	Relevant Zol
1	1(a)	20/01113/FUL Address: Rydal Walk, Ambleside, Stalybridge SK15 1DT. The development of 16 houses comprising of 2 no. 2 bedroom, 10 no. 3 bedroom and 4 no. 4 bedroom family homes. Retention and refurbishment of existing shopping parade and maisonettes with environmental improvements and new landscaping	Full planning permission granted 24 March 2021	Construction has commenced on site therefore temporal overlap assumed	4.2 km north west of the Scheme	N	<u>Construction</u> <ul style="list-style-type: none"> Biodiversity (bats and notable birds) <u>Operation</u> <ul style="list-style-type: none"> Air quality Biodiversity (bats and notable birds) Noise and vibration Population and human health (health)
2	1(a)	19/00618/FUL The Old Hattersley District Centre Address: Land Bounded by Underwood Road, Hattersley Road East and Melandra Crescent, Hattersley. Site 1 is bounded by Underwood Road, to the North, Hattersley Road East, to the west, Melandra Crescent <u>Crescent</u> to the East and St Barnabas Church to the South	Full planning permission approved 20 December 2019 (Related applications 19/00963, 19/055/FUL)	Enabling works have commenced on site, however, no detailed construction programme provided therefore temporal lap assumed	0.4 km south of M67 Junction 4	Y	<u>Construction</u> <ul style="list-style-type: none"> Cultural heritage (designated, non-designated assets and Tintwistle Conservation Area), Landscape and visual receptors, Biodiversity (statutory and non-statutory sites, bats and notable birds, badgers, Great crested newts) Geology and soils (hydrogeological receptors only), Population and human health Road drainage and the water environment <u>Operation</u> <ul style="list-style-type: none"> Cultural heritage (designated, non-designated assets and Tintwistle Conservation Area), Landscape and visual receptors Biodiversity (statutory and non-statutory sites, bats and notable birds, badgers, Great crested newts) Geology and soils (hydrogeological receptors only), Population and human health Road drainage and the water environment
3	1(a)	16/00948/OUT/, 19/00245/REM Address: Land to the west of Milverton Avenue Hattersley Tameside The proposed development of Site 11 includes construction of 37 dwellings comprising short terrace blocks, semi-detached and detached houses, as well as associated access roads and hard and soft landscaping	Reserved Matters approved 31 October 2019	Enabling works have commenced on site, however, no detailed construction programme provided therefore temporal lap assumed	1.3 km from the Scheme	Y	<u>Construction</u> <ul style="list-style-type: none"> Cultural heritage (Tintwistle Conservation Area) Biodiversity (statutory and non-statutory sites, bats and notable birds) Visual receptors <u>Operation</u> <ul style="list-style-type: none"> Cultural heritage (Tintwistle Conservation Area) Biodiversity (statutory and non-statutory sites, bats and notable birds) Visual receptors Population and human health (health)
4	1(a)	18/00818/FUL Address: Former Globe Works Brook Street Hyde Tameside SK14 2NJ Demolition of existing buildings formally occupied by Globe Works and the construction of 37 dwelling houses and 6 apartments (43 residential units) with associated car parking and landscape works.	Full planning permission approved 12 February 2020	Enabling works have commenced on site, however, no detailed construction programme provided therefore temporal lap assumed	2.5 km west of the Scheme	Y	<u>Construction</u> <ul style="list-style-type: none"> Biodiversity (bats and notable birds) <u>Operation</u> <ul style="list-style-type: none"> Biodiversity (bats and notable birds)
5	1(a)	18/00528/FUL Address: Former site of Christ Church Quarry Street Tameside	Full planning permission approved 14 November 2018	Enabling works have commenced on site, however, no detailed	3.5 km from the Scheme	N	<u>Construction</u> <ul style="list-style-type: none"> Biodiversity (bats and notable birds)

ID	Tier	Development details (including planning reference)	Status	Programme	Approximate distance from the Scheme	Development in traffic model (Y/N)?	Relevant Zol
		10- Ne new build residential units located to the north end of Quarry Street near its junction with High Street, Stalybridge. The site measures 0.21 ha is generally covering with grass and shrubs. The development aims to identify local characteristics in terms of construction styles and layout that may influence the proposed layout and building style		construction programme provided therefore temporal lap assumed			<u>Operation</u> <ul style="list-style-type: none"> • Air quality • Biodiversity (bats and notable birds) • Noise and vibration • Population and human health (health)
6	1(a)	HPK/2018/0191 Address: Former Samas Roneo warehouse site, Glossop Road, Gamesley. Phase 1 - 93 houses	Reserved Matters approved 17 April 2019	Enabling works have commenced on site, however, no detailed construction programme provided therefore temporal lap assumed	1.2 km south east of the Scheme	Y	<u>Construction</u> <ul style="list-style-type: none"> • Cultural heritage (Tintwistle Conservation Area) • Biodiversity (statutory and non-statutory sites, bats and notable bird species) • Visual receptors <u>Operation</u> <ul style="list-style-type: none"> • Air quality • Cultural heritage (Tintwistle Conservation Area) • Biodiversity (statutory and non-statutory sites, bats, and notable bird species) • Visual receptors • Noise and vibration • Population and human health (health)
	1(a)	HPK/2018/0272 Phase 2 - 44 units	Full planning permission approved 25 May 2018	Enabling works have commenced on site, however, no detailed construction programme provided therefore temporal lap assumed			
	1(c)	HPK/2019/0474 Phase 3 - proposed residential development (50 dwellings). Phase 3 will complement the existing planning approved phases 1 and 2 to tie the schemes visually together and to the wider context and has a mixture of apartments and house types, the primary materials are stone construction and grey slate tile	Full planning permission pending				
7	1(a)	18/00016/FUL Address: The junction of Stockport Road and Ashworth Lane, Hattersley. Chain Bar Lane and runs through the site from Ashworth Lane The proposal for a new district centre in Hattersley. Full planning permission for 2,809 sqm parcel of land (for engineering purposes) to enable extension of development boundary of Hattersley retail park. The application site extends to 3.99 ha (redline boundary) and is subject to significant variance in levels	Full planning permission approved 28 June 2018	Enabling works have commenced on site, however, no detailed construction programme provided therefore temporal lap assumed	0.1 km from the Scheme	Y	<u>Construction</u> <ul style="list-style-type: none"> • Air quality • Cultural heritage (designated, non-designated assets and Tintwistle Conservation Area), • Landscape and visual receptors • Biodiversity (statutory and non-statutory sites, bats and notable birds, badgers, great crested newts, waterbody supporting species (otter and water vole), aquatic habitats) • Geology and soils and hydrogeological receptors, • Noise and vibration, • Population and human health, • Road drainage and the water environment <u>Operation</u> <ul style="list-style-type: none"> • Cultural heritage (designated, non-designated assets and Tintwistle Conservation Area), • Landscape and visual receptors • Biodiversity (statutory and non-statutory sites, bats and notable birds, badgers, great crested newts, waterbody supporting species (otter and water vole), aquatic habitats) • Geology and soils and hydrogeological receptors • Population and human health • Road drainage and the water environment
8	1(a)	17/01033/FUL Address: Ridge Hill Lane	Full planning permission approved 24 July 2018	Enabling works have commenced on site, however, no detailed	4 km from the Scheme	N	<u>Construction</u> <ul style="list-style-type: none"> • Biodiversity (bats and notable bird species)

ID	Tier	Development details (including planning reference)	Status	Programme	Approximate distance from the Scheme	Development in traffic model (Y/N)?	Relevant Zol
		Construction of 11 dwellings and associated works The proposed houses would be located on the waste land to the north of Ridge Hill Lane with an access road in front of them.		construction programme provided therefore temporal lap assumed			<u>Operation</u> <ul style="list-style-type: none"> • Air quality, • Biodiversity (bats and notable bird species), • Noise and vibration • Population and human health (health)
9	1(a)	16/00959/OUT, 17/00982/REM Address: Hattersley Site 13, Sites off Fields Farm road and Hattersley road west Hyde Outline planning application (all matters reserved) for the residential development of 0.39 ha of land. It is anticipated that up to 23 dwellings could be accommodated on the site. Only private market housing is proposed in order to diversify the mix of housing in the area which is dominated by social rented accommodation.	Reserved Matters approved 27 April 2018	Enabling works have commenced on site, however, no detailed construction programme provided therefore temporal lap assumed	1.05 km from the Scheme	Y	<u>Construction</u> <ul style="list-style-type: none"> • Cultural heritage (Tintwistle Conservation Area) • Visual receptors • Biodiversity (statutory and non-statutory sites, bats and notable bird species) <u>Operation</u> <ul style="list-style-type: none"> • Cultural heritage (Tintwistle Conservation Area) • Visual receptors • Biodiversity (statutory and non-statutory sites, bats and notable bird species)
10	1(a)	20/00766/ENV A Screening Opinion for Transpennine Route Address: Transpennine Route Electrification of the railway line and associated structural improvements between Clayton Bridge and Stalybridge and Stalybridge and Guide Bridge	Development under construction	Construction has commenced on site – delivery expected by Spring 2021	3 km from the Scheme	N	<u>Construction</u> <ul style="list-style-type: none"> • Biodiversity (bats and notable bird species) <u>Operation</u> <ul style="list-style-type: none"> • Air quality • Biodiversity (bats and notable bird species) • Noise and vibration • Population and human health (health)
11	1(a)	HPK/2017/0171, HPK/2019/0200 Address: Land south of Dinting Road, Glossop, Derbyshire Outline Permission with details of access (all other matters reserved) for proposed residential development of up to 65 houses	Reserved Matters pending decision April 2021	Detailed construction programme not provided therefore temporal lap assumed	1.7 km from the Scheme	Y	<u>Construction</u> <ul style="list-style-type: none"> • Biodiversity (statutory and non-statutory sites, bats and notable bird species) • Visual receptors <u>Operation</u> <ul style="list-style-type: none"> • Biodiversity (statutory and non-statutory sites, bats and notable bird species) • Visual receptors
12	1(a)	16/00659/FUL Address: Land at Sandy Lane, Dukinfield, Tameside 10 no. 2 bedroom homes and 9 no. 3 bedroom homes. Dedicated off road parking for each dwelling - all three-bed dwellings are to be provided with 2 car parking spaces, with all two-bed dwellings provided with a single car parking space	Full planning permission pending – submitted 7 July 2016	Detailed construction programme not provided therefore temporal lap assumed	4.3 km from the Scheme	N	<u>Construction</u> <ul style="list-style-type: none"> • Biodiversity (bats and notable bird species) <u>Operation</u> <ul style="list-style-type: none"> • Air quality, • Biodiversity (bats and notable bird species) • Noise and vibration • Population and human health (health)
13	1(a)	HPK/2016/0691, HPK/2018/0161 Address: Former Bridge Mills, New Road. Application to deliver a residential development of 120 units. A range of house sizes are proposed including 2-3 bed semi-detached and 4 bed detached properties. Most of the houses will be two storeys in height although a number of 2.5 storey buildings are proposed. The application site comprises approximately 4.01 hectares of previously developed land	Reserved Matters approved 5 December 2018	Construction has commenced on site – delivery expected by 2023	1.8 km from the Scheme	Y	<u>Construction</u> <ul style="list-style-type: none"> • Visual receptors • Biodiversity (bats, notable birds, statutory and non-statutory sites) <u>Operation</u> <ul style="list-style-type: none"> • Landscape (visual receptors) • Biodiversity (bats, notable birds, statutory and non-statutory sites)

ID	Tier	Development details (including planning reference)	Status	Programme	Approximate distance from the Scheme	Development in traffic model (Y/N)?	Relevant Zol
14	1(a)	HPK/2015/0571 Mixed Use allocation Pol H2/DS1 Local Plan. Address: Woods Mill, Milltown, Glossop, Derbyshire, SK13 8DJ. Proposed d Demolition of existing buildings and structures and erection of 2,470sqm Class A1 retail unit, refurbishment of existing retail unit and extension to provide 155sqm additional Class B1 offices and 594sqm additional Class A1 retail floor space, erection of 57 dwellings, associated access including new bridges, car parking, landscaping and associated works.	Planning permission approved 1 July 2016	Detailed construction programme not provided therefore temporal lap assumed	2.7 km from the Scheme	Y	<u>Construction</u> <ul style="list-style-type: none"> Biodiversity (bats and notable birds) <u>Operation</u> <ul style="list-style-type: none"> Biodiversity (bats and notable birds)
15	1(b)	HPK/2020/0107, HPK/2019/0133, HPK/2017/0198 Address: Land off Woolley Bridge Hadfield Glossop Derbyshire Planning permission to erect twenty-nine dwellings, with an access and associated hard surfacing on a brownfield site at Woolley Bridge, Hadfield.	Reserved Matters approved 12 March 2021	Detailed construction programme not provided therefore temporal lap assumed	Adjacent to Woolley Bridge Junction	Y	<u>Construction</u> <ul style="list-style-type: none"> Air quality Cultural heritage (designated, non-designated assets and Tintwistle Conservation Area), Landscape and Visual receptors Biodiversity (statutory and non-statutory sites, bats and notable birds, badgers, great crested newts, waterbody supporting species (otter and water vole), aquatic habitats, S41 species, ancient woodland), Geology and soils and hydrogeological receptors Noise and vibration Population and human health Road drainage and the water environment <u>Operation</u> <ul style="list-style-type: none"> Cultural heritage (designated, non-designated assets and Tintwistle Conservation Area), Landscape and visual receptors Biodiversity (statutory and non-statutory sites, bats and notable birds, badgers, Great crested newts, waterbody supporting species (otter and water vole), aquatic habitats, S41 species, ancient woodland) Geology and soils and hydrogeological receptors Population and human health Road drainage and the water environment
16	1(b)	HPK/2020/0073 Address: Dinting Lodge Industrial Estate, Shaw Lane, Glossop, Derbyshire, SK13 6LE. Demolition of existing building, partial dismantling of second building, construction of new building elevation, realignment of existing kerbs, formation of new access road and on-site staff car parking facilities, bunded off-load area and extension of existing trailer park hardstanding area, covering an area of roughly 2.72 hectares	Full planning permission approved 23 October 2020	Detailed construction programme not provided therefore temporal lap assumed	0.5 km south of Woolley Lane	N	<u>Construction</u> <ul style="list-style-type: none"> Cultural heritage (designated, non-designated assets and Tintwistle Conservation Area) Landscape and visual receptors Biodiversity (statutory and non-statutory sites, bats and notable birds, badgers, great crested newts) Geology and soils (hydrogeological receptors only) Population and human health Road drainage and the water environment <u>Operation</u> <ul style="list-style-type: none"> Air quality, Cultural heritage (designated, non-designated assets and Tintwistle Conservation Area),

ID	Tier	Development details (including planning reference)	Status	Programme	Approximate distance from the Scheme	Development in traffic model (Y/N)?	Relevant Zol
							<ul style="list-style-type: none"> Landscape and visual receptors Biodiversity (statutory and non-statutory sites, bats and notable birds, badgers, Great crested newts) Geology and soils (hydrogeological receptors only) Noise and vibration Population and human health, Road drainage and the water environment
17	1(b)	19/00963/FUL Address: Hattersley District Centre, Beaufort Road, Hattersley. Residential development comprising of 91 no. apartments with associated access, car parking and landscaping. The site is part of the former District Centre and includes land off Hattersley Road East, Beaufort Road and Kingston Close. The site measures 0.66 hectare. The site is currently occupied by areas of waste ground and public open space.	Full planning permission approved 13 February 2020 (Related applications 19/00618/FUL and 19/055/FUL)	Detailed construction programme not provided therefore temporal lap assumed	0.4 km south of M67 Junction 4	Y	<p><u>Construction</u></p> <ul style="list-style-type: none"> Cultural heritage (designated, non-designated assets and Tintwistle Conservation Area) Landscape and visual receptor Biodiversity (statutory and non-statutory sites, bats and notable birds, badgers, Great crested newts) Geology and soils (hydrogeological receptors only) Population and human health Road drainage and the water environment <p><u>Operation</u></p> <ul style="list-style-type: none"> Cultural heritage (designated, non-designated assets and Tintwistle Conservation Area) Landscape and visual receptors Biodiversity (statutory and non-statutory sites, bats and notable birds, badgers, Great crested newts) Geology and soils (hydrogeological receptors only), Population receptors Road drainage and the water environment
18	1(b)	19/00555/FUL The Old Hattersley District Centre Residential development comprising of 46 units (six 2-bedroom houses; twenty-one 3 bedroom houses; nine 4 bedroom houses and ten 2 bedroom bungalows) including associated infrastructure.	Full planning permission approved 20 December 2019	Detailed construction programme not provided therefore temporal lap assumed	0.4 km south of M67 Junction 4	Y	<p><u>Construction</u></p> <ul style="list-style-type: none"> Cultural heritage (designated, non-designated assets and Tintwistle Conservation Area) Landscape and visual receptors Biodiversity (statutory and non-statutory sites, bats and notable birds, badgers, Great crested newts) Geology and soils (hydrogeological receptors only), Population and human health Road drainage and the water environment <p><u>Operation</u></p> <ul style="list-style-type: none"> Cultural heritage (designated, non-designated assets and Tintwistle Conservation Area) Landscape and visual receptors Biodiversity (statutory and non-statutory sites, bats and notable birds, badgers, Great crested newts) Geology and soils (hydrogeological receptors only) Population and human health Road drainage and the water environment
19	1(b)	19/00873/FUL	Full planning permission approved 3 December 2020	Detailed construction programme not	3.7 km north of the Scheme	N	<p><u>Construction</u></p> <ul style="list-style-type: none"> Biodiversity (bats and notable birds)

ID	Tier	Development details (including planning reference)	Status	Programme	Approximate distance from the Scheme	Development in traffic model (Y/N)?	Relevant Zol
		Address: Site of former Heritage House Nursing Home, Huddersfield Road, Stalybridge, Tameside, SK15 3JL Construction of 23no. houses at site of former Heritage House Nursing Home, Huddersfield Road, Stalybridge together with associated access road and hard and soft landscaping. The area of the site is approximately 0.72 hectares.		provided therefore temporal lap assumed			<u>Operation</u> <ul style="list-style-type: none"> • Air quality • Biodiversity (bats and notable birds) • -Noise and vibration • Population and human health (health)
20	1(b)	16/00946/OUT, 19/00723/REM Address: Land on the east side of Dawlish Close, Mottram, Tameside Hattersley Phase 6 - Site 24 Hattersley regeneration programme). The site extends to circa 0.88 hectares - currently vacant rough ground and unmaintained rough grassland awaiting development. The approved reserved matters is for the means of access, appearance, layout, scale and landscaping for the construction of 29 new dwellings.	Full planning permission approved 19 December 2019	Detailed construction programme not provided therefore temporal lap assumed	0.1 km south of the Scheme	N	<u>Construction</u> <ul style="list-style-type: none"> • Air quality • Cultural heritage (designated, non-designated assets and Tintwistle Conservation Area) • Landscape and visual receptors • Biodiversity (statutory and non-statutory sites, bats and notable birds, badgers, great crested newts, waterbody supporting species (otter and water vole), aquatic habitats) • Geology and soils and hydrogeological receptors • Noise and vibration • Population and human health • Road drainage and the water environment <u>Operation</u> <ul style="list-style-type: none"> • Air quality • Cultural heritage (designated, non-designated assets and Tintwistle Conservation Area) • Landscape and visual receptors • Biodiversity (statutory and non-statutory sites, bats and notable birds, badgers, great crested newts, waterbody supporting species (otter and water vole), aquatic habitats) • Geology and soils and hydrogeological receptors • Noise and vibration • Population and human health • Road drainage and the water environment
21	1(b)	HPK/2019/0273 Address: Glossop North End Juniors AFC, Cemetery Road, Glossop, Derbyshire, SK13 7QG Redevelopment of existing sports facilities including new changing facilities/clubhouse and associated car parking, full-size artificial pitch, 2no. grass pitches and relocation of vehicular access. The site is located off Cemetery Road in Little Padfield on the outskirts of Glossop, it is approximately 3 hectares in size and is currently occupied by Glossop North End (GNE) Juniors Football Club's clubhouse and a number of pitches.	Full planning permission approved 25 March 2021	Detailed construction programme not provided therefore temporal lap assumed	2.3 km east of the Scheme	N	<u>Construction</u> <ul style="list-style-type: none"> • Biodiversity (bats and notable birds) <u>Operation</u> <ul style="list-style-type: none"> • Air quality • Biodiversity (bats and notable birds) • Noise and vibration • Population and human health (health)
22	1(b)	19/01090/REM Address: Land between Ford Grove Atherton Avenue and Hyde Road, Mottram, Tameside	Reserved Matters pending – submitted 17 December 2019	Planning application not approved; detailed construction programme not	0.1 km from the Scheme	N	<u>Construction</u> <ul style="list-style-type: none"> • Air quality,

ID	Tier	Development details (including planning reference)	Status	Programme	Approximate distance from the Scheme	Development in traffic model (Y/N)?	Relevant Zol
		Approval of the reserved matters with respect to access, appearance, layout, scale and landscaping for the construction of 16 new dwellings		provided therefore temporal lap assumed			<ul style="list-style-type: none"> • Cultural heritage (designated, non-designated assets and Tintwistle Conservation Area), • Landscape and visual receptors • Biodiversity (statutory and non-statutory sites, notable birds, badgers, great crested newts, waterbody supporting species (otter and water vole), aquatic habitats) • Geology and soils and hydrogeological receptors • Noise and vibration • Population and human health • Road drainage and the water environment <p><u>Operation</u></p> <ul style="list-style-type: none"> • Air quality, • Cultural heritage (designated, non-designated assets and Tintwistle Conservation Area), • Landscape and visual receptors • Biodiversity (statutory and non-statutory sites, notable birds, badgers, great crested newts, waterbody supporting species (otter and water vole), aquatic habitats) • Geology and soils and hydrogeological receptors, • Population and human health, • Noise and vibration, • Road drainage and the water environment
23	1(b)	HPK/2016/0520, Address: Charlestown Works, Charlestown Road, Glossop A 3.9 hectares brownfield site application for proposed residential development consisting of 97 dwellings and associated parking including conversion of existing office space	Reserved Matters approved 26 March 2018	Full site completion expected by 2022	3.3 km from the Scheme	Y	<p><u>Construction</u></p> <ul style="list-style-type: none"> • Biodiversity (bats and notable birds) <p><u>Operation</u></p> <ul style="list-style-type: none"> • Biodiversity (bats and notable birds)
24	1(b)	HPK/2019/0311 Local Plan allocation (G13) Address: Hawkshead Mill, Hawkshead Road, Glossop, Derbyshire, SK13 7SS Application for approval of Reserved Matters (access, landscape, appearance, layout and scale) for 30 dwellings	Reserved Matters approved 19 June 2020	Full site completion expected between 2022-2025	3.4 km from the Scheme	Y	<p><u>Construction</u></p> <ul style="list-style-type: none"> • Biodiversity (bats and notable birds) <p><u>Operation</u></p> <ul style="list-style-type: none"> • Biodiversity (bats and notable birds)
25	1(b)	HPK/2019/0316 Address: Shire Hill Hospital, Bute Street, Glossop, Derbyshire, SK13 7QP Redevelopment of the Shire Hill Hospital site for residential development including retention and conversion of the former a Administration b Building.	Outline planning permission pending – awaiting decision April 2021	Detailed construction programme not provided therefore temporal lap assumed	3.2 km from the Scheme	N	<p><u>Construction</u></p> <ul style="list-style-type: none"> • Biodiversity (bats and notable bird species) <p><u>Operation</u></p> <ul style="list-style-type: none"> • Air quality • Biodiversity (bats and notable bird species) • Noise and vibration • Population and human health (health)
26	1(b)	HPK/2019/0215 Local Plan Allocation (G12) Address: Land East of Bute Street, Hawkshead Fold, Glossop, Derbyshire Outline permission with details of access and layout (all other matters reserved) for 56 new dwellings.	Outline planning permission pending – awaiting decision April 2021	Detailed construction programme not provided therefore temporal lap assumed	3.4 km from the Scheme	N	<p><u>Construction</u></p> <ul style="list-style-type: none"> • Biodiversity (bats and notable bird species) <p><u>Operation</u></p> <ul style="list-style-type: none"> • Air quality • Biodiversity (bats and notable bird species) • Noise and vibration <p>Population and human health (health)</p>

ID	Tier	Development details (including planning reference)	Status	Programme	Approximate distance from the Scheme	Development in traffic model (Y/N)?	Relevant Zol
27	1(b)	18/00247/FUL Address: Flowery Fields Old Road Hyde Tameside The application proposes to build 20 new dwellings on the vacant brownfield site of the former Flowery Field School building, this includes 16 semi-detached, 3 mews units and 1 detached unit.	Full planning permission pending – submitted 12 May 2017	Detailed construction programme not provided therefore temporal lap assumed	3.4 km from the Scheme	N	<p><u>Construction</u></p> <ul style="list-style-type: none"> Biodiversity (bats and notable bird species) <p><u>Operation</u></p> <ul style="list-style-type: none"> Air quality Biodiversity (bats and notable bird species) Noise and vibration Population and human health (health)
28	1(c)	HPK/2017/0325, HPK/2021/0160 Address: Land north of Dinting Road, Glossop Outline application for residential development for up to 108 dwellings	Reserved matters pending – submitted 23 March 2021	Reserved matters planning application not approved and detailed construction programme not provided therefore temporal lap assumed	0.9 km from the Scheme	Y	<p><u>Construction</u></p> <ul style="list-style-type: none"> Cultural heritage (designated assets and Tintwistle Conservation Area) Landscape and visual receptors, Biodiversity (statutory and non-statutory sites, bats and notable birds) Geology and soils (hydrogeological receptors only), Noise and vibration, Road drainage and the water environment <p><u>Operation</u></p> <ul style="list-style-type: none"> Cultural heritage (designated assets and Tintwistle Conservation Area), Landscape and visual receptors Biodiversity (statutory and non-statutory sites, bats and notable birds) Geology and soils (hydrogeological receptors only), Noise and vibration, Population and human health (health) Road drainage and the water environment
29	1(c)	21/00272/FUL Address: 58 Spring Gardens, Hyde Tameside SK14 4RZ Erection of 12 no. apartment block (Use Class C3) and associated landscaping, car parking and infrastructure works following demolition of existing building.	Full planning application pending – submitted 26 February 2021	Planning application not approved and detailed construction programme not provided therefore temporal lap assumed	3.4 km from the Scheme	N	<p><u>Construction</u></p> <ul style="list-style-type: none"> Biodiversity (statutory and non-statutory sites, bats and notable birds) <p><u>Operation</u></p> <ul style="list-style-type: none"> Air quality Biodiversity (statutory and non-statutory sites, bats and notable birds) Population and human health (health) Road drainage and the water environment
30	1(c)	20/01223/FUL Address: Land to rear of 14-22 Porlock Avenue, bounded by Godley Reservoir and Sutton Walk, Hyde SK14 3LE Erection of 27 new Dwellings	Full planning application pending – submitted 17 December 2020	Planning application not approved and detailed construction programme not provided therefore temporal lap assumed	0.9 km from the Scheme	N	<p><u>Construction</u></p> <ul style="list-style-type: none"> Cultural heritage (designated assets and Tintwistle Conservation Area), Landscape and visual receptors Biodiversity (statutory and non-statutory sites, bats and notable birds) Geology and soils (hydrogeological receptors only), Road drainage and the water environment <p><u>Operation</u></p> <ul style="list-style-type: none"> Air quality Cultural heritage (designated and Tintwistle Conservation Area), Landscape and visual receptors Biodiversity (statutory and non-statutory sites, notable birds) Geology and soils (hydrogeological receptors only), Noise and vibration Population and human health (health)

ID	Tier	Development details (including planning reference)	Status	Programme	Approximate distance from the Scheme	Development in traffic model (Y/N)?	Relevant Zol
							<ul style="list-style-type: none"> Road drainage and the water environment
31	1(c)	20/01169/FUL Address: 132A and 134 Mottram Road, Hyde, Tameside, SK14 2RZ Erection of a 4-storey apartment block comprising 8 no. apartments with associated rear parking, and an additional 6 no. three story mews houses with integral garages and associated parking	Full planning application submitted 1 December 2020 – awaiting decision	Planning application not approved and detailed construction programme not provided therefore temporal lap assumed	2.4 km from the Scheme	N	<p><u>Construction</u></p> <ul style="list-style-type: none"> Biodiversity (bats and notable bird species) <p><u>Operation</u></p> <ul style="list-style-type: none"> Air quality, Biodiversity (bats and notable bird species) Noise and vibration Population and human health (health)
32	1(c)	20/00811/FUL Address: Carson House Care Centre, 30 Stamford Street, Stalybridge, Tameside SK15 1JZ Conversion of existing building into 33 x 1-bedroom apartments	Full planning application submitted 27 August 2020 – awaiting decision	Planning application not approved and detailed construction programme not provided therefore temporal lap assumed	3.5 km from the Scheme	N	<p><u>Construction</u></p> <ul style="list-style-type: none"> Biodiversity (bats and notable bird species) <p><u>Operation</u></p> <ul style="list-style-type: none"> Air quality, Biodiversity (bats and notable bird species) Noise and vibration Population and human health (health)
33	1(c)	HPK/2020/0334 Address: Land south of Hollin Cross Lane, Glossop, Derbyshire, SK13 8JH Demolition of redundant buildings including partial demolition of modern extensions to Redcourt and redevelopment of site to provide 30 dwellings (Use Class C3) including the retention and conversion of Redcourt together with access, parking and landscaping.	Full planning application pending – awaiting decision April 2021	Planning application not approved and detailed construction programme not provided therefore temporal lap assumed	2.8 km from the Scheme	N	<p><u>Construction</u></p> <ul style="list-style-type: none"> Biodiversity (bats and notable bird species) <p><u>Operation</u></p> <ul style="list-style-type: none"> Air quality, Biodiversity (bats and notable bird species) Noise and vibration Population and human health (health)
34	1(c)	19/00334/FUL Address: Land at Rutland Street, Ashton-Under-Lyne, Tameside Demolition of existing buildings and construction of a supported housing scheme (use class C3) (19 x 1 bed units) and associated landscaping and access	Full planning application submitted 20 July 2020 – awaiting decision	Planning application not approved and detailed construction programme not provided therefore temporal lap assumed	3.6 km from the Scheme	N	<p><u>Construction</u></p> <ul style="list-style-type: none"> Biodiversity (bats and notable bird species) <p><u>Operation</u></p> <ul style="list-style-type: none"> Air quality, Biodiversity (bats and notable bird species) Noise and vibration Population and human health (health)
35	1(c)	HPK/2016/0648, HPK/2020/0537 Address: Loxley Homes, land north of, Dinting Road, Glossop, Approval of Reserved matters – application HPK/2016/0648 was granted outline planning consent for the construction of up to 37 dwellings with all matters reserved on 21 July 2017. The time limit for implementation has now passed and therefore HPK/2020/0537 application sought additional environmental approval in order to extend the implementation period to 1 May 2021	Reserved matters pending 23 March 2021	Planning application not approved and detailed construction programme not provided therefore temporal lap assumed	0.7 km from the Scheme	Y	<p><u>Construction</u></p> <ul style="list-style-type: none"> Cultural heritage (designated assets and Tintwistle Conservation Area) Landscape and visual receptors Biodiversity (statutory and non-statutory sites, bats and notable bird species) Geology and soils (hydrogeological receptors only) Road drainage and the water environment <p><u>Operation</u></p> <ul style="list-style-type: none"> Cultural heritage (designated assets and Tintwistle Conservation Area) Landscape and visual receptors Biodiversity (statutory and non-statutory sites, bats and notable bird species) Geology and soils (hydrogeological receptors only) Population and human health Road drainage and the water environment

ID	Tier	Development details (including planning reference)	Status	Programme	Approximate distance from the Scheme	Development in traffic model (Y/N)?	Relevant Zol
36	1(c)	HPK/2019/0349 Address: Land north of St Charles Hall, Woolley Bridge Road, Hadfield, Glossop, Derbyshire Outline planning permission for a proposed residential development (C2) of land to the north of St Charles Hall and former Jubilee Hall for assisted living purposes, including means of access, scale and layout (all other matters reserved).	Outline planning permission pending – awaiting decision April 2021	Planning application not approved and detailed construction programme not provided therefore temporal lap assumed	0.7 km from the Scheme	N	<p><u>Construction</u></p> <ul style="list-style-type: none"> Cultural heritage (designated assets and Tintwistle Conservation Area) Landscape and visual receptors Biodiversity (statutory and non-statutory sites, bats and notable bird species) Geology and soils (hydrogeological receptors only) Road drainage and the water environment <p><u>Operation</u></p> <ul style="list-style-type: none"> Cultural heritage (designated assets and Tintwistle Conservation Area) Landscape and visual receptors Biodiversity (statutory and non-statutory sites, bats and notable bird species) Geology and soils (hydrogeological receptors only) Population and human health Road drainage and the water environment
37	1(c)	18/01132/FUL, 19/00105/ENV (scoping) Address: Undeveloped land on the western edge of Hattersley Industrial Estate The proposal is to create 4,700sqm of B1/B2/B8 buildings to become known as Hattersley Science and Technology Park. Approximately half the building floor area would be a new soil testing laboratory for RSK Group company 'Envirolab' currently operating from premises in Mottram Road, Hyde. The screening opinion determined that it was not considered to be EIA development	Full planning permission submitted date December 2018 EIA Scoping Opinion submitted date	Detailed construction programme not provided therefore temporal lap assumed	1 km from the Scheme	Y	<p><u>Construction</u></p> <ul style="list-style-type: none"> Cultural heritage (designated assets and Tintwistle Conservation Area), Landscape and visual receptors Biodiversity (statutory and non-statutory sites, bats and notable bird species) Geology and soils (hydrogeological receptors only), Road drainage and the water environment <p><u>Operation</u></p> <ul style="list-style-type: none"> Cultural heritage (designated assets and Tintwistle Conservation Area), Landscape and visual receptors, Biodiversity (statutory and non-statutory sites, bats and notable bird species) Geology and soils (hydrogeological receptors only) Road drainage and the water environment
(34) 38	3(c)	20/00756/ENV Address: Former Hartshead Power Station and Millbrook Sidings, Millbrook, Stalybridge Residential development totalling 162 new homes. This development also proposes to form a new Community Park within the Valley. The proposals would look to also deliver environmental enhancements through the management of existing high-quality habitats and the provision of substantial new areas of planting following the removal of remnant industrial structures and hardstanding	Pre-application consultation held February 2021 to support the future planning application	Delivery estimated between 2022-2026	3.6 km from the Scheme	N	<p><u>Construction</u></p> <ul style="list-style-type: none"> Biodiversity (bats and notable bird species) <p><u>Operation</u></p> <ul style="list-style-type: none"> Air quality, Biodiversity (bats and notable bird species) Noise and vibration Population and human health (health)
39	3(b)	Employment Allocation under Pol E2 Local Plan Address: Wren Nest Road, Glossop The developer will be required to provide a landscaping strip along the northern site boundary. An archaeological survey will be required to support proposals. 2.59 hectares.	Allocated in adopted Local Plan	Delivery estimated between 2022-2026	2.1 km from the Scheme	Classified as reasonably foreseeable in the traffic model	<p><u>Construction</u></p> <ul style="list-style-type: none"> Biodiversity (bats and notable birds) <p><u>Operation</u></p> <ul style="list-style-type: none"> Air quality Biodiversity (bats and notable birds) Noise and vibration Population and human health (health)

ID	Tier	Development details (including planning reference)	Status	Programme	Approximate distance from the Scheme	Development in traffic model (Y/N)?	Relevant Zol
40	3(b)	Local Plan Allocation (G25) Address: Land off Melandra Castle Road, Glossop Development for 35 dwellings	Allocated in adopted Local Plan	Delivery estimated between 2022-2026	1.6 km from the Scheme	Classified as reasonably foreseeable in the traffic model	<u>Construction</u> <ul style="list-style-type: none"> • Cultural heritage (Tintwistle Conservation Area) • Visual receptors • Biodiversity (statutory and non-statutory sites, bats and notable bird species) <u>Operation</u> <ul style="list-style-type: none"> • Air quality • Visual receptors • Biodiversity (statutory and non-statutory sites, bats and notable bird species) • Cultural heritage (Tintwistle Conservation Area) • Noise and vibration, • Population and human health (health)
41	3(b)	Local Plan Allocation (G3) Address: Padfield Main Road, Hadfield Development for 102 dwellings	Allocated in adopted Local Plan	Delivery estimated between 2022-2026	1 km from the Scheme	Classified as reasonably foreseeable in the traffic model	<u>Construction</u> <ul style="list-style-type: none"> • Cultural heritage (designated assets and Tintwistle Conservation Area), • Landscape and visual receptors, • Biodiversity (statutory and non-statutory sites, bats and notable bird species) • Geology and soils (hydrogeological receptors only) • Road drainage and the water environment <u>Operation</u> <ul style="list-style-type: none"> • Air quality • Cultural heritage (designated assets and Tintwistle Conservation Area), • Landscape and visual receptors, • Biodiversity (statutory and non-statutory sites, bats and notable bird species), • Geology and soils (hydrogeological receptors only), • Noise and vibration • Population and human health (health) • Road drainage and the water environment
42	3(b)	Development opportunity area E2 HYD8 Godley Hill / The Thorns / Mottram Road Godley Green Garden Village Tameside Council is in the process of preparing a planning application for Godley Green Garden Village, to unlock up to 2350 new homes over the next 17 years. Pre-application consultation was held in February 2021 with a view to submitting a planning application in Spring 2021.	Planning application yet to be submitted	Planning application submission planned for Spring 2021	1 km from the Scheme	Classified as reasonably foreseeable in the traffic model	<u>Construction</u> <ul style="list-style-type: none"> • Cultural heritage (designated assets and Tintwistle Conservation Area) • Landscape and visual receptors, • Biodiversity (statutory and non-statutory sites, bats and notable bird species) • Geology and soils (hydrogeological receptors only) • Road drainage and the water environment <u>Operation</u> <ul style="list-style-type: none"> • Air quality • Cultural heritage (designated) • Landscape and visual receptors, • Biodiversity (statutory and non-statutory sites, bats and notable bird species) • Geology and soils (hydrogeological receptors only) • Noise and vibration • Population and human health (health) • Road drainage and the water environment

15.6 Assessment of effects

Single project cumulative effects

- 15.6.1 Significance of individual effects have been determined in the assessments within the relevant topic chapters of this ES. The interaction between these effects is examined below and in Table 15-5 for construction and Table 15-6 for operation, in order to determine an overall combined significance of the impacts of all identified residual effects in interaction. This significance has been determined by professional judgement in line with the significance criteria outlined in Table 15-2.

Table 15-5 Potential Single project cumulative effects between topics on receptor groups – Construction

Receptor	Cultural heritage	Landscape and visual	Biodiversity	Noise and vibration	Road drainage and water environment	Population and human health	Mitigation?	Significance of single project effects
Three residential properties along Four Lanes	N/A – single project effect not applicable to this topic.	Close range views of the construction associated with Roe Cross Road overbridge and Mottram underpass which may include short term piling activity and close range views of the construction associated with the Roe Cross Road overbridge and Mottram underpass which may include short term piling activity, together the diversion of Roe Cross Road, and demolition of built form will be experienced. This would result in a Large adverse effect	N/A – single project effect not applicable to this topic.	These receptors would experience a significant adverse effect due to the demolition works during phase 1, major and minor impacts from landscaping activities during phase 3 and phase 5 and road construction and road surfacing during Phase 4 of the construction programme These properties would also experience adverse effects as a result of construction vibration however, owing to the transient nature of these works, none of these impacts are considered to be significant adverse	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	No additional mitigation has been identified above the measures as outlined within the Environmental Management Plan (TR010034/APP/7.2A PP-183) and the relevant topic chapters (Chapter 7 and Chapter 11)	This receptor would experience a single project cumulative effect of Large adverse . This considers that whilst there are 2 significant adverse effects acting on a single receptor, they cannot be combined to conclude a significantly worse effect. It is also recognised that this receptor would benefit from the mitigation measures outlined in the relevant topic chapters and the Register of Environmental Actions and Commitments (REAC) (TR010034/APP/7.3APP-184) relevant to visual and noise impacts.
A single property in Tollemache Close	N/A – single project effect not applicable to this topic.	This property at Tollemache Close would experience close range views of construction activities associated with the construction of the Mottram underpass, including demolition of built form, will be experienced. This would result in a Large Adverse Effect	N/A – single project effect not applicable to this topic.	This receptor would experience a significant adverse effect due to the demolition works during phase 1. Impacts would occur that are attributable to noise from piling during phase 2, as well as the transport of fill material. During phase 3 there would be impacts as result of works on the Mottram Underpass and landscaping activities. Road construction and road surfacing are predicted to give rise to major and moderate magnitudes of impact during phase 4. Landscaping activities would also impact this property during phase 5 of the construction programme. This property would also experience adverse effects as a result of construction vibration however, owing to the transient nature of these works, none of these impacts are considered to be significant adverse	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	No additional mitigation has been identified above the measures as outlined within the Environmental Management Plan (TR010034/APP/7.2A PP-183) and the relevant topic chapters (Chapter 7 and Chapter 11)	This receptor would experience a single project cumulative effect of Large adverse . This considers that whilst there are 2 significant adverse effects acting on a single receptor, they cannot be combined to conclude a significantly worse effect. It is also recognised that this receptor would benefit from the mitigation measures outlined in the relevant topic chapters and the REAC (TR010034/APP/7.3APP-184) relevant to visual and noise impacts.

Receptor	Cultural heritage	Landscape and visual	Biodiversity	Noise and vibration	Road drainage and water environment	Population and human health	Mitigation?	Significance of single project effects
Two residential properties along Old Road	N/A – single project effect not applicable to this topic.	During construction views from the frontages of properties towards Old Road would be opened up by the removal of properties and vegetation along Old Road in the vicinity of the new Mottram Underpass and Roe Cross Road bridge, however the change is likely to be minor as a result of the narrow field of view along the road. Construction activity would be noticeable along Old Road. This would result in a Slight adverse effect	N/A – single project effect not applicable to this topic.	During phase 1 impacts are expected to occur at these properties due to their proximity to all planned demolitions. Noise from piling during phase 2 and watercourse works would also occur. During phase 3 it is expected that works on Mottram Underpass, temporary road alignments, landscaping activities and watercourse works would have an impact. Road construction and road surfacing and landscaping activities during phase 4 and phase 5 would result in a significant adverse effect These receptors are also expected to experience a an adverse effect a result of construction vibration	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	No additional mitigation has been identified above the measures as outlined within the Environmental Management Plan (TR010034/APP/7.2A PP-183) and the relevant topic chapters (Chapter 7 and Chapter 11)	There are unlikely to be any significant single project effects on this property however a significant adverse effect as a result of noise would remain during construction.
A single property on Hyde Road	N/A – single project effect not applicable to this topic.	This receptor is expected to experience filtered but close-range views will be experienced from the rear of buildings including the construction associated with the Scheme including the construction compound. This would result in a Large adverse effect	N/A – single project effect not applicable to this topic.	During phase 5 detrunking works are predicted to give rise to a moderate magnitude of impact However, this activity is indicated to progress at a rate of 150 m per day. As a result, a non-significant adverse effect is anticipated. This receptor is also expected to experience an adverse effect a result of construction vibration	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	No additional mitigation has been identified above the measures as outlined within the Environmental Management Plan (TR010034/APP/7.2A PP-183) and the relevant topic chapters (Chapter 7 and Chapter 11)	There are unlikely to be any significant single project effects on this property however a temporary large adverse effect as a result of visual impacts would remain from construction activities associated with the Scheme.
A single property on Edge Lane	N/A – single project effect not applicable to this topic.	This receptor is expected to experience lose range wide angled views of construction activities together with the construction compound will be visible against the backdrop of the existing A57. New but temporary sources of light to facilitate construction during times of darkness will be apparent. Tree and vegetation removal along field boundaries and watercourse and the introduction of a new	N/A – single project effect not applicable to this topic.	The construction of the two underpasses (Carrhouse Lane and Old Mill) would generate A minor magnitudes of impact which would result in a non-significant adverse effect.	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	No additional mitigation has been identified above the measures as outlined within the Environmental Management Plan (TR010034/APP/7.2A PP-183) and the relevant topic chapters (Chapter 7 and Chapter 11)	There are unlikely to be any significant single project effects on this property however a temporary large adverse effect as a result of visual impacts would remain from construction activities associated with the Scheme.

Receptor	Cultural heritage	Landscape and visual	Biodiversity	Noise and vibration	Road drainage and water environment	Population and human health	Mitigation?	Significance of single project effects
		section of road with associated embankment. This would result in a Large adverse effect						
Two residential properties along Woolley Bridge	N/A – single project effect not applicable to this topic.	Close-range views of the construction activities associated with the new junction and construction of the new bridge over the River Etherow, together with removal of existing vegetation, will result in noticeable man-made features in the view with associated increased activity. This would result in a Moderate adverse effect	N/A – single project effect not applicable to this topic.	During phase 3 of these receptors would experience major and moderate impacts during the road construction works, as well as landscaping activities. Road construction and road surfacing are predicted to give rise to multiple major and moderate magnitudes of impact during phase 4 as well as landscaping activities, the installation of street furniture and traffic management. Landscaping activities occurring during phase 5 would also give rise to major and moderate impacts. These activities would result in a non-significant adverse effect. Traffic management works are also planned for the night-time during Phase 3 (although they are not considered to last long enough to meet the threshold for significance).	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	No additional mitigation has been identified above the measures as outlined within the Environmental Management Plan (TR010034/APP/7.2A PP-183) and the relevant topic chapters (Chapter 7 and Chapter 11)	There are unlikely to be any significant single project effects on this property however a temporary moderate adverse effect as a result of visual impacts would remain from construction activities associated with the Scheme.
A single property at Lodge court	N/A – single project effect not applicable to this topic	During construction views of the Scheme and construction activity would be heavily filtered by the existing retained woodland. Partial views would include construction activity though the trees. This would result in a Moderate adverse effect.	N/A – single project effect not applicable to this topic	During phase 1 this receptor is expected to experience a moderate magnitude of impact due to demolition works. Landscaping activities during phase 3, 4 and 5 would also give rise to major and moderate impacts. These activities would result in a non-significant adverse effect.	N/A – single project effect not applicable to this topic	N/A – single project effect not applicable to this topic	No additional mitigation has been identified above the measures as outlined within the Environmental Management Plan (TR010034/APP/7.2A PP-183) and the relevant topic chapters (Chapter 7 and Chapter 11)	There are unlikely to be any significant single project effects on this property however a temporary moderate adverse effect as a result of visual impacts would remain from construction activities associated with the Scheme.

Receptor	Cultural heritage	Landscape and visual	Biodiversity	Noise and vibration	Road drainage and water environment	Population and human health	Mitigation?	Significance of single project effects
A single property along Mottram Moor	N/A – single project effect not applicable to this topic	This receptor would experience close range views of the construction associated with Mottram Junction, which will include the removal of roadside vegetation (which will open views into the surrounding landscape). This would result in a Large adverse effect.	N/A – single project effect not applicable to this topic	During phase 1, major magnitudes of impacts would be experienced during demolition works, the transport of fill material and earthworks and traffic management are predicted to cause major and moderate impacts during phase 2. This receptor would also experience Major and moderate impacts are predicted during the road construction works of phase 3. Road construction and road surfacing during phase 4 would give rise to moderate magnitudes of impacts. Landscaping activities occurring throughout phase 3, 4 and 5 would also give rise to major and moderate impacts. These activities would give rise to a non-significant adverse effect. This receptor is also expected to experience an adverse effect a result of construction vibration	N/A – single project effect not applicable to this topic	N/A – single project effect not applicable to this topic		There are unlikely to be any significant single project effects on this property however a temporary large adverse effect as a result of visual impacts would remain from construction activities associated with the Scheme.
Mottram Old Hall	N/A – single project effect not applicable to this topic ⁶	This receptor would experience filtered but close-range views of the construction associated with Mottram Underpass and earthworks. This would result in a Moderate adverse effect.	N/A – single project effect not applicable to this topic	Minor magnitudes of impact are predicted to occur at this receptor as a result of percussive piling for the Mottram Underpass during phase 2. This would result in a non-significant adverse effect.	N/A – single project effect not applicable to this topic	N/A – single project effect not applicable to this topic	No additional mitigation has been identified above the measures as outlined within the Environmental Management Plan (TR010034/APP/7.2A PP-183) and the relevant topic chapters (Chapter 7 and Chapter 11)	There are unlikely to be any significant single project effects on this property however a temporary moderate adverse effect as a result of visual impacts would remain from construction activities associated with the Scheme.
Tara Brook Farm	N/A – single project effect not applicable to this topic ⁷	This receptor would experience mid-range filtered views of construction activities within the Etherow Valley landscape. This would result in a Large adverse effect.	N/A – single project effect not applicable to this topic	Landscaping activities occurring throughout phase 3, 4 and 5 are predicted to give rise to major and moderate impacts. This would result in a non-significant adverse effect.	N/A – single project effect not applicable to this topic	N/A – single project effect not applicable to this topic	No additional mitigation has been identified above the measures as outlined within the Environmental Management Plan (APP-183) and the relevant topic chapters (Chapter 7 and Chapter	There are unlikely to be any significant single project effects on this property however a temporary large adverse effect as a result of visual impacts would remain from construction activities associated with the Scheme.

⁶ Single project effects already captured in assessment

⁷ Single project effects already captured in assessment

Receptor	Cultural heritage	Landscape and visual	Biodiversity	Noise and vibration	Road drainage and water environment	Population and human health	Mitigation?	Significance of single project effects
							11)Environmental Management Plan (TR010034/APP/7.2) and the relevant topic chapters (Chapter 7 and Chapter 11)	
TA single property at Woolley Lane	N/A – single project effect not applicable to this topic	This receptor would experience heavily filtered visibility of the construction activity with set within the Etherow Valley landscape possible, along with movement of construction vehicles along the highway network. However, no discernible physical features would likely be seen. This would result in a Slight adverse effect	N/A – single project effect not applicable to this topic	As a result of percussive piling, minor magnitudes of impact would be predicted at this receptor during phase 1. It should be noted that percussive piling is not the preferred methodology of the appointed Principal Contractor. The use of percussive piling is subject to consideration of a geological fault at the Detailed Design stage. However, for the purpose of this assessment a worst-case scenario is presented, and the use of percussive piling has been assumed which would result in a non-significant adverse effect	N/A – single project effect not applicable to this topic	N/A – single project effect not applicable to this topic	No additional mitigation has been identified above the measures as outlined within the Environmental Management Plan (APP-183) and the relevant topic chapters (Chapter 7 and Chapter 11)Environmental Management Plan (TR010034/APP/7.2) and the relevant topic chapters (Chapter 7 and Chapter 11)	Over the construction phase there would be a temporary slight adverse effect (non-significant) derived from visual and Noise and vibration impacts.
Old Mill Farm	As a result of impacts deriving from intrusion on setting due to noise and visual intrusion from construction activities such as site clearance, the presence of the construction compound, temporary lighting, earthworks establishment and movement of construction plant, this receptor is expected to experience a temporary Slight adverse effect	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	As a result of land-take and severance, which includes the loss of approximately 18 ha of and due to the construction of Mottram Moor Link Road and the construction compound, this receptor is expected to experience a Moderate adverse effect	There is no mitigation for permanent loss of agricultural land, apart from financial compensation which is outside the scope of an environmental assessment. Land temporarily acquired for construction will be restored to its original quality and returned to the landowner. As a result, no additional mitigation has been identified above the measures as outlined within the Environmental Management Plan (TR010034/APP/7.2A PP-183) and the Cultural heritage chapter (Chapter 6).	There are unlikely to be any significant single project effects on this property however a moderate adverse effect as a result of Population and human health would remain as a result of land-take and severance from the Scheme.

Receptor	Cultural heritage	Landscape and visual	Biodiversity	Noise and vibration	Road drainage and water environment	Population and human health	Mitigation?	Significance of single project effects
Nettle Hall	As a result of temporary noise and visual intrusion on setting from construction works, this receptor would experience a temporary slight adverse effect resulting in a non-significant classification	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	As a result of land-take and severance, which includes the loss of approximately 1.2 ha of land, this receptor is expected to experience a Large adverse effect	There is no mitigation for permanent loss of agricultural land, apart from financial compensation which is outside the scope of an environmental assessment. As a result, no additional mitigation has been identified above the measures as outlined within the Environmental Management Plan (APP-183TR010034/APP/7.2) and the Cultural heritage chapter (Chapter 6).	There are unlikely to be any significant single project effects on this property however a large adverse as a result of Population and human health would remain as a result of land-take and severance from the Scheme.
Church of St Michael and All Angels	As a result of temporary impacts on the setting of this receptor due to Construction of the A57 Link Road, which would be visible from the extension of the graveyard to the Church of St Michael and All Angels (HA4) and open land to the north of this. Construction works would form an intrusive element within the rural setting of the conservation area, resulting in intrusion on views towards the church tower from the east and north-east, and views out from the churchyard extension across the Longdendale Valley. This would result in a Slight adverse effect.	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	As a result of population impacts on Community land and assets, this receptor is expected to experience a slight adverse effect due to disruptions, changes to access and viability or amenity impacts. Additionally, this receptor is expected to experience a negative health outcome due to minor disruption impacts	No additional mitigation has been identified above the measures as outlined within the Environmental Management Plan (APP-183TR010034/APP/7.2) and the relevant topic chapters (Chapter 6 and Chapter 12).	There are unlikely to be any significant single project effects on this receptor.
Melandra Castle Roman Fort	A temporary Slight adverse effect would be experienced by this receptor as a result of construction of the A57 Link Road, which would be visible within views north and north-east from the monument's western and northern embankments. Construction works, including movement of plant, piling activities, earthworks construction, and lighting during construction, would form an intrusive element within the mid	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	As a result of population impacts on Community land and assets, this receptor is expected to experience a slight adverse effect due to disruptions, changes to access and viability or amenity impacts. Additionally, this receptor is expected to experience a	No additional mitigation has been identified above the measures as outlined within the Environmental Management Plan (APP-183TR010034/APP/7.2) and the relevant topic chapters (Chapter 6 and Chapter 12).	Over the construction phase there would be a temporary Slight adverse effect (non-significant) construction derived from Cultural heritage and Population and human health impacts acting on this receptor.

Receptor	Cultural heritage	Landscape and visual	Biodiversity	Noise and vibration	Road drainage and water environment	Population and human health	Mitigation?	Significance of single project effects
	ground views of the undulating pastoral landscape within the River Etherow valley. Construction works would also be partially visible within the rising topography between Mottram Moor Junction and the Mottram underpass, although intervening vegetation and development would provide partial screening.					negative health outcome due to minor disruption impacts		

Table 15-6: Potential Single project cumulative effects between topics on receptor groups – Operation

Receptor	Cultural heritage	Landscape and visual	Biodiversity	Noise and vibration	Road drainage and water environment	Population and human health	Mitigation?	Significance of single project effects
A number of properties along Hyde Road	N/A – single project effect not applicable to this topic.	Mid-range views will experience clear visibility of the Scheme and its traffic creating a noticeable feature. There will be partial visibility of Old Mill Farm underpass. Mitigation: A combination of mitigation measures including false cutting slopes LM3 and planting (roadside woodland LE2.2 / banks and ditches LE6.2 / water body LE6.1 / hedgerows LE4.3/ scattered trees LE2.7) will establish and provide screening of the Scheme. This would result in a Moderate adverse effect (Y1) and a slight adverse effect (Y15)	N/A – single project effect not applicable to this topic.	Properties on Hyde Road would have a moderate or major decrease in noise on the façades facing the existing A57, which is considered to be a significant benefit.	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	No additional mitigation has been identified above the measures as outlined within the Environmental Management Plan (APP-183TR010034/AP P/7.2) and the relevant topic chapters (Chapter 7 and Chapter 11)	Although beneficial effects have been identified, it cannot be assumed that a significant beneficial effect will outweigh or balance a significant adverse effect. Therefore, a worst-case approach has been adopted the slight adverse effect relating to landscape remains, but this is considered to be non-significant. A significant benefit remains but only in relation to one environmental aspect (i.e. noise effects) and therefore a significant single project effect is not expected.
A number of properties on Mottram Moor	N/A – single project effect not applicable to this topic.	In the foreground view at opening year Mottram Moor (A57) will have been diverted and be set back within the view. In its place a new integrated public realm providing car parking for residential properties will be present together with new highway elements, noise barriers, lighting signage and vehicles. In the mid ground Mottram junction will be, flanked by a series of mitigation measures including new false cutting earthworks and new hedgerow planting with trees to provide screening to the surrounding rural landscape. Over time, proposed mitigation planting will establish and help reintroduce the contained nature of view. New highway lighting at the junction will add to the baseline feature present along Mottram Moor. This would result in a Moderate adverse effect (Y15) and a Slight adverse effect (Y15).	N/A – single project effect not applicable to this topic.	These receptors would have a moderate or major decrease in noise on the façades facing the existing A57 which is considered to be a significant benefit	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	No additional mitigation has been identified above the measures as outlined within the Environmental Management Plan (APP-183TR010034/AP P/7.2) and the relevant topic chapters (Chapter 7 and Chapter 11)	Although beneficial effects have been identified, it cannot be assumed that a significant beneficial effect will outweigh or balance a significant adverse effect. These receptors would initially experience a moderate adverse (significant) effect as a result of visual impacts however, this would reduce to a slight adverse effect (non-significant). A significant benefit remains but only in relation to one environmental aspect (i.e. noise effects) and therefore a significant single project effect is not expected.

Receptor	Cultural heritage	Landscape and visual	Biodiversity	Noise and vibration	Road drainage and water environment	Population and human health	Mitigation?	Significance of single project effects
A single property at Ford Grove	N/A – single project effect not applicable to this topic.	During operation the effect within the view would be of the traffic calming features, however as a result of reduced traffic effects and improved route features and the nature of the view at baseline the effect would be beneficial overall. would result Slight beneficial effect (Y1 and Y15)	N/A – single project effect not applicable to this topic.	These receptors would have a moderate or major decrease in noise on the façades facing the existing A57. This would result in a Significant benefit	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	N/A single project cumulative effect is beneficial	A significant benefit remains but only in relation to one environmental aspect (i.e. noise effects) and therefore a significant single project effect is not expected.
properties at John Kennedy Road	N/A – single project effect not applicable to this topic.	During operation the effect within the view would be of the traffic calming features, however as a result of reduced traffic effects and improved route features and the nature of the view at baseline the effect would be beneficial overall. would result Slight beneficial effect (Y1 and Y15)	N/A – single project effect not applicable to this topic.	These receptors would have a moderate or major decrease in noise on the façades facing the existing A57. This would result in a Significant benefit	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	N/A cumulative effect is beneficial	A significant benefit remains but only in relation to one environmental aspect (i.e. noise effects) and therefore a significant single project effect is not expected.
A number of properties on Woolley Lane	N/A – single project effect not applicable to this topic	At year opening views would not be changed overall though the detrunking would likely improve traffic flow along Woolley Lane and would be a notable visual improvement to baseline views. This would result in a Slight beneficial effect (Y1 and (Y15)	N/A – single project effect not applicable to this topic	There would be a moderate or major decrease in noise on the façades facing the existing A57. This would result in a Significant beneficial effect	N/A – single project effect not applicable to this topic	N/A – single project effect not applicable to this topic	No additional mitigation has been identified above the measures as outlined within the Environmental Management Plan (TR010034/APP/7-2APP-183) and the relevant topic chapters (Chapter 7 and Chapter 11	A significant benefit remains but only in relation to one environmental aspect (i.e. noise effects) and therefore a significant single project effect is not expected.
Tara Brook Farm	N/A – single project effect not applicable to this topic ⁸	The Scheme will be visible in the midground -presenting on a slight embankment-through gaps in intervening field boundary vegetation. Mitigation: Over time, proposed mitigation planting (roadside woodland banks and ditches /hedgerows will establish and provide screening of the Scheme, and its traffic. This would result in a Moderate adverse effect (Y1 and Y15)	N/A – single project effect not applicable to this topic.	These receptors are predicted to experience an adverse change in context of acoustic environment due to the introduction of the Mottram Moor Link Road. This would result in a significant adverse effect	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	No additional mitigation has been identified above the measures as outlined within the Environmental Management Plan (TR010034/APP/7-2APP-183) and the relevant topic chapters (Chapter 7 and Chapter 11)	This receptor would experience a single project cumulative effect of Moderate adverse (significant). This considers that whilst there are 2 significant adverse effects acting on a single receptor, they cannot be combined to conclude a significantly worse effect. It is also recognised that this receptor would benefit from the mitigation measures outlined in the relevant topic chapters and the REAC

⁸ Single project effects already captured in assessment

Receptor	Cultural heritage	Landscape and visual	Biodiversity	Noise and vibration	Road drainage and water environment	Population and human health	Mitigation?	Significance of single project effects
								(TR010034/APP/7.3APP-184) relevant to visual and noise impacts.
Properties at Four Lanes	N/A – single project effect not applicable to this topic.	There will be filtered visibility of the Old Mill Farm underpass screened by intervening false cutting slopes, and vegetation. More distant views of the Scheme alignment in the pastoral landscape will be available. Removal of built form will expose views of the new underpass structure, with visibility of Roe Cross Road overbridge and the cutting slopes present at the western Mottram underpass. To the west, the Old Mill Farm underpass will be partially visible screened by intervening false cutting slopes, together with the Scheme alignment in the pastoral landscape. Mitigation: Over time, proposed mitigation planting will soften the appearance of Scheme This would result in a Moderate adverse effect (Y1) and a slight adverse effect (Y15).	N/A – single project effect not applicable to this topic.	Properties on Four Lanes would experience a significant adverse change in context of the acoustic environment as a result of the Scheme during operation. This would result in a significant adverse effect	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	No additional mitigation has been identified above the measures as outlined within the Environmental Management Plan (TR010034/APP/7-2APP-183) and the relevant topic chapters (Chapter 7 and Chapter 11)	Initially there would be a significant single project effect (moderate adverse) on properties at Four Lanes as a result of noise and visual effects. This would reduce as proposed mitigation planting matures to provide screening. In the long term the level of visual effect is likely to reduce to a level that is not significant (slight adverse) and would not contribute to a single project effect. However, the noise impact is likely to remain significant
Properties at Edge Lane (close to the Mottram Underpass)	N/A – single project effect not applicable to this topic.	Mid-range wide angled views will have clear visibility of the Scheme and its traffic on the lower valley side slopes, creating a noticeable feature. Mitigation: Proposed false cutting earthwork slopes (M67 junction and Old Mill Farm underpass) adjacent to the carriageway will help screen and integrate the Scheme. These features together with additional mitigation planting comprising of hedgerow planting at the top of the cutting slopes and woodland on the slopes will, over time, establish to provide additional screening and integration of the Scheme.	N/A – single project effect not applicable to this topic.	Receptors have a moderate increase on facades facing the new road. There is a likely perception of change from residents. This would result in a Significant adverse effect	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	No additional mitigation has been identified above the measures as outlined within the Environmental Management Plan (TR010034/APP/7-2APP-183) and the relevant topic chapters (Chapter 7 and Chapter 11)	Initially there would be a significant single project effect (moderate adverse) on properties at Edge Lane as a result of noise and visual effects. This would reduce as proposed mitigation planting matures to provide screening. In the long term the level of visual effect is likely to reduce to a level that is not significant (slight adverse) and would not contribute to a single project effect. However, the noise impact is likely to remain significant

Receptor	Cultural heritage	Landscape and visual	Biodiversity	Noise and vibration	Road drainage and water environment	Population and human health	Mitigation?	Significance of single project effects
		This would result in a Moderate adverse effect (Y1) and Slight adverse effect (Y15).						
Grange Farm	N/A – single project effect not applicable to this topic	<p>Close range views will be experienced of the highway and traffic set behind false cutting slopes. The new bridleway, set in front of the earthworks, and Old Mill Farm underpass will be visible from this location.</p> <p>Mitigation: Proposed false cutting earthworks adjacent to the carriageway will help screen and integrate the Scheme. These features together with additional mitigation planting comprising of hedgerow planting at the top of the cutting slopes and woodland on the slopes, will, over time establish to provide additional screening and integration of the Scheme. This would result in a Moderate adverse effect (Y1) and Slight adverse effect (Y15)</p>	N/A – single project effect not applicable to this topic	This property would experience significant adverse effects during operation and may qualify for noise insulation.	N/A – single project effect not applicable to this topic	N/A – single project effect not applicable to this topic	No additional mitigation has been identified above the measures as outlined within the Environmental Management Plan (TR010034/APP/7-2APP-183) and the relevant topic chapters (Chapter 7 and Chapter 11)	Initially there would be a significant single project effect (moderate adverse) on Grange Farm as a result of noise and visual effects. This would reduce as proposed mitigation planting matures to provide screening. In the long term the level of visual effect is likely to reduce to a level that is not significant (slight adverse) and would not contribute to a single project effect. However, the noise impact is likely to remain significant
A number of residential properties on Woolley Bridge, close to Woolley Bridge Junction	N/A – single project effect not applicable to this topic.	<p>Clear views will be possible towards the new junction along Woolley Lane, with a slightly altered alignment to accommodate. As a result, the roadside vegetation will be removed which will open views into the River Etherow Valley. Signage will be a notable new feature in this location. New roadside vegetation (roadside woodland hedgerows will over time establish and provide screening of the Scheme, and its traffic, although a visual break will continue to exist towards the new River Etherow bridge. New highway lighting at the junction will also be a perceptible feature and add to the baseline feature present along Woolley Lane. This would result in a Slight adverse effect (Y1) and a Neutral effect (Y15)</p>	N/A – single project effect not applicable to this topic.	A number of properties along this road would experience significant adverse effects during operation and may qualify for noise insulation.	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	No additional mitigation has been identified above the measures as outlined within the Environmental Management Plan (TR010034/APP/7-2APP-183) and the relevant topic chapters (Chapter 7 and Chapter 11)	There are unlikely to be any significant single project effects on this property. However, noise impact is likely to remain significant during operation of the Scheme.

Receptor	Cultural heritage	Landscape and visual	Biodiversity	Noise and vibration	Road drainage and water environment	Population and human health	Mitigation?	Significance of single project effects
A number of properties along Old Road	N/A – single project effect not applicable to this topic.	Reduction/ removal of the built form following demolition will open up views and visibility of the new Mottram underpass structure and greenspace, with filtered visibility of the cutting slopes. Mitigation: Views will be more open, with visibility of the new underpass structure and the cutting slopes present, screened in part by retained trees and proposed mitigation planting within the new greenspace at the top of the structure (ornamental planting, scrub planting, roadside woodland planting. Over time this will establish and provide some screening. This would result in a Large adverse effect (Y1) and a Moderate adverse effect (Y15)	N/A – single project effect not applicable to this topic.	Receptors have a moderate increase on facades facing the new road. There is a likely perception of change from residents. This would result in a significant adverse effect	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	No additional mitigation has been identified above the measures as outlined within the Environmental Management Plan (TR010034/APP/7-2APP-183) and the relevant topic chapters (Chapter 7 and Chapter 11)	This receptor would initially experience Large adverse effects due to visual effects and a significant adverse effect deriving from noise. Both effects are expected to decrease with time, which would result in a single project cumulative effect of Moderate adverse This considers that whilst there are 2 significant adverse effects acting on a single receptor, they cannot be combined to conclude a significantly worse effect. It is also recognised that this receptor would benefit from the mitigation measures outlined in the relevant topic chapters and the REAC (TR010034/APP/7-3APP-184) relevant to visual and noise impacts.
A number of properties along Tollemache Close	N/A – single project effect not applicable to this topic.	Reduction of the built form following demolition will open up views and visibility of the new Mottram underpass structure and greenspace, with filtered visibility of the cutting slopes. Mitigation: Views will be more open, with visibility of the new underpass structure and the cutting slopes present, screened in part by retained trees and proposed mitigation planting within the new greenspace at the top of the structure (ornamental planting, scrub planting, roadside woodland planting. Over time this will establish and provide some screening. This would result in a Large adverse effect (Y1) and a Moderate adverse effect (Y15)	N/A – single project effect not applicable to this topic.	Properties on Tollemache Close would have a minor to major increase on facades facing the new road. There is a likely perception of change from residents. This would result in a significant adverse effect	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	No additional mitigation has been identified above the measures as outlined within the Environmental Management Plan (TR010034/APP/7-2APP-183) and the relevant topic chapters (Chapter 7 and Chapter 11)	This receptor would initially experience Large adverse effects due to visual effects and a significant adverse effect deriving from noise. Both effects are expected to decrease with time, which would result in a single project cumulative effect of Moderate adverse (significant). This considers that whilst there are 2 significant adverse effects acting on a single receptor, they cannot be combined to conclude a significantly worse effect. It is also recognised that this receptor would benefit from the mitigation measures outlined in the relevant topic chapters and the REAC (TR010034/APP/7-3APP-184) relevant to visual and noise impacts.

Receptor	Cultural heritage	Landscape and visual	Biodiversity	Noise and vibration	Road drainage and water environment	Population and human health	Mitigation?	Significance of single project effects
A number of properties along Market Street	N/A – single project effect not applicable to this topic.	No discernible change is likely to be seen, this would result in a Slight beneficial effect (Y1 and Y15).	N/A – single project effect not applicable to this topic.	Properties on Market Street would experience a significant adverse change in context of the acoustic environment as a result of the Scheme during operation. This would result in a significant adverse effect. There are also properties along Market Street that are expected to experience significant benefits	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	No additional mitigation has been identified above the measures as outlined within the Environmental Management Plan (TR010034/APP/7-2APP-183) and the relevant topic chapters (Chapter 7 and Chapter 11)	Although beneficial effects have been identified, it cannot be assumed that a significant beneficial effect will outweigh or balance a significant adverse effect. Therefore, a worst-case approach has been adopted the significant adverse effect remains but only in relation to one environmental aspect (i.e. noise effects) and therefore a significant single project effect is not expected
A number of properties along Carr house Lane,	N/A – single project effect not applicable to this topic.	Close range views of the Carr House Lane underpass access and cutting will be experienced. Mid-range views of the junction, highway and traffic set behind false cutting slopes and new attenuation / wetland feature Over time, proposed mitigation planting measures including, scattered trees woodland planting and new hedgerow planting with trees will provide screening to the surrounding rural landscape and will soften the appearance of Scheme. This would result in a Moderate adverse effect (Y1) and a Slight adverse effect (Y15)	N/A – single project effect not applicable to this topic.	Whilst some of these receptors have a negligible decrease on some facades, the facades facing the new road would have a moderate increase. There is a likely perception of change from residents, and overall noise levels would perceptibly increase at these receptors This would result in a significant adverse effect	N/A – single project effect not applicable to this topic.	N/A – single project effect not applicable to this topic.	No additional mitigation has been identified above the measures as outlined within the Environmental Management Plan (TR010034/APP/7-2APP-183) and the relevant topic chapters (Chapter 7 and Chapter 11)	Initially there would be a significant single project effect (moderate adverse) on these receptors as a result of noise and visual effects. This would reduce as proposed mitigation planting matures to provide screening. In the long term the level of visual effect is likely to reduce to a level that is not significant (slight adverse) and would not contribute to a single project effect. However, the noise impact is likely to remain significant
A number of properties along Old Hall Lane		At opening year, a section of Old Hall Lane will have diverted as a result of the underpass, and a number of residential properties will have been demolished severing the townscape, which together with the removal of the defining woodland edge vegetation will change the character of the existing view. Views will be more open, with visibility of the new underpass structure and the cutting slopes present at the eastern portal. Over time, proposed mitigation planting		Receptors have a minor to major increase on facades facing the new road. There is a likely perception of change from residents. This would result in a significant adverse effect				Initially there would be a significant single project effect (moderate adverse) on these receptors as a result of noise and visual effects. This would reduce as proposed mitigation planting matures to provide screening. In the long term the level of visual effect is likely to reduce to a level that is not significant (slight adverse) and would not contribute to a single project effect. However, the noise impact is likely to remain significant.

Receptor	Cultural heritage	Landscape and visual	Biodiversity	Noise and vibration	Road drainage and water environment	Population and human health	Mitigation?	Significance of single project effects
		at the top of the structure (ornamental planting scrub planting roadside woodland planting and within the new green space will establish and provide screening. This would result in a Moderate adverse effect (Y1) and a Slight adverse effect (Y15)						

Different project cumulative effects

15.6.2 Table 15-7 sets out the potential different project cumulative effects by topic for each of the shortlisted other developments during the operational and construction phase of the Scheme.

Table 15-7: Different project cumulative effects assessment

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
1	20/01113/FUL Address: Rydal Walk, Ambleside, Stalybridge SK15 1DT. Residential development of 16 house, including the retention and refurbishment of existing shopping parade and located 4.2 km from the Scheme	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Site is not within 200 m of the Affected Road network, so no significant different project cumulative effects expected	N/A - Not within this topic's Zol	N/A - Not within this topic's Zol	<u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development and the development is located sufficient far from the Scheme (4.22 km). Therefore, it is deemed that the cumulative effect during construction would be non-significant. <u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant	<u>Construction</u> N/A <u>Operation</u> Unlikely to cause significant cumulative effects due to distance from the Scheme and size of development unlikely to give rise to perceptible changes in road traffic noise	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Unlikely to cause significant cumulative effects due to distance from the Scheme and size of development unlikely to give rise to perceptible changes in road traffic noise	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Unlikely to cause significant different project effect as no significant effects are being reported for the changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol.	N/A - Not within this topic's Zol	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no significant effect is reported for this development.
2	19/00618/FUL The Old Hattersley District Centre Construction of 15No. houses included associated infrastructure and area of public open space. Site 1 of 3 other planning applications as part of a wider site development. Located 0.4km from the Scheme	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Air quality chapter (Chapter 5)	<u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development	<u>Construction</u> Construction effect of the Scheme with the proposed built development on SLTCA2 West Mottram and Hattersley would not have a likely significant cumulative affect due to the existing intervening built development and road infrastructure existing between each proposal. There is no ZTV	<u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant <u>Operation</u> No adverse effects on any biodiversity receptors were	<u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Noise and vibration chapter (Chapter 11).	<u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development	<u>Construction and operation</u> Development not within 20 m of a watercourse or within flood zones 2 or 3 and no increase to flood risk elsewhere. No significant cumulative effect expected	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no significant effect is reported for this development.

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
				of the Scheme so there is no visual cumulative effect. <u>Operation</u> No effect on landscape at construction so no effect at operation. No ZTV of Scheme so no cumulative visual effect would arise	reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant					
3	16/00948/OUT/, 19/00245/REM Address: Land To The West Of Milverton Avenue Hattersley Tameside The proposed development includes construction of 37 dwellings. Located 1.3 km from the Scheme	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Air quality chapter (Chapter 5)	<u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development	<u>Construction</u> No ZTV of Scheme therefore no cumulative effect <u>Operation</u> No ZTV of Scheme therefore no cumulative effect	<u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant <u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Noise and vibration chapter (Chapter 11)	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Development within the traffic model therefore changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol is inherent to the assessment within the Population and human health chapter (Chapter 12).	<u>Construction and operation</u> N/A - Not within this topic's Zol	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development
4	18/00818/FUL Address: Former Globe Demolition of existing buildings and the construction of 37 dwelling houses and 6 apartments. Located 2.5 km from the Scheme	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Air quality chapter (Chapter 5)	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during construction as a result of the	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Development within the traffic model therefore changes in wider health determinants (Air quality, and Noise and vibration)	<u>Construction and operation</u> N/A - Not within this topic's Zol	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
					<p>other development and the Scheme would be non-significant</p> <p><u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant</p>		Noise and vibration chapter (Chapter 11)	informing this Zol is inherent to the assessment within the Population and human health chapter (Chapter 12).		
5	18/00528/FUL Address: Former site of Christ Church Quarry Street. Development of 10 new build residential units. Located 3.5 km from the Scheme	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> Site is not within 200 m of the Affected Road network, so no significant cumulative effects expected</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant</p> <p><u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> The site is adjacent to M67 which will be the dominant noise source in the area. As a result of this and the size, scale and location of the development it would be unlikely to cause a significant cumulative effect.</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> Unlikely to cause significant different project effect as no significant effects are being reported for the changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol.</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development
6	HPK/2018/0191 Address: Former Samas Roneo warehouse site, Glossop Road, Gamesley.	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u></p>	<p><u>Construction and operation</u> Based on the information available, it is not expected</p>	<p><u>Construction</u> No ZTV of Scheme therefore no cumulative effect</p>	<p><u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u></p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	Based on the fact none of the environmental topics have reported a significant different project cumulative

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
	<p>Phase 1 - 93 houses HPK/2018/0272 Phase 2 - 44 units HPK/2019/0474 Phase 3 - proposed residential development (50 dwellings). Phase 3 will complement the existing planning approved phases 1 and 2 to tie the schemes visually together and to the wider context and has a mixture of apartments and house types, the primary materials are stone construction and grey slate tile Located 1.2 km from the Scheme</p>	N/A – within the traffic model therefore inherent to the assessment within the Air quality chapter (Chapter 5).	there would be a significant cumulative effect as a result of the Scheme and this development	<u>Operation</u> No ZTV of Scheme therefore no cumulative effect	<p>development. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant</p> <p><u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant</p>		<u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Noise and vibration chapter (Chapter 11)	Development within the traffic model therefore changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol is inherent to the assessment within the Population and human health chapter (Chapter 12).		effect no cumulative effect is reported for this development
7	<p>18/00016/FUL Land bounded by Stockport Road, Ashworth Lane and Chain Bar Lane Hattersley for the development of Class A1 food store (1,794 sq.m/19,310 sq.ft gross), Classes A1-A5 Retail Units (3,716 sq. m/40,000 sq.ft gross) and Class A3/A5 Drive-Through Restaurant Unit (167 sq. m/1800 sq.ft gross). Located 0.1 km from the Scheme</p>	<p><u>Construction</u> Northern edge of site slightly within 200 m of DCO boundary. No relevant sensitive receptors (i.e. human health) proposed, so no change to outcome of construction dust assessment. Mitigation for construction activities included in EMP, no significant effect on air quality.</p> <p><u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Air quality chapter (Chapter 5).</p>	<p><u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development</p>	<p><u>Construction</u> Construction effect of the Scheme with the proposed built development on SLTCA2 West Mottram and Hattersley would not have a likely significant cumulative effect due to the character being intervening built development and road infrastructure existing between each proposal. The ZTV for the Scheme extends to the proposed housing development and its environs. While generally, construction activity will be visually constrained by</p>	<p><u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant</p> <p><u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant</p>	<p><u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development</p>	<p><u>Construction</u> Unlikely to cause a significant cumulative effect for either noise or vibration. The nearest works are transient detuning works in Phase 5 that would not in themselves cause significant effects. No other works are close by.</p> <p><u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Noise and vibration chapter (Chapter 11)</p>	<p><u>Construction</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development</p> <p><u>Operation</u> Development within the traffic model therefore changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol is inherent to the assessment within the Population and human health chapter (Chapter 12).</p>	<p><u>Construction and operation</u> Based on the information provided on this development it is concluded there would unlikely be a significant cumulative effect.</p>	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
				<p>intervening built development, visual receptors at V-O-02 commercial building will have a temporary cumulative visual effect during construction, however this is not considered to be significant.</p> <p><u>Operation</u> With proposed mitigation in place there is not likely to be significant cumulative effect during operation.</p>						
8	<p>17/01033/FUL Address: Ridge Hill Lane Construction of 11 dwellings and associated works. Located 4km from the Scheme</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> Site is not within 200 m of the Affected Road network, so no significant cumulative effects expected</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant</p> <p><u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> Unlikely to cause significant cumulative effects due to distance from the Scheme and size of development unlikely to give rise to perceptible changes in road traffic noise</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> Unlikely to cause significant different project effect as no significant effects are being reported for the changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol.</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p>Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development</p>

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
9	16/00959/OUT, 17/00982/REM Address: Hattersley Site 13 Sites Off Fields farm road and Hattersley road west Hyde. It is anticipated that up to 23 dwellings could be accommodated on the site. Located 1.05 km from the Scheme	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Air quality chapter (Chapter 5).	<u>Construction and operation</u> Based on the information available, including the size and scale of the proposed development, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development on Tintwistle Conservation Area	<u>Construction</u> No ZTV of Scheme therefore no cumulative effect <u>Operation</u> No ZTV of Scheme therefore no cumulative effect	<u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant <u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Noise and vibration chapter (Chapter 11)	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Development within the traffic model therefore changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol is inherent to the assessment within the Population and human health chapter (Chapter 12).	<u>Construction and operation</u> N/A - Not within this topic's Zol	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development
10	20/00766/ENV A Transpennine Route Electrification of the railway line and associated structural improvements between Clayton Bridge and Stalybridge and Stalybridge and Guide Bridge. Located 3 km from the Scheme (at its closest point)	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Based on closest point to the Scheme the development does not appear to be within 200m of ARN Impacts would be covered in the EIA for the rail scheme. Emissions from electrification of rail line are not expected during operation phase. No significant cumulative effect expected	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development. The development is restricted to the railway, and therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant <u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. The	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Unlikely to cause significant cumulative effect. Railway sources have not been included within the operational noise model, therefore the impacts reported in the ES will not change due to this development.	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Unlikely to cause significant different project effect as no significant effects are being reported for the changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol.	<u>Construction and operation</u> N/A - Not within this topic's Zol	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
					development is restricted to the railway, and therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant					
11	HPK/2017/0171, HPK/2019/0200 Address: Land south of Dinting Road, Glossop, Derbyshire Outline Permission for proposed residential development of up to 65 houses. Located 1.7 km from the Scheme	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Air quality chapter (Chapter 5).	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction</u> No ZTV of Scheme therefore no cumulative effect <u>Operation</u> No ZTV of Scheme therefore no cumulative effect	<u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development and the other development is located sufficiently far from the Scheme. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant <u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Noise and vibration chapter (Chapter 11)	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Development within the traffic model therefore changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol is inherent to the assessment within the Population and human health chapter (Chapter 12).	<u>Construction and operation</u> N/A - Not within this topic's Zol	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development
12	16/00659/FUL Land at Sandy Lane, Dukinfield, Tameside Proposal for 10 residential dwellings. Located 4.3 km from the Scheme	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Site is not within 200 m of the Affected Road network, so no significant cumulative effects expected	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development and the other development is located sufficiently far from the Scheme. Therefore, it is deemed that the	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Unlikely to cause a significant cumulative effect due to distance from the Scheme and size of development	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Regarding population receptors. no significant cumulative effect is expected. Unlikely to cause	<u>Construction and operation</u> N/A - Not within this topic's Zol	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
					<p>cumulative effect during construction as a result of the other development and the Scheme would be non-significant</p> <p><u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant</p>		unlikely to give rise to perceptible changes in road traffic noise	significant different project effect as no significant effects are being reported for the changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol.		
13	HPK/2016/0691, HPK/2018/0161 Former Bridge Mills, New Road. Application to deliver a residential development of 120 units. Located 1.8 km from the Scheme	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Air quality chapter (Chapter 5).</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction</u> The ZTV indicates only very limited visibility of the Scheme from the proposed housing development site. Intervening built environment and vegetation will limit areas that both developments will be perceptible from. Construction of both the Scheme and the planned housing development will be potentially visible from part of the SLTCA 11: Etherow Industrial Valley Floor. Construction of both the Scheme and planned housing development will likely be intermittently visible from parts</p>	<p><u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development and the other development is located sufficiently far from the Scheme. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant</p> <p><u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Noise and vibration chapter (Chapter 11)</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> Development within the traffic model therefore changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol is inherent to the assessment within the Population and human health chapter (Chapter 12).</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
				<p>of the Etherow-Goyt Valley Way at Tintwistle, although this is not considered to result in a significant cumulative effect</p> <p><u>Operation</u> During operation, proposed mitigation -in the form of planting - associated with the Scheme, will have established to a level whereby it is expected that the Scheme will be integrated into the landscape and not readily perceptible from the area between the proposed housing development and the Scheme. Therefore no significant cumulative is expected.</p>						
14	<p>HPK/2015/0571 Mixed Use allocation Pol H2/DS1 Local Plan. Address: Woods Mill, Milltown, Glossop, Derbyshire, SK13 8DJ. Proposed Demolition of existing buildings and structures and erection of 2,470sqm Class A1 retail unit, refurbishment of existing retail unit and extension to provide 155sqm additional Class B1 offices and 594sqm additional Class A1 retail floor space and erection of 57 dwellings. Located 2.7 km from the Scheme</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Air quality chapter (Chapter 5).</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development and the other development is located sufficiently far from the Scheme. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant</p> <p><u>Operation</u> No adverse effects on any biodiversity receptors were</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Noise and vibration chapter (Chapter 11)</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> Development within the traffic model therefore changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol is inherent to the assessment within the Population and human health chapter (Chapter 12).</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p>Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development</p>

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
					reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant					
15	HPK/2020/0107, HPK/2019/0133, HPK/2017/0198 Address: Land off Woolley Bridge Hadfield Glossop Derbyshire Planning permission to erect twenty-nine dwellings. Located adjacent to Woolley Bridge Junction	<p><u>Construction</u> This would introduce additional human health receptors for consideration for construction dust impacts, but not expected to change construction dust assessment outcome. The mitigation measures for construction activities included in the EMP (TR010034/APP/7.2APP-183) and REAC (TR010034/APP/7.3APP-184) means there would be no significant cumulative effect.</p> <p><u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Air quality chapter (Chapter 5).</p>	<p><u>Construction and operation</u> Based on the information available, including the predicted impacts, size and scale of the proposed development, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development</p>	<p><u>Construction</u> Construction of both the Scheme and the development will be visible from part of the SLTCA 11: Etherow Industrial Valley Floor (as both developments are contained within it) and SLLCA4 Old Mottram which lies adjacent to the planned housing development. Construction of both the Scheme and planned housing development will be visible from VP13 Woolley Bridge (close range views), +VO11 (Woolley Lane commercial) and +VR53 Woolley Lane (residential 2 storey). VP13-3 Transpennine Trail/NCN is contained by dense vegetation and views of the Scheme are not anticipated. With the exception of the latter, all other receptors will have a temporary effect during construction,</p>	<p><u>Construction</u> The development falls within the construction Zol for biodiversity. No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant</p> <p><u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant</p>	<p><u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development</p>	<p><u>Construction</u> No predicted significant adverse effects for construction noise. Major and moderate impacts were predicted close to this site during various construction Phases on A57 Woolley Bridge, however the indicated duration of these activities is not sufficient to constitute a significant adverse effect. No adverse or significant adverse effects from construction vibration are predicted.</p> <p><u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Noise and vibration chapter (Chapter 11)</p>	<p><u>Construction</u> In regard to population receptors there may be negative impacts as PRow are temporarily diverted resulting in temporary loss of amenity, due to the close proximity of the Scheme and this development. There is also potential for benefits to be delivered through increase in local job provisions however, these would be temporary and reversible and considered not to result in a significant cumulative effect.</p> <p><u>Operation</u> There is the potential for impacts on receptors relating to human health (Air quality and Noise and vibration), it is considered these would be mitigated through the measures already identified in the EMP (TR010034/APP/7.2 APP-183) and REAC (TR010034/APP/7.3 APP-184) and means there would be no significant cumulative effect.</p>	<p><u>Construction and operation</u> No apparent connectivity to River Etherow hydromorphology. Parts of the site currently fall within Flood Zone 2, however mitigation measures proposed for the Scheme redirects flood flows into a Compensatory flood storage area resulting in the site no longer falling within the maximum envelope of the 1% plus climate change event. No significant cumulative effect is expected.</p>	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
				<p>although this is considered not to be significant.</p> <p><u>Operation</u> With proposed mitigation in place, including the retention of vegetation along the Transpennine Way, no cumulative significant effect is anticipated during operation.</p>				Development within the traffic model therefore changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol is inherent to the assessment within the Population and human health chapter (Chapter 12).		
16	<p>HPK/2020/0073 Address: Dinting Lodge Industrial Estate, Shaw Lane, Glossop, Derbyshire, SK13 6LE. Demolition of existing building, partial dismantling of second building, construction of new building elevation covering an area of roughly 2.72 hectares. Located 0.5km from the Scheme</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> No Human Health Receptors have been identified in the immediate area therefore it is not expected this would introduce new exposure. As a result, the Scheme and this other development are not anticipated to have a significant cumulative effect</p>	<p><u>Construction and operation</u> Whilst the site would be visible from the receptor Melandra Castle, existing screening means it is not expected there would be a discernible change to the asset and its setting therefore, no significant cumulative effect is expected as a result of the Scheme and this development</p>	<p><u>Construction</u> SLTCA9 Brookfield Industrial Valley and SLTCA8 Gamesley will not have a cumulative effect as neither has both proposed developments within the footprint. Construction on visual from VO-10-1 Melandra Fort Road and V-R-52 views are largely contained by intervening vegetation so cumulative effect would not likely be significant.</p> <p><u>Operation</u> Views screened by intervening vegetation so operational cumulative effect is considered to be non-significant</p>	<p><u>Construction</u> The development is small-scale, and no adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant</p> <p><u>Operation</u> The development is small-scale and no adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant</p>	<p><u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> Unlikely to cause significant cumulative effect. A57 Dinting Vale is predicted to have an increase of 1dB with the Scheme and is not anticipated that any additional traffic associated with this development would have a material change on the road noise level.</p>	<p><u>Construction</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development</p> <p><u>Operation</u> Regarding population receptors. no significant cumulative effect is expected. Unlikely to cause significant different project effect as no significant effects are being reported for the changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol.</p>	<p><u>Construction and operation</u> Development not within 20m of a watercourse or within flood zones 2 Or 3 and no increase to flood risk elsewhere. No significant cumulative effect expected</p>	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development
17	<p>19/00963/FUL Address: Hattersley District Centre, Beaufort Road, Hattersley.</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u></p>	<p><u>Construction and operation</u> Based on the information available, it is not expected</p>	<p><u>Construction</u> Construction effect of the Scheme with the proposed built</p>	<p><u>Construction</u> The site is located within an urban area and is small-scale. Therefore, it is</p>	<p><u>Construction and operation</u> Based on the information available, it is not</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u></p>	<p><u>Construction</u> Based on the information available, it is not expected there would be a</p>	<p><u>Construction and operation</u> Development not within 20 m of a watercourse or within</p>	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
	Residential development comprising of 91 no. apartments with associated access, car parking and landscaping. Located 0.4 km from the Scheme	N/A – within the traffic model therefore inherent to the assessment within the Air quality chapter (Chapter 5).	there would be a significant cumulative effect as a result of the Scheme and this development	development on SLTCA2 West Mottram and Hattersley would not have a likely significant cumulative affect the character as there is intervening built development and road infrastructure existing between each proposal. There is no ZTV of the Scheme so there is no visual cumulative effect. <u>Operation</u> No significant cumulative effect on landscape at construction so no significant cumulative effect would be expected at operation. No ZTV of Scheme so no cumulative visual effect would arise	deemed that the cumulative effect during construction as a result of the other development and the Scheme would be not significant <u>Operation</u> It is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be not significant	expected there would be a significant cumulative effect as a result of the Scheme and this development	N/A – within the traffic model therefore inherent to the assessment within the Noise and vibration chapter (Chapter 11).	significant cumulative effect as a result of the Scheme and this development <u>Operation</u> Regarding population receptors. no significant cumulative effect is expected. Development within the traffic model therefore changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol is inherent to the assessment within the Population and human health chapter (Chapter 12)	flood zones 2 Or 3 and no increase to flood risk elsewhere. No significant cumulative effect expected	effect is reported for this development

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
18	19/00555/FUL The Old Hattersley District Centre Residential development comprising of 46 units. Located 0.4 km from the Scheme	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Air quality chapter (Chapter 5).	<u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development	<u>Construction</u> Construction effect of the Scheme with the proposed built development on SLTCA2 West Mottram and Hattersley would not have a likely significant cumulative affect the character as there is intervening built development and road infrastructure existing between each proposal. There is no ZTV of the Scheme so there is no visual cumulative effect. <u>Operation</u> No significant cumulative effect on landscape at construction so no significant cumulative effect would be expected at operation. No ZTV of Scheme so no cumulative visual effect would arise	<u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be not significant <u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be not significant	<u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Noise and vibration chapter (Chapter 11).	<u>Construction</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development <u>Operation</u> Regarding population receptors, no significant cumulative effect is expected. Development within the traffic model therefore changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol is inherent to the assessment within the Population and human health chapter (Chapter 12)	<u>Construction and operation</u> Development not within 20 m of a watercourse or within flood zones 2 Or 3 and no increase to flood risk elsewhere. No significant cumulative effect expected	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development
19	19/00873/FUL Address: Site of former Heritage House Nursing Home, Construction of 23 houses at site of former Heritage House Nursing Home. Located 3.7 km from the Scheme	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Given the location of the development in relation to the Scheme, that air quality concentrations are well below the relevant air quality thresholds and that significant air quality effects are not predicted as a result of the Scheme, cumulative air	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be not significant <u>Operation</u>	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Unlikely to cause significant cumulative effects due to distance from the Scheme and size of development unlikely to give rise to perceptible changes in road traffic noise	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Unlikely to cause significant different project effect as no significant effects are being reported for the changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol.	<u>Construction and operation</u> N/A - Not within this topic's Zol	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
		quality effects are not considered likely during the operation phase.			No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be not significant					
20	16/00946/OUT, 19/00723/REM Address: Land on the east side of Dawlish Close, Mottram, Tameside Hattersley Phase 6 - Site 24 Hattersley regeneration programme) Construction of 29 new dwellings. Located 0.1 km from the Scheme	<p><u>Construction</u> This would introduce additional human health receptors for consideration for construction dust impacts, but not expected to change construction dust assessment outcome.</p> <p>Mitigation for construction activities included in the Environmental Management Plan (EMP) means it is not expected that there would be a significant cumulative effect</p> <p><u>Operation</u> Worst case receptor included in modelling (Model ID R117, Reporting ID R84) located at the M67 and A560 junction. Experiences a small increase in annual mean NO2 concentration with the Scheme in operation. Given the location of the development in relation to the Scheme, that air quality concentrations are well below the relevant air quality thresholds and that significant air quality effects are not predicted as a result of the Scheme, cumulative air</p>	<p><u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development</p>	<p><u>Construction</u> Construction effect of the Scheme with the proposed built development on SLTCA2 West Mottram and Hattersley would not have a likely significant cumulative affect the character as there is intervening built development and road infrastructure existing between each proposal. The ZTV for the Scheme extends to the proposed housing development and its environs. While generally, construction activity will be visually partly constrained by intervening built development, the following visual receptors will have some cumulative effect. All visual receptors will have heavily filtered views to the Scheme with little discernible change. V-O-01</p>	<p><u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be not significant</p> <p><u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be not significant</p>	<p><u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development</p>	<p><u>Construction</u> Unlikely to cause a significant cumulative effect for either noise or vibration. The nearest works are traffic management and road surfacing approximately 100 metres from the application site.</p> <p><u>Operation</u> The area is predicted to experience a negligible impact in the short- term and long-term and the addition of traffic associated with this development is unlikely to materially alter these impacts. Noise levels at surrounding receptors are not predicted to be near the SOAEL. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be not significant a</p>	<p><u>Construction</u> In regard to population receptors there may be negative impacts as PRoW are temporarily diverted resulting in temporary loss of amenity, due to the close proximity of the Scheme and this development. There is also potential for benefits to be delivered through increase in local job provisions however, these would be temporary and reversible and considered not to result in a significant cumulative effect.</p> <p>There is the potential for impacts on receptors relating to human health (Air quality and Noise and vibration), it is considered these would be mitigated through the measures already identified in the EMP (TR010034/APP/7.2 APP-183) and REAC (TR010034/APP/7.3 APP-184) and means there would be no significant cumulative effect.</p>	<p><u>Construction and Operation</u> Based on the information available, it is expected that there would unlikely be a significant cumulative effect</p>	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development.

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
		quality effects are not considered likely during the operation phase.		<p>may have cumulative effect with likely views to the proposed housing development in views from the rear of this commercial building, however this is considered to be temporary and reversible and therefore not result in a significant cumulative effect</p> <p><u>Operation</u> With proposed mitigation in place there is not likely to be significant cumulative effect during operation.</p>				<p><u>Operation</u> For population receptors, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development It would also be unlikely to cause significant cumulative effects for health receptors as no significant effects are being reported for the changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol.</p>		
21	HPK/2019/0273 Glossop North End Juniors Redevelopment of existing sports facilities including new changing facilities/clubhouse and associated car parking, full-size artificial pitch, 2 grass pitches and relocation of vehicular access. Located 2.3 km from the Scheme	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> Site is not within 200 m of the Affected Road network, so no significant cumulative effects expected</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction</u> The development is small-scale, and no adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be not significant</p> <p><u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> Unlikely to cause significant cumulative effects due to distance from the Scheme and size of development unlikely to give rise to perceptible changes in road traffic noise</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> This development is unlikely to cause significant cumulative effects for health receptors as no significant effects are being reported for the changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol.</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
					Scheme would be non-significant					
22	19/01090/REM Land between Ford Grove Atherton Avenue and Hyde Road, Mottram, Tameside for the construction of 16 new dwellings Located 0.1 km from the Scheme	<p><u>Construction</u> This would introduce additional human health receptors for consideration for construction dust impacts, but not expected to change construction dust assessment outcome.</p> <p>Mitigation for construction activities already included in EMP means no significant cumulative effect is expected</p> <p><u>Operation</u> Development is within 200m of A57 in Mottram. Introduces new exposure in an area where existing air quality above the annual mean NO2 AQS objective, potentially would be exceedances at this location in opening year without Scheme. Receptor included in AQ model adjacent to the site (Model ID R440, Reporting ID R302), but closer to A57 than proposed residential. Exceedance of annual mean NO2 AQS objective in opening year without scheme, but experiences a large decrease in annual mean NO2 with the Scheme in operation to below air quality criteria. Given the location of the development in relation to the Scheme, that air quality concentrations are well below the relevant air quality thresholds in the scenario with the Scheme in operation,</p>	<p><u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development</p>	<p><u>Construction</u> No ZTV of Scheme therefore no cumulative effect of construction.</p> <p><u>Operation</u> No ZTV of Scheme therefore no cumulative effect of construction.</p>	<p><u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant</p> <p><u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during the operational period as a result of the other development and the Scheme would be non-significant</p>	<p><u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development</p>	<p><u>Construction</u> Unlikely to cause a significant cumulative effect for either noise or vibration. The nearest works are transient detrunking works in Phase 5 that would not in themselves cause significant effects. The application site is approx. 200 metres from the compound and screened by nearby properties. No other works are close by.</p> <p><u>Operation</u> There would be Potential benefits from the Scheme at these buildings. The Scheme reduces traffic on Hyde Road and therefore lowers noise levels. Receptor included in the operational noise assessment adjacent to this site have been shown to have a significant benefit</p>	<p><u>Construction</u> In regard to population receptors there may be negative impacts as PRow are temporarily diverted resulting in temporary loss of amenity, due to the close proximity of the Scheme and this development. There is also potential for benefits to be delivered through increase in local job provisions however, these would be temporary and reversible and considered not to result in a significant cumulative effect. There is the potential for impacts on receptors relating to human health (Air quality and Noise and vibration), it is considered these would be mitigated through the measures already identified in the EMP (TR010034/APP/7.2 APP-183) and REAC (TR010034/APP/7.3 APP-184) and means there would be no significant cumulative effect.</p> <p><u>Operation</u> For population receptors, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development</p>	<p>Construction and Operation Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development</p>	<p>Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development</p>

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
		and that an significant improvement in air quality is predicted as a result of the Scheme, cumulative effects are not considered likely during the operation phase.						It may be possible for health receptors to experience positive health outcomes regarding Air quality and noise and vibration in this area.		
23	HPK/2016/0520, Charlestown Works, Charlestown Road, Glossop. Residential development consisting of 97 dwellings. Located 3.3 km from the Scheme	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Air quality chapter (Chapter 5).	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development and the other development is located sufficiently far from the Scheme. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant <u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Noise and vibration chapter (Chapter 11).	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Development within the traffic model therefore changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol is inherent to the assessment within the Population and human health chapter (Chapter 12)	<u>Construction and operation</u> N/A - Not within this topic's Zol	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development
24	HPK/2019/0311 Hawkshead Mill, Hawkshead Road, Glossop, Derbyshire, SK13 7SS Application for 30 dwellings. Located 3.4 km from the Scheme	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Air quality chapter (Chapter 5).	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Noise and vibration chapter (Chapter 11).	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Development within the traffic model therefore changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol is inherent to the	<u>Construction and operation</u> N/A - Not within this topic's Zol	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
					<p><u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant</p>			assessment within the Population and human health chapter (Chapter		
25	<p>HPK/2019/0316 Address: Shire Hill Hospital, Bute Street, Glossop, Derbyshire, SK13 7QP Redevelopment of the Shire Hill Hospital site for residential development including retention and conversion of the former Administration Building. Located 3.2 km from the Scheme</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> Site is not within 200 m of the Affected Road network, so no significant cumulative effects expected</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development and the other development is located sufficiently far from the Scheme. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant</p> <p><u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> Unlikely to cause a significant cumulative effect due to distance from the Scheme</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> This development is unlikely to cause significant cumulative effects for health receptors as no significant effects are being reported for the changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol.</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development
26	<p>HPK/2019/0215 Land East of Bute Street, Hawkshead Fold, Glossop, Residential development of 56 new dwellings.</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u></p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development and the</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u></p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u></p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
	Located 3.4 km from the Scheme	Site is not within 200 m of the Affected Road network, so no significant cumulative effects expected			<p>other development is located sufficiently far from the Scheme. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant</p> <p>Operation</p> <p>No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant</p>		Unlikely to cause a significant cumulative effect due to distance from the Scheme and size of development unlikely to give rise to perceptible changes in road traffic noise	This development is unlikely to cause significant cumulative effects for health receptors as no significant effects are being reported for the changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol.		effect is reported for this development
27	<p>18/00247/FUL Address: Flowery Fields Old Road Hyde Tameside The application proposes to build 20 new dwellings on the vacant brownfield site of the former Flowery Field School building. Located 3.4 km from the Scheme</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> Site is not within 200 m of the Affected Road network, so no significant cumulative effects expected</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development and the other development is located sufficiently far from the Scheme. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant</p> <p>Operation</p> <p>No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> Unlikely to cause a significant cumulative effect due to distance from the Scheme and size of development unlikely to give rise to perceptible changes in road traffic noise</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> This development is unlikely to cause significant cumulative effects for health receptors as no significant effects are being reported for the changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol.</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
					result of the other development and the Scheme would be non-significant					
28	HPK/2017/0325, HPK/2021/0160 Address: Land north of Dinting Road, Glossop Outline application for residential development for up to 108 dwellings. Located 0.9 km from the Scheme	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Air quality chapter (Chapter 5).	<u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development	<u>Construction</u> Due to intervening built environment and vegetation cover, actual locations where both the Scheme and the proposed housing development are visible from is unlikely. For the same reasons there are no viewpoints representing visual receptors in this area. Therefore, significant no cumulative effect. <u>Operation</u> Due to intervening built environment and vegetation cover, actual locations where both the Scheme and the proposed housing development are visible from is unlikely. For the same reasons there are no viewpoints representing visual receptors in this area. Therefore, no significant cumulative effect.	<u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant <u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant	<u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Noise and vibration chapter (Chapter 11).	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Development within the traffic model therefore changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol is inherent to the assessment within the Population and human health chapter (Chapter	<u>Construction and Operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development
29	21/00272/FUL Address: 58 Spring Gardens, Hyde Tameside SK14 4RZ Erection of 12 no. apartment block (Use Class C3) following	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u>	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u>	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u>	<u>Construction and operation</u> N/A - Not within this topic's Zol	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
	demolition of existing building. Located 3.4 km from the Scheme	Site is not within 200 m of the Affected Road network, so no significant cumulative effects expected			<p>deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant</p> <p><u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant</p>		Unlikely to cause significant cumulative effects due to distance from the Scheme. and size of development unlikely to give rise to perceptible changes in road traffic noise	This development is unlikely to cause significant cumulative effects for health receptors as no significant effects are being reported for the changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol.		effect is reported for this development
30	20/01223/FUL Land to rear of 14-22 Porlock Avenue, bounded by Godley Reservoir and Sutton Walk. Erection of 27 new Dwellings. Located 0.9 km from the Scheme	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> Site is not within 200 m of the Affected Road network, so no significant cumulative effects expected</p>	<p><u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development</p>	<p><u>Construction</u> No ZTV of Scheme therefore no cumulative effect of construction.</p> <p><u>Operation</u> No ZTV of Scheme therefore no cumulative effect of construction.</p>	<p><u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant</p> <p><u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant</p>	<p><u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> Unlikely to cause significant cumulative effect. Traffic data on the surrounding roads show no change with the Scheme. This development is not anticipated to materially alter the noise emissions on the surrounding road network</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> This development is unlikely to cause significant cumulative effects for health receptors as no significant effects are being reported for the changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol.</p>	<p><u>Construction and Operation</u> The development does not lie within 20 m of a watercourse and the site located in Flood Zone 1, however there is no expected increase in flood risk due to mitigation measures. On this basis it is concluded that it is unlikely that there would be a significant cumulative effect</p>	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
31	20/01169/FUL 132A and 134 Mottram Road, Hyde, Tameside, SK14 2RZ Erection of a 4 storey apartment block comprising 8 no. apartments with associated rear parking, and an additional 6 no. three storey houses. Located 2.4 km from the Scheme	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Site is not within 200 m of the Affected Road network, so no significant cumulative effects expected	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction</u> The development is small-scale, and therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant <u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. The development is small-scale, and therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant	<u>Construction and operation</u> N/A - Not within this topic's Zol	Operation Unlikely to cause significant cumulative effect. Traffic data on the surrounding roads show no change with the Scheme. This development is not anticipated to materially alter the noise emissions on the surrounding road network	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> This development is unlikely to cause significant cumulative effects for health receptors as no significant effects are being reported for the changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol.	<u>Construction and operation</u> N/A - Not within this topic's Zol	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development
32	20/00811/FUL Address: Carson House Care Centre, 30 Stamford Street, Stalybridge, Tameside SK15 1JZ Conversion of existing building into 33 x 1-bedroom apartments Located 3.5 km from the Scheme	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Site is not within 200 m of the Affected Road network, so no significant cumulative effects expected	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction</u> The development is small-scale, and therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant <u>Operation</u> The development is small-scale, and therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant	<u>Construction and operation</u> N/A - Not within this topic's Zol	Operation Unlikely to cause a significant cumulative effect due to distance from the Scheme and size of development unlikely to give rise to perceptible changes in road traffic noise	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> This development is unlikely to cause significant cumulative effects for health receptors as no significant effects are being reported for the changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol.	<u>Construction and operation</u> N/A - Not within this topic's Zol	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development
33	HPK/2020/0334 Address: Land south of Hollin Cross Lane,	<u>Construction</u> N/A - Not within this topic's Zol	<u>Construction and operation</u>	<u>Construction and operation</u>	<u>Construction</u> The development is small-scale, and	<u>Construction and operation</u>	<u>Construction</u> N/A - Not within this topic's Zol	<u>Construction</u> N/A - Not within this topic's Zol	<u>Construction and operation</u>	Based on the fact none of the environmental topics have reported a

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
	Glossop, Derbyshire, SK13 8JH Demolition of redundant buildings including partial demolition of modern extensions to Redcourt and redevelopment of site to provide 30 dwellings (Use Class C3). Located 2.8 km from the Scheme	<u>Operation</u> Site is not within 200 m of the Affected Road network, so no significant cumulative effects expected	N/A - Not within this topic's Zol	N/A - Not within this topic's Zol	therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant <u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. The development is small-scale, and therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant	N/A - Not within this topic's Zol	<u>Operation</u> Unlikely to cause a significant cumulative effect due to distance from the Scheme and size of development unlikely to give rise to perceptible changes in road traffic noise	<u>Operation</u> This development is unlikely to cause significant cumulative effects for health receptors as no significant effects are being reported for the changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol.	N/A - Not within this topic's Zol	significant different project cumulative effect no cumulative effect is reported for this development
34	19/00334/FUL Address: Land at Rutland Street, Ashton-Under-Lyne, Tameside Demolition of existing buildings and construction of a supported housing scheme (use class C3) (19 x 1 bed units). Located 3.6 km from the Scheme	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Site is not within 200 m of the Affected Road network, so no significant cumulative effects expected	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant <u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during the operational period as a result of the other development and the Scheme would be non-significant	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Unlikely to cause a significant cumulative effect due to distance from the Scheme and size of development unlikely to give rise to perceptible changes in road traffic noise	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> This development is unlikely to cause significant cumulative effects for health receptors as no significant effects are being reported for the changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol.	<u>Construction and operation</u> N/A - Not within this topic's Zol	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
35	HPK/2016/0648, HPK/2020/0537 Loxley Homes, land north of, Dinting Road, Glossop, The construction of up to 37 dwellings. Located 0.7 km from the Scheme	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Air quality chapter (Chapter 5).	<u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development	<u>Construction</u> Due to intervening built environment and vegetation cover, actual locations where both the Scheme and the proposed housing development are visible from is unlikely. For the same reasons there are no viewpoints representing visual receptors in this area. Therefore, no significant cumulative effect. <u>Operation</u> Due to intervening built environment and vegetation cover, actual locations where both the Scheme and the proposed housing development are visible from is unlikely. For the same reasons there are no viewpoints representing visual receptors in this area. Therefore, no significant cumulative effect.	<u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant <u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant	<u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Noise and vibration chapter (Chapter 11).	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Development within the traffic model therefore changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol is inherent to the assessment within the Population and human health chapter (Chapter	<u>Construction and Operation</u> It is assumed there would be no impact to hydromorphology as the proposed plan does not suggest any works to the existing stream and there would be no expected increase in flood risk. Based on this it is concluded it would be unlikely for a significant cumulative effect to arise.	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development
36	HPK/2019/0349 Address: Land north of St Charles Hall, Woolley Bridge Road, Hadfield, Glossop, Derbyshire Outline planning permission for a proposed residential development (C2).	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Site is not within 200 m of the Affected Road network, so no significant cumulative effects expected	<u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development	<u>Construction</u> Due to intervening built environment and vegetation cover, actual locations where both the Scheme and the proposed housing development are visible from is unlikely. For the same reasons there are no viewpoints representing visual receptors in this area. Therefore, no significant cumulative effect.	<u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during construction as a result of the	<u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Unlikely to cause significant cumulative effect. Traffic on surrounding network is	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> This development is unlikely to cause significant cumulative effects for health receptors as no	<u>Construction and Operation</u> River Etherow is approx. 250 m west of the site however, based on the predicted impacts of the development and significant effects expected as a result of the Scheme, it is	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
	Located 0.7 km from the Scheme			<p>unlikely. For the same reasons there are no viewpoints representing visual receptors in this area. Therefore, no significant cumulative effect.</p> <p><u>Operation</u> Due to intervening built environment and vegetation cover, actual locations where both the Scheme and the proposed housing development are visible from is unlikely. For the same reasons there are no viewpoints representing visual receptors in this area. Therefore, no significant cumulative effect.</p>	<p>other development and the Scheme would be non-significant</p> <p><u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant</p>	Scheme and this development	predicted to have a negligible change and it is not anticipated that this development would materially alter noise emissions from the road.	significant effects are being reported for the changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol.	not expected there would be a significant cumulative effect.	
37	<p>18/01132/FUL, 19/00105/ENV (scoping) The proposal is to create 4,700sqm of B1/B2/B8 buildings to become known as Hattersley Science and Technology Park. Located 1 km from the Scheme</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Air quality chapter (Chapter 5).</p>	<p><u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development</p>	<p><u>Construction</u> No ZTV of Scheme therefore no significant cumulative effect of construction.</p> <p><u>Operation</u> No ZTV of Scheme therefore no significant cumulative effect of construction.</p>	<p><u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development and the other development is located sufficiently far from the Scheme and small-scale. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant</p>	<p><u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Noise and vibration chapter (Chapter 11).</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> Development within the traffic model therefore changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol is inherent to the assessment within the Population and human health chapter (Chapter</p>	<p><u>Construction and Operation</u> Hurstclough Brook is approx. 650m of site Two ordinary watercourses are located within 500 m of the site. The site is also located in Food zone 1. Based on the predicted impacts of the development and significant effects expected as a result of the Scheme, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development</p>	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
					<p><u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be</p>					
38	20/00756/ENV Address: Former Hartshead Power Station and Millbrook Sidings, Millbrook, Stalybridge Residential development totalling 162 new homes. This development also proposes to form a new Community Park within the Valley.	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> Site is not within 200 m of the Affected Road network, so no significant cumulative effects expected</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant</p> <p><u>Operation</u> No adverse effects on any biodiversity receptors were reported by the other development. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> Unlikely to cause a significant cumulative effect due to distance from the Scheme</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> This development is unlikely to cause significant cumulative effects for health receptors as no significant effects are being reported for the changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol.</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development
39	Employment Allocation under Pol E2 Local Plan Address: Wren Nest Road, Glossop Allocated employment site of 2.59 hectares. Located 2.1 km from the Scheme	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> Part of the development is within 200m of the Affected road network. However, as the cumulative development</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction</u> Due to the proposed size and type of this development and its distance from the Scheme, it is not expected there would be a significant cumulative effect.</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> Unlikely to cause significant cumulative effects. Traffic associated with this development is not</p>	<p><u>Construction</u> N/A - Not within this topic's Zol</p> <p><u>Operation</u> This development is unlikely to cause significant cumulative effects for health receptors as no</p>	<p><u>Construction and operation</u> N/A - Not within this topic's Zol</p>	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
		site is used for employment, there will be no human receptors introduced by this development and therefore no significant cumulative effect is expected			<u>Operation</u> Due to the proposed size and type of this development and its distance from the Scheme, it is not expected there would be a significant cumulative effect.		anticipated to materially alter noise emissions from the <u>surrounding roads</u> .	significant effects are being reported for the changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol.		
40	Local Plan Allocation (G25) Address: Land off Melandra Castle Road, Glossop Development for 35 dwellings. Located 1.6 km from the Scheme	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Would introduce new human health exposure. Receptor not included in the AQ model in the immediate vicinity, closest is approximately 700m to the east. Worst case receptor included in model (<u>Model ID R514, Report ID R341</u>) located at <u>the A57 and A626 junctions</u> . Experiences a small increase in annual mean NO2 with the Scheme in operation. This location is predicted to experience exceedances of the annual mean NO2 AQS objective; however as the cumulative development site is located much further away than this worst case receptors, therefore it is anticipated the concentrations at the site would be well below the AQS objective and the cumulative effects from both developments would be negligible This would result in a non-significant cumulative effect	<u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development	<u>Construction</u> Limited ZTV coverage. Due to intervening built environment and vegetation cover, actual locations where both the Scheme and the proposed housing development are visible from is unlikely. For the same reasons there are no viewpoints representing visual receptors in this area. Therefore, no significant cumulative effect. <u>Operation</u> Limited ZTV coverage. Due to intervening built environment and vegetation cover, actual locations where both the Scheme and the proposed housing development are visible from is unlikely. For the same reasons there are no viewpoints representing visual receptors in this area. Therefore, no significant cumulative effect.	<u>Construction</u> No adverse effects on any biodiversity receptors are anticipated due to the type of development proposed and the distance from the Scheme. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be <u>Operation</u> No adverse effects on any biodiversity receptors are anticipated due to the type of development proposed and the distance from the Scheme. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant	<u>Construction and operation</u> N/A - Not within this topic's Zol	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Unlikely to cause significant cumulative effects, the northern end of Melandra Castle Road has negligible to minor increase in the short term and negligible impacts in the long term. Glossop road to the south is anticipated to have a decrease in flow with the Scheme. This development may slightly reduce the magnitude of the decrease in noise from Glossop Road, however it is unlikely to increase noise levels perceptibly. This would result in a non-significant cumulative effect	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> This development is unlikely to cause significant cumulative effects for health receptors as no significant effects are being reported for the changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol	<u>Construction and operation</u> N/A - Not within this topic's Zol	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
41	Local Plan Allocation (G3) Address: Padfield Main Road, Hadfield Development for 102 dwellings Located 1 km from the Scheme	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> <u>Operation</u> N/A – within the traffic model therefore inherent to the assessment within the Air quality chapter (Chapter 5).	<u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development	<u>Construction</u> Limited ZTV coverage. Due to intervening built environment and vegetation cover, actual locations where both the Scheme and the proposed housing development are visible from is unlikely. For the same reasons there are no viewpoints representing visual receptors in this area. Therefore, no significant cumulative effect. <u>Operation</u> Limited ZTV coverage. Due to intervening built environment and vegetation cover, actual locations where both the Scheme and the proposed housing development are visible from is unlikely. For the same reasons there are no viewpoints representing visual receptors in this area. Therefore, no significant cumulative effect.	<u>Construction</u> No adverse effects on any biodiversity receptors are anticipated due to the type of development proposed. Therefore, it is deemed that the cumulative effect during construction as a result of the other development and the Scheme would be non-significant <u>Operation</u> No adverse effects on any biodiversity receptors are anticipated due to the type of development proposed. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant	<u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Unlikely to cause significant cumulative effects. Traffic associated with this development is not anticipated to materially alter noise emission from the surround roads.	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> This development is unlikely to cause significant cumulative effects for health receptors as no significant effects are being reported for the changes in wider health determinants (Air quality, and Noise and vibration) informing this	<u>Construction and Operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development	Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development
42	Development opportunity area E2 HYD8 Godley Hill / The Thorns / Mottram Road Godley Green Garden Village Provision of up to 2,350 new homes across a range of	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> This development is not within within 200m of AQ affected road network, but due to the	<u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development	<u>Construction</u> No ZTV of Scheme therefore no cumulative effect of construction. <u>Operation</u> No ZTV of Scheme therefore	<u>Construction</u> No adverse effects on any biodiversity receptors are anticipated due to the type of development proposed and the distance from the Scheme. Therefore, it is deemed that the	<u>Construction and operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> No adverse effects would occur N/A— within the traffic model therefore inherent to	<u>Construction</u> N/A - Not within this topic's Zol <u>Operation</u> Development within the traffic model therefore changes in wider health	<u>Construction and Operation</u> Based on the information available, it is not expected there would be a significant cumulative effect as a result of the Scheme and this development.	This development is currently allocated as tier 3, however none of the environmental factors have reported a significant different project cumulative effect no cumulative effect is reported for this development with

ID	Development	Air quality	Cultural heritage	Landscape and visual	Biodiversity	Geology and soils	Noise and vibration	Population and human health	Road drainage and the water environment	Residual different project cumulative effect
	types and tenures, which reflects the garden Village principles. Located 1 km from the Scheme	scale of this development, there is a possibility it could generate traffic within AQ affected road network. However, <u>this development is currently due to the tier allocated as tier 3 as a planning application has not yet been submitted and also the proposed phasing of the development is such that there would be limited development of the site in the Scheme opening year. allocated to this development</u>		no cumulative effect of construction.	cumulative effect during construction as a result of the other development and the Scheme would be non-significant Operation No adverse effects on any biodiversity receptors are anticipated due to the type of development proposed (i.e. the benefits that may be delivered to biodiversity as result of a green village) and the distance from the Scheme. Therefore, it is deemed that the cumulative effect during operation as a result of the other development and the Scheme would be non-significant	Scheme and this development	the assessment within the Noise and vibration chapter (Chapter 11). <u>in the opening year (2025) as the majority of the new development would be uninhabited.</u> <u>In the future year (2040), the additional traffic has the potential to increase traffic flows within the study area for the Scheme and the wider road network. This may result in an adverse or significant adverse cumulative effect depending on the existing (Do Minimum) traffic flows and corresponding noise levels, routes used by the additional traffic on the road network, and the magnitude of the cumulative noise increases on those roads.</u>	determinants (Air quality, and Noise and vibration) informing this Zol is inherent to the assessment within the Population and human health chapter (Chapter <u>Based on current understanding of this tier 3 development, it is unlikely to cause significant cumulative effects for health receptors as no significant effects are being reported for the changes in wider health determinants (Air quality, and Noise and vibration) informing this Zol. However, it is acknowledged that in the future year (2040) there is potential for an adverse or significant adverse cumulative effect for noise.</u>		<u>the exception of noise, where there is insufficient information to confirm the significance of any potential cumulative effects in the future year. Based on the fact none of the environmental topics have reported a significant different project cumulative effect no cumulative effect is reported for this development</u>

15.7 Mitigation

Single project cumulative effects

- 15.7.1 There have been a number of single project cumulative effects identified, these are mainly attributed to Single project cumulative effects occurring between Landscape and visual and Noise and vibration.
- 15.7.2 Single project cumulative effects result from the combination of individual effects, and so implementing mitigation for each individual effect would also serve to reduce the potential for a cumulative effect to occur. Therefore, no additional mitigation measures beyond those already identified within the relevant topic chapters (Chapter 7 and 11) or the EMP ([TR010034/APP/7.2APP-183](#)) and REAC ([TR010034/APP/7.3APP-184](#)) have been identified.

Different project cumulative effects

- 15.7.3 No additional mitigation measures are proposed over and above the measures prescribed in Chapters 5-14 as a result of different project cumulative effects, as no adverse significant effects have been identified.
- 15.7.4 Where required, the construction programme would be planned so mitigation measures during construction would be aligned with those proposed for other major developments taking place in the vicinity of the Scheme, in consultation with the other developers, to minimise their cumulative effects.

15.8 Monitoring

Single project cumulative effects

- 15.8.1 There have been a number of single project cumulative effects identified, these are mainly attributed to single project cumulative effects occurring between Landscape and visual and Noise and vibration. However, no additional monitoring requirements required beyond those already identified within the relevant topic chapters (Chapter 7 and 11) or the EMP ([TR010034/APP/7.2APP-183](#)) and REAC ([TR010034/APP/7.3APP-184](#)) have been identified.

Different project cumulative effects

- 15.8.2 No additional monitoring requirements are proposed over and above those prescribed in Chapters 5-14 as a result of different project cumulative effects, as no significant adverse effects have been identified.

15.9 Summary

- 15.9.1 This chapter has undertaken an assessment of the possible cumulative effects that might arise as a result of the Scheme. This has involved an assessment of different project and single project cumulative effects.

15.9.2 The majority of significant single project cumulative effects are related to Noise and vibration and visual receptors effecting a number of residential properties and/or streets. However, no additional mitigation measures beyond those already identified within the relevant topic chapters (Chapter 7 and 11) or the EMP (~~TR010034/APP/7.2APP-183~~) and REAC (~~TR010034/APP/7.3APP-184~~) are considered to be necessary as implementing mitigation for each individual effect would also serve to reduce the identified single project cumulative effects.

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