A57 Link Roads

TR010034

7.1 Case for the Scheme

APFP Regulation 5(2)(q)

Planning Act 2008

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

January 2022

Infrastructure Planning

Planning Act 2008

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

A57 Link Roads

Development Consent Order 202[x]

7.1 CASE FOR THE SCHEME

Regulation Number:	Regulation 5(2)(q)
Planning Inspectorate Scheme Reference	TR010034
Application Document Reference	TR010034/APP/7.1
Author:	A57 Link Roads Project Team, National Highways

Version	Date	Status of Version
Rev 3.0	January 2022	Deadline 2
Rev 2.0	December 2021	Deadline 1
Rev 1.0	June 2021	DCO Application

Table of contents

Tables

Figures

Appendices

Executive Summary

Scheme Overview

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

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

Purpose of the Scheme

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

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

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

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

Scheme Benefits

The Transport Assessment Report (TAR) (APP-184) demonstrates the various time saving benefits that will be created by the Scheme and their spatial distribution. It indicates that congestion through Mottram in Longdendale, Hattersley and Woolley Bridge will be relieved, improving journey times for trips on the Strategic Road Network (SRN) between Manchester and Sheffield and trips on the local road network in this area. Congestion on the detrunked section of the A57 is also relieved, improving connectivity for local traffic. At the M67 Junction 4, signalisation will be improved with positive impacts on safety and traffic flow. The cut-through of the existing roundabout will provide direct access between the M67 and the proposed link roads.

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

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

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

Planning Framework

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

The CftS also presents the overall case for why the Scheme is the most appropriate response to delivering the needs identified within Chapter 2 of the NN NPS and the interventions identified in the Department of Transport and National Highways' Road Investment Strategy (RIS). It demonstrates the Scheme's compliance with the NN NPS in Appendix B, including references to where each provision of the NN NPS is addressed further within the DCO application. Policy and legislative matters relevant to each theme are covered in more detail in the Environmental Statement (APP-058) to (APP-073) as referenced within the Accordance Tables.

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

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

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

It should be noted that the Consultation Report (APP-026) provides details of the engagement conducted over a number of years with local residents and stakeholders. This report also provides details of the public and stakeholder views for the Scheme and the level of support.

Conclusions

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

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

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

1. Introduction

1.1 Purpose of the document

1.1.1 This Case for the Scheme (CftS) relates to an application (the "Application") made by National Highways to the Planning Inspectorate (“the Inspectorate”) acting on behalf of the Secretary of State for Transport (“SoS”), under Section 37 of the Planning Act 2008 (“the 2008 Act”) for a Development Consent Order (DCO). If made, the DCO would grant consent for the Applicant to build, operate and maintain the A57 Link Roads project (“the Scheme”).

1.1.2 This CftS aims to provide details of the requirements and purpose of the Scheme and related DCO. It also aims to act as an accessible guide to the Scheme, the Applicant and this application. Whilst its submission is not a mandatory requirement under the 2008 Act, the document has been prepared to accompany the Application to summarise how the Scheme relates and complies with government policy and relevant planning policy context. It also provides details of the traffic assessment and related economic analysis upon which the need for the Scheme is based.

1.1.3 This Statement has been prepared in accordance with Regulation 5(2) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (“APFP 2009”).

1.1.4 The Statement draws upon other the following Application documents:

- Explanatory Memorandum to Draft DCO (APP-021)
- Draft DCO (APP-020)
- Consents and Agreements Position Statement (APP-022)
- Statement of Reasons (APP-023)
- Funding Statement (APP-024)
- Book of Reference (APP-025)
- Consultation Report (APP-026 – APP-052)]
- Habitats Regulations Assessment (HRA) (APP-054)
- Water Framework Directive Assessment (APP-055)
- Flood Risk Assessment (FRA) (APP-056)
- Drainage Strategy [appended to the FRA document reference APP-056]
- Environmental Statement (APP-058 – APP-180)
- Environmental Management Plan (EMP) (APP-183)
- Register of Environmental Actions and Commitments (REAC) (APP-184)
- Transport Assessment Report (APP-185)
- Ground Investigation Report (APP-187)

1.1.5 The Application will be determined in accordance with the 2008 Act. Section 104 of the 2008 Act provides for the decision in cases where a National Policy Statement (NPS) has effect. Section 104(2) (a) provides that in deciding the Application, the SoS must have regard to…"a relevant national policy statement". Section 104(3) states that the SoS must decide an application in accordance with any relevant NPS. As the NPS is (subject to section 104(4) and (8)) the primary policy reference for the SoS in decision making, it sets the scope of matters for this Statement to consider. For the Scheme the relevant NPS is the National Networks National Policy Statement (NN NPS) (2014).

1.1.6 This CftS and the associated NN NPS Accordance Tables set out other "important and relevant" considerations to the determination of the application in accordance with Section 104(2) of the 2008 Act. The CftS assesses the proposals against policy and important and relevant considerations, drawing on the environmental information presented in the Environmental Statement (ES) (APP-058 - 180), submitted with the Application.

1.1.7 This CftS has also been prepared to take account of Section 60 of the 2008 Act, concerning the preparation of Local Impact Reports (LIRs) by relevant authorities who are invited to submit a LIR, to provide "details of the likely impact of the proposed development on the authority's area". The Planning Inspectorate's Advice Note 1: Local Impact Reports suggests a list of topics which may be of assistance to a local authority in writing a LIR. This includes the following topic areas:

a. "*Relevant development plan policies, supplementary planning guidance or documents, development briefs or approved masterplans and an appraisal of their relationship and relevance to the proposals;*

b. *Relevant development proposals under consideration or granted permission but not commenced or completed."*

1.1.8 As the above information is not addressed in other documents submitted with the Application, this CftS is also intended to assist local authorities in compiling their LIRs by providing relevant information.

1.1.9 Due to the Coronavirus (COVID-19) pandemic changes to certain publicity requirements were published and temporary legislation was introduced from July to December 2020 through the Infrastructure Planning (Publication and Notification of Applications etc.).

1.1.10 The amendments enabled a more digital consultation and removed the obligation for documents to be available at a deposit location for inspection.

1.1.11 Social distancing and restrictions on non-essential public gatherings meant that consultations took the form of webinars, virtual meetings and phone consultation slots for those individuals asking more specific questions. The approach to, and results of the consultation are explained in detail in the Consultation Report (APP-026 – APP-052).

1.1.12 The remainder of this CftS is structured as follows:

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

1.2 The Applicant

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

Highways is responsible (with A57 Woolley Lane part of the Local Road Network).

1.2.2 Following construction of the Scheme National Highways would be responsible for operating, maintaining and improving the new route of the A57.

1.2.3 On completion of the Scheme the existing A57 (T) will be detrunked (details are provided in Classification of Roads Plans (APP-016) and Speed Limit and Traffic Regulations Plans (APP-010) and it's management will be then undertaken by TMBC, alongside the management of the section of the Scheme known as the 'A57 Link Road' between Mottram Moor and Woolley Bridge. It is also proposed that the management of the short section of the Scheme east of the River Etherow will be passed to DCC.

1.3 Requirement for a Development Consent Order

1.3.1 The Scheme is defined as a Nationally Significant Infrastructure Project (NSIP) for the purposes of the 2008 Act. This is because:

- The Scheme is a Nationally Significant Infrastructure Project ("NSIP") within Sections 14(1)(h) and 22(1) of the 2008 Act. Under Section 22 an NSIP must fall within one of the three categories specified, which are expressly stated to be alternatives.
- The Scheme is construction of a highway in a case within the meaning of Section 22(1)(a). The Scheme is wholly located in England and National Highways Company Ltd, being a strategic highways authority, will be the highway authority for the highway to be constructed as part of the Scheme.
- The development therefore complies with the requirements of Section 22(2) and 22(4) of the 2008 Act. Whilst the Scheme includes some alteration and improvement of the existing A57 the new carriageway will follow a different alignment requiring construction of sections of new highway with a speed limit of 50 miles per hour over an area in excess of 12.5 hectares.
- The draft DCO boundary covers an area of 62.3 ha, of which 41.9 ha is to be retained permanently as part of the Scheme. The remaining 12.9 ha of land will be acquired for temporary possession and will be used for site compounds and working room to construct boundary fences.

1.3.2 Based on the factors identified above, the Scheme is defined as a construction NSIP. For further information regarding how the Scheme qualifies as an NSIP, refer to the Explanatory Memorandum (APP-021).

1.3.3 As the proposed authorised development is an NSIP, consent under the 2008 Act is required (section 31 of the 2008 Act). Under section 37 of the 2008 Act, an order granting development consent may only be made if application for it is made (through the Planning Inspectorate) to the Secretary of State, therefore a Development Consent Order (DCO) is required to allow the construction of the Scheme. The elements of the Scheme described below are the subject of the DCO application.

1.3.4 The Scheme includes the following components:

- A new offline bypass of 1.12 miles (1.8km) of dual carriageway road connecting the M67 Junction 4 to A57(T) Mottram Moor Junction.

- A new offline bypass of 0.81 miles (1.3km) of single carriageway connecting the A57(T) Mottram Moor to the A57 Woolley Bridge.
- Creation of two new junctions, Mottram Moor Junction and Woolley Bridge Junction and improvement works to the existing M67 Junction 4.
- Creation of five new structures (Old Mill Farm Underpass, Roe Cross Road Overbridge, Mottram Underpass, Carrhouse Lane Underpass and River Etherow Bridge).
- One main temporary construction compound area, located on agricultural land to the east of the M67 Junction 4.
- Detrunking, including safety measures from the M67 Junction 4 to Mottram Back Moor Junction, to be agreed with TMBC.
- Safety measures and improvements to the A57 from Mottram Moor Junction to Gun Inn Junction and from Gun Inn Junction to Woolley Lane, to be agreed with TMBC.

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

1.3.6 Section 37 of the 2008 Act governs the content of an application for a DCO, including the requirements for the necessary accompanying documents as set out within the Application checklist (APP-001).

1.4 Requirement for an Environmental Impact Assessment

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

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

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

1.5 Planning Policy Context

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

- Any relevant National Policy Statement.
- Any Local Impact Report.

- Any matters prescribed in relation to development of the description to which the application relates.
- Any other matter that the decision maker thinks is both important and relevant to its decision.

1.5.2 Under section 104(3) of the 2008 Act, the SoS is required to decide the application in accordance with any relevant NPS, except in certain circumstances specified in subsections (4) to (8). These include circumstances where the adverse effects of a Scheme outweigh the benefits.

1.5.3 The NN NPS is the relevant NPS for the Scheme. Consideration is also given to the NPPF, which is a material consideration in the determination of the application.

1.5.4 The Location Plan (APP-006)shows the location of the Scheme in context of the local authorities in the surrounding area. The majority of the Scheme is located within the administrative boundaries of TMBC; however, an area of the Scheme is located near at Woolley Bridge, within the boundary of HPBC.

1.5.5 This CftS also considers the regional and local planning policy context. The key local planning documents of relevance to the Scheme comprise:

- Tameside Unitary Development Plan adopted in 2004.
- The High Peak Local Plan Adopted April 2016.

1.5.6 Following the withdrawal of Stockport City Council from the Greater Manchester Spatial Framework (GMSF) process, the Association of Greater Manchester Authorities (AGMA) has resolved to proceed with the preparation of a joint Development Plan Document (DPD) for Greater Manchester, *Places for Everyone*.

1.5.7 Places for Everyone is relevant to the Scheme as it covers the nine remaining local authorities, including Tameside. As of December 2021, the draft *Places For Everyone* plan underwent statutory Regulation 19 consultation, running from 9 August 2021 for 8 weeks, ending on 3 October 2021. Following this the timescale for the adoption of *Places for Everyone* is currently uncertain but submission of the plan to the Planning Inspectorate for examination is due to happen in 2022 with adoption expected at some point in 2023[1]. It currently carries llimited weight in decision making, due to its relatively early stage of development.

1.5.8 Further local planning policy and transport policy documents are referenced throughout the report, where relevant. There are defined Neighbourhood Plan Areas within the relevant local authorities, but none of these are impacted by the Scheme.

[redacted]

2. Scheme Development and Options Considered

2.1 Development History and Alternative Options

2.1.1 The main Trans-Pennine route between the Manchester and Sheffield city regions is the trunk road route consisting of the A57, A628, and A61. It connects the M67 at Mottram in Longdendale in the south east of the Manchester City Region with the M1 in the north west of the Sheffield City Region. Current journey times and reliability of the connecting routes compare unfavourably with links between other cities a similar distance apart.

2.1.2 The development of the Scheme has therefore been bound up with wider plans to improve Trans-Pennine connectivity, and historically numerous options have been considered to address longstanding connectivity and congestion issues.

2.1.3 Highway improvements to the Trans-Pennine route were first introduced into the Roads Programme in 1989. The aim was to help alleviate traffic congestion along the A57/A628 trunk road through Mottram in Longdendale, Hollingworth (in the TMBC of Greater Manchester) and Tintwistle (in the High Peak District of Derbyshire and partly within the Peak District National Park (PDNP)). Following appraisal of alternatives, two routes were presented at Public Consultation in 1992 and in October 1993, the Secretary of State announced a Preferred Route for a bypass. However, the bypass was suspended from the Roads Programme in 1996.

2.1.4 In 'A New Deal for Trunk Roads in England' published in July 1998, the A57/A628 Mottram -Tintwistle Bypass and A628/A616 Route Restraint Measures was listed as a Scheme for which preparation would continue to enable it to be taken forward without delay, subject to full appraisal and the views of the then Regional Planning Bodies. This was approved in principle, subject to further appraisal, at the North West Regional Planning Conference in April 1999.

2.1.5 In January 2000, the Highways Agency assessed the impacts of various highway strategies to solve the traffic problems within the three villages of Mottram in Longdendale, Hollingworth and Tintwistle, and within the wider area. The results of these assessments were presented to the Regional Planning Bodies in November 2002 and, following their approval, a Scheme was included in the Government's Targeted Programme of Improvements (TPI) in April 2003. The assessment concluded that there were no realistic alternatives to a bypass of the villages.

2.1.6 The preferred route promoted in 2003 was a bypass of approximately 5.7 kilometres in length, which would bypass the existing A57/A628 route in the villages of Mottram in Longdendale, Hollingworth and Tintwistle, with a link road connecting to the A57 at Mottram Moor between Mottram in Longdendale and Hollingworth. An extension of this link road from the A57 Mottram Moor to the A57 Woolley Bridge was being promoted jointly as the Glossop Spur by TMBC and DCC. This followed the same alignment as the Brown Route considered in the Early Options Sifting Exercises.

2.1.7 Both the A57/A628 Mottram - Tintwistle Bypass and A628 Route Restraint Measures, and the Glossop Spur projects were withdrawn at public inquiry in 2009.

2.1.8 The HM Treasury publication (2013) 'Investing in Britain's Future' committed to investing funds in addressing some of the most notorious road hotspots in the country. This report included the Trans-Pennine routes between Manchester and Sheffield and committed to a feasibility study (Table A3 in Annex A of this publication).

2.1.9 Following feasibility studies, a package of measures referred to here as the Trans-Pennine Upgrade (TPU) was announced in the Road Investment Strategy (RIS), published by the Department for Transport (DfT) in March 2015. The original TPU comprised the following elements:

- Mottram Moor Link Road - a new dual-carriageway link road from M67 Junction 4 to a new junction at A57(T) Mottram Moor and a new single carriageway connecting to the A6018 Roe Cross Road.
- A57(T) to A57 Link Road – a new single carriageway link from the A57 at Mottram Moor to a new junction on the A57 at Brookfield, bypassing the existing A628/A57 and A57 Woolley Lane/Woolley Bridge Road junctions.
- A628 Climbing Lanes – consideration of the provision of two overtaking lanes on the A628 near Woodhead Bridge.
- Safety and Technology Improvements – safety measures focused on addressing accident hotspots and the provision of electronic signs.
- Upgrade of the A61 at Tankersley to dual carriageway (referred to as 'A61 Dualling').

2.1.10 Since the RIS was published, the development of 'A628 Climbing Lanes' and 'A61 Dualling' proposals have been postponed until a later date, to allow further consideration of the associated benefits.

2.1.11 The TPU (as published in RIS, March 2015) no longer exists as a single package of interventions, and some elements of this package have been taken forward prior to this DCO application, as they are works to existing highways which do not require planning consent or result in any significant environmental impacts.

2.1.12 For the purposes of clarity, this report continues to refer to the combination of the Scheme and these separate measures as the TPU.

2.2 Options Identification

2.2.1 This section summarises the options sifting process undertaken for the Scheme and sets out the justification for the chosen option (the Scheme within this Case for the Scheme). Chapter 3 of the ES (APP-060)outlines in detail the alternative options for the Scheme that National Highways and its predecessor have considered.

2.2.2 During the complex history of work in this area, numerous options have been considered and discarded to address the longstanding connectivity and congestion issues identified.

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

Long List Sift Exercise

2.2.4 Following publication of the RIS, an original long list of options for the Scheme were presented to National Highways' in September 2015. In accordance with the design brief, these included long bypass options (of Mottram in Longdendale, Hollingworth and Tintwistle) and short bypass options (of Mottram only) and included the option to include or exclude the A57(T) to A57 Link Road. All were considered as part of the Long List Sift.

2.2.5 These nine options were:

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

2.2.6 The options discarded at this stage were:

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

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

2.3 Option Selection

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

2.3.2 The options presented for Second Sift were:

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

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

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

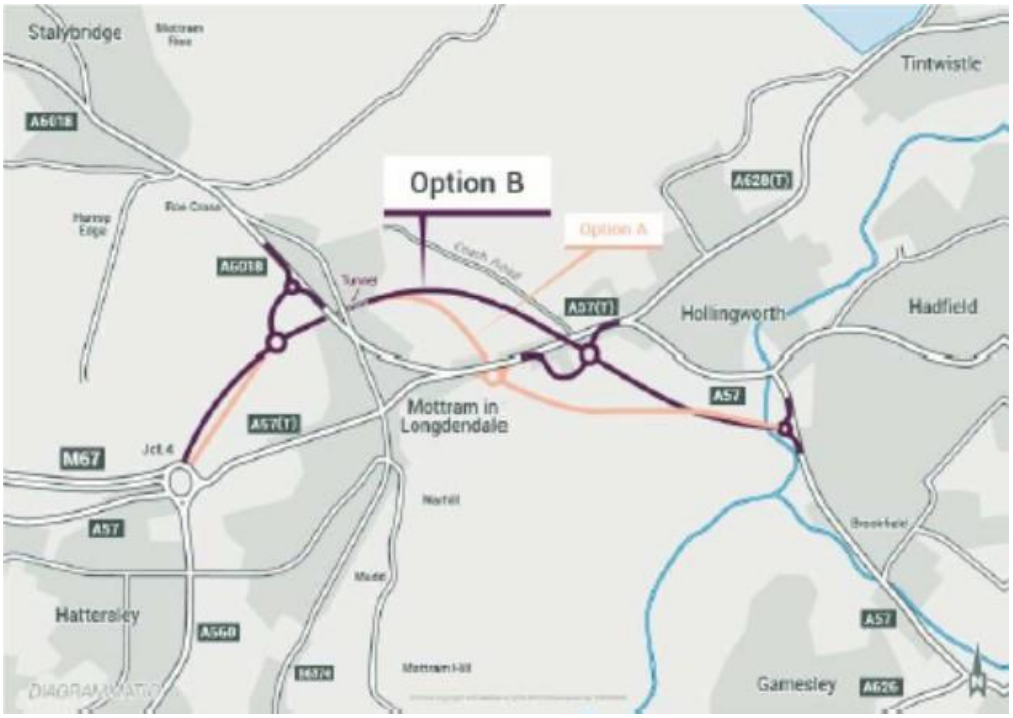
2.4 Non-Statutory Options Consultation

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

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

Figure 2-1 Option A

Figure 2-2 Option B



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

2.4.4 Publicity and documentation for the non-statutory public consultation on options is set out in the Consultation Report (APP-026 – APP-052).

2.4.5 The majority of respondents preferred Option A to Option B because they believed it to be the most sensible and logical route; have a minimal impact on the environment; fewer properties would be affected; it provided a safe route; and it was similar to previously proposed routes.

2.5 Preferred Route Announcement (PRA)

2.5.1 The information gathered as part of the non-statutory options consultation helped to inform the decision on the Preferred Route and the development of the Scheme that was taken to statutory consultation. Information received through the non-statutory questionnaires was considered as well as alternative suggestions put forward in the questionnaires and in other written responses submitted as part of the consultation. This information was considered alongside other factors including meeting the Scheme objectives, cost, and compliance with design and safety standards when making decisions about which options to develop.

2.5.2 The PRA was made by the Applicant on 2 November 2017. Option A was selected as the Preferred Route to be progressed to the next stage of development. The Applicant received feedback that 50% of respondents preferred Option A, as they believed that the road layout is more straightforward and easier to use than Option B and will have less impact on local communities. Additionally, the feedback suggested that people felt Option A balanced solving traffic problems in the area, with a reduced impact on the environment and providing a safer route.

2.5.3 The Applicant continued to engage with interested parties after the non-statutory consultation period and the PRA. This comprised of the establishment of a Local Authority Steering Group and a Statutory Environmental Bodies group, and attendance at meetings with local authorities, residents' groups and those with land interests.

2.5.4 Since the PRA, the Scheme has been developed further. Two rounds of statutory consultation were undertaken in 2018, one between 12 February and 25 March 2018 and the other between 4 June and 1 July 2018. These are described in more detail below.

2.5.5 A third round of statutory consultation was undertaken for six weeks between 5 November and 17 December 2020, to provide an opportunity to comment on changes to the design since the 2018 consultations.

2.5.6 The approach to, and results of these consultations are explained in detail in the Consultation Report (APP-026 – APP-052).

2.6 Statutory Consultation 1: 12 February to 25 March 2018

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

2.6.2 The opportunity was also provided to comment on the elements of the PRA that could be delivered without a DCO (and so do not form part of this Scheme) - Westwood Roundabout and the safety/technology elements.

2.6.3 The statutory consultation was an opportunity to seek views on a number of aspects of the PRA proposals (including specifically in relation to the Scheme), including support for the Scheme and information on how the land above Mottram Underpass may look on completion of the Scheme.

2.6.4 In response to the key concerns raised during consultation National Highways decided to amend its proposals to:

- Increase the number of air quality monitoring sites.
- Carry out additional traffic assessment of alternative routes.
- Review noise mitigation in line with reviews to changes to traffic modelling and in response to the additional surveys and areas.
- Carrying out environmental surveys to assess condition and changing nature of current environment. Survey information will be used to ensure no net loss arising from the Scheme.
- Progress cycling / parking enhancements along Mottram Moor. National Highways are developing a strategy to address needs and views of the residents. The final details are to be agreed with TMBC via a Statement of Common Ground.
- Undertake further ground investigations where necessary, depending on the outcomes of the investigation report.
- Carry out a detailed assessment for cycling, equestrian and walking use and identify opportunities to enhance existing provision in the area.
- Provide a long term landscaping plan for the land above Roe Cross Road overbridge structure in conjunction with TMBC.
- Review speed limits throughout the Scheme utilising traffic modelling to assess the impact of any alternatives.

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

2.7.1 Additional interested parties were identified during the first round of statutory consultation, due to the ongoing review of land referencing and finalisation of the Book of Reference.

2.7.2 To ensure their views could be included, the Applicant ran a targeted statutory consultation between the 4 June to 1 July 2018 (28 days). The information distributed was the same as that used in the first round of statutory consultation. No responses to the consultation were received.

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

2.8.1 A summary of key design changes which have resulted from comments raised during statutory consultation are provided in the Consultation Report (APP-026 – APP-052). These are summarised below.

2.8.2 The Applicant identified many comments and enquiries into the effect of the Scheme on air quality and therefore added additional air quality monitoring locations along the route of the Scheme, to better understand the existing air quality and inform the air quality modelling. Additional air quality mitigation was also proposed.

2.8.3 In response to concerns raised about noise impact, as part of the noise mitigation for the Scheme, there are proposed noise barriers, noise bunds and low noise surfacing which are presented in ES Chapter 11 Noise and Vibration (APP-067).

2.8.4 In response to concerns raised about impact on the landscape, the Scheme includes a range of measures designed to mitigate for potential effects on landscape character and visual amenity. These include woodland planting, woodland edge planting, linear belt of shrubs and trees, hedgerows with trees and individual trees. The top of the Mottram Underpass has been designed to provide an accessible open space for the community, complete with tree planting. These proposals are detailed in the Environmental Masterplan (APP-074, figure 2.4)

2.8.5 A large number of responses were received with regards to detrunking, and the Applicant, along with TMBC, decided therefore to show the detrunking of the existing A57 within the DCO documentation. Once measures to implement this are agreed, in alignment with Requirement 3, they will be shared with the stakeholders.

2.8.6 Following the statutory consultation, and further discussions with the Mottram Moor community group, the parking bays were initially removed from the design. Further engagement with the Mottram Moor community group confirmed they did desire more parking and so improved parking and cycling facilities have been added back into the design.

2.8.7 In response to suggestions around the speed limits across the Scheme, traffic speeds on the proposed roads have been reviewed within the traffic model and the subsequent air quality model. This is to ensure an optimum speed limit is chosen that does not have an adverse effect on the air quality in the surrounding area.

2.8.8 In response to concerns around the impact on walkers, cyclists and equestrians, the Applicant confirmed that the Scheme does not permanently severe any public rights of way (PRoWs). Those routes temporarily affected will be improved and new routes are also proposed. PRoW LON 52-20 will be temporarily severed. A temporary diversion will ensure walkers can still use this route during construction. This PRoW will be re-instated and upgraded from a footpath to a bridleway, increasing the availability of suitable equestrian facilitates away from road traffic. These proposals are detailed in the Streets, Rights of Way and Access Plans (APP-009).

2.9 Statutory Consultation 3: 5 November to 17 December 2020

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

Summary of Changes to Scheme Design post 2020

2.9.2 Revisions to the Scheme have been introduced following the 2020 consultation events and are identified in full within the Consultation Report (APP-026 – APP-052), they are summarised below:

- Proposed changes to the M67 Junction 4 roundabout to include a through-about, plus improving facilities for pedestrians and cyclists in this location.
- Additional pedestrian crossing facilities at Gun Inn Junction.
- Additional WCH facilities and crossings across the Scheme.
- Changes to minimise disruption on future farming activities.
- Larger planted areas across the DCO boundary and altered the species mix of planted areas to increase biodiversity opportunities and resilience.
- Changes to the DCO boundary, following consultation with utility companies. A bridleway has been widened to allow National Grid maintenance access. Initial proposals to divert the Cadent gas main were altered to accommodate the undertakers development plans.
- Mottram Moor Junction has been amended following further consultation.
- The road markings at Woolley Bridge Junction have been altered to reduce safety concerns and the small traffic island proposed at Woolley Bridge Junction has been redesigned.
- More details of the key design changes which have resulted from comments raised during the 2020 statutory consultation are provided in the Consultation Report(APP-026 – APP-052)].

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

3. The Scheme and the Site

3.1 Requirement for the Scheme

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

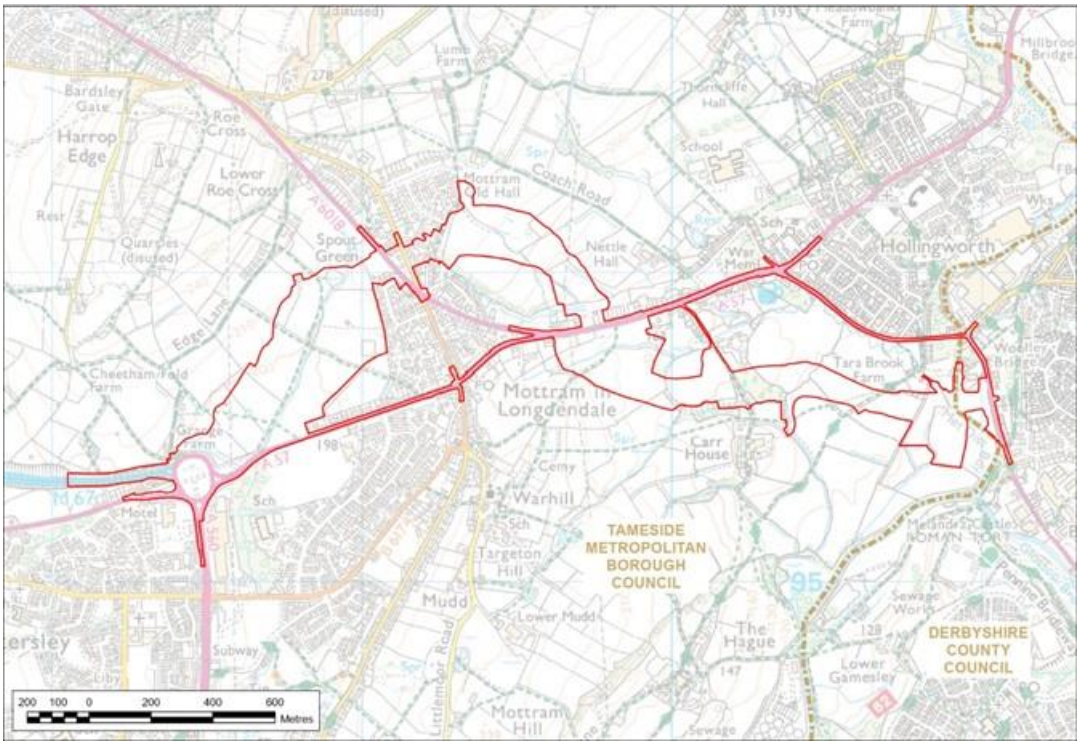
3.1.2 There are many factors that presently reduce journey time reliability these include severe weather; long term traffic growth which will bring some urban sections to their capacity; maintenance on single carriageway sections; accidents; asset condition, including the standard, age and damage to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

3.2 Scheme Location

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

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

Figure 3-1 DCO Boundary of the Scheme



3.2.3 The Scheme is shown on the Works Plans (APP-008)] and Scheme Layout Plans(APP-011)]. The land required for the Scheme, subject to compulsory acquisition and temporary possession powers, is shown on the Land Plans (APP-007). Brief descriptions of each plot of land that would be required for the proposed development are provided in the Book of Reference (APP-025). The scope of the compulsory acquisition powers sought by the Applicant is set out in full in Part 5 of the draft DCO (APP-020).

3.2.4 The draft DCO boundary covers an area of 62.3 ha, of which 41.9 ha is to be retained permanently as part of the Scheme. The remaining 12.9 ha of land will be acquired for temporary possession and will be used for site compounds and working room to construct boundary fences.

3.2.5 The local authorities have been classified with regard to their relationship with the Scheme, in order to determine, which are prescribed consultees. The authorities are described in relation to the guidance in 'The role of local authorities in the development consent process: Advice Note 2.'[2]

Table 3-1 Authority Classification

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

[2] [redacted]

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

3.3 Existing Land Uses and Character

3.3.1 The Scheme is located within the local authority areas of TMBC and HPBC. It lies at the eastern edge of Greater Manchester and, partially, within north west Derbyshire. The Scheme provides a bypass of the settlement of Mottram in Longdendale. The settlement of Hollingworth lies adjacent to the east of the Scheme.

3.3.2 The Scheme is located within a landscape transitional zone between the open moorlands of the Dark Peak and Southern Pennines, and densely populated suburban areas on the fringe of Manchester. It is an agricultural landscape (predominately equestrian) influenced by the adjacent Pennine moors, and the deeply incised steep valleys that characterise the transition from moorland to urban areas. The DCO boundary is crossed by a number of drainage ditches and the River Etherow. The far east of the Scheme is included within flood zones 2 and 3. The footprint of the Scheme includes a number of hedgerows and trees (some being subject to Tree Preservation Orders (TPOs)), which will require partial/removal.

3.3.3 The majority of the land upon which the Scheme will be built is in agricultural use. This comprises land to the north of the existing A57 (T) between the M67 Junction 4 roundabout, Mottram in Longdendale and land south of the A57 towards Woolley Lane/Bridge.

3.3.4 A number of PRoWs cross the DCO boundary. Existing PRoWs and the alterations proposed to the network as part of the Scheme, are shown on the Streets, Rights of Way and Access Plans (APP-009).

3.3.5 The majority of greenspace upon which the Scheme will be built, is designated as TMBC Green Belt. However, the Tameside Unitary Development Plan includes a planning policy designation T2 Trunk Road Development, which safeguards the route of the Scheme through this area.

3.3.6 A number of watercourses lie within the DCO boundary, with the largest being the River Etherow, a main river, which runs beneath the existing A57 Woolley Bridge.

3.3.7 The land required to accommodate the Scheme does not include any areas of common land.

Nature Conservation Sites and Features

3.3.8 The designations and features are shown on the Nature Conservation Sites and Features Plans (APP-014), in line with the APFP Regulation 5 (2)(l). The Plans identify watercourses and flood zones.

3.3.9 There are no statutory designated sites for nature conservation within the DCO boundary. The PDNP is located approximately two kilometres to the east of the Scheme.

3.3.10 There are two TPOs affected by the Scheme, which are detailed in the DCO Schedules (APP-020).

Historic Environment Sites and Features

3.3.11 Various cultural heritage designations and features are shown on the Historic Environment Sites and Features Plans (APP-015), in line with APFP regulations 5 (2)(m).

3.3.12 The one kilometre study area contains 51 designated heritage assets. These comprise:

- One Scheduled Monument.
- Two Grade II* Listed Buildings.
- 45 Grade II Listed Buildings.
- Three Conservation Areas.

3.3.13 Of these designated assets, only one, Mottram in Longdendale Conservation Area (HA2) is located, partly, within the DCO boundary.

3.3.14 There are no World Heritage Sites, Registered Parks and Gardens or Registered Battlefields within the site or study areas.

3.4 Description of the Scheme

3.4.1 This section should be read in conjunction with the following ES figures (TR010034/APP/6.4) and standalone plans and reports included with the DCO application:

- DCO boundary for the Scheme [ES Figure 2.1, (APP-074)]
- Scheme General Arrangement [ES Figure 2.2, (APP-074)]
- Environmental Constraints [ES Figure 2.3, (APP-074)]
- Environmental Masterplan [ES Figure 2.4, (APP-074)4]
- Location Plan (APP-006)
- Land Plans (APP-007)

- Works Plans and DCO Schedule 1: Work Plan Schedule (APP-008 and APP-020)
- Streets, Rights of Way and Access Plans (APP-009)
- Scheme Layout Plans (APP-011)
- Engineering Drawings and Sections (APP-012)
- Temporary Works Plans (APP-013)
- Culverts and Drainage Plans (APP-017)
- Drainage Design Strategy (APP-188).

3.4.2 Reference to chainage throughout this section have been made to indicate the location of some design features along the proposed route. These are measures, in metres, from the commencement of the Scheme at the M67 Junction 4 (chainage 0.000) to Woolley Bridge Junction (chainage 3167.604). Chainage values are shown on the Scheme General Arrangement (APP-074).

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

- Mottram Moor Link Road – a new dual carriageway from the M67 Junction 4 roundabout to a new junction on the A57(T)[3] at Mottram Moor.
- A57 Link Road – a new single carriageway link from the A57(T) at Mottram Moor to a new junction on the A57 Woolley Bridge.

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

Highways works

Mottram Moor Link Road

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

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

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

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

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

A57 Link Road

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

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

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

- The creation of the following structures:
  - Carrhouse Farm Underpass (chainage 2240): A new underpass to maintain farm access and provide a safe route for walkers and cyclists.
  - River Etherow Bridge (chainage 2983-3029): A new single span bridge, to carry the A57 Link Road across the River Etherow.
- The creation of Woolley Bridge Junction (chainage 3167), which would tie the Scheme into the A57. It has been designed to accommodate a future housing development and provide crossing facilities for WCHs, which would tie into the Trans-Pennine Trail.

Improvement works

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

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

Earthworks

3.4.10 The earthworks would be designed to deliver a cut/fill balance on the Scheme. Cut material from the Mottram Underpass and the cutting east of the underpass, would be used to fill the embankments and landscape areas east of the River Etherow and west of the Mottram Underpass. Any material which is deemed to be unsuitable for use in structural fill would be treated on site and used in the landscape false cuttings, as part of the Landscape and ecology design strategy, as shown on the Environmental Masterplan (Figure 2.4, (APP-074)).

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

Table 3-2 Eastbound cutting and embankment slopes

Eastbound cutting/embankment	Chainage (location of chainage shown on Figure 2.2 General arrangement drawings)	Maximum slope height (from Existing Ground Level (EGL))
SECTION 1 (Chainage 0-715)		
False Cutting[1] (1:2 inner face, 1:3 outer face)	0-120	2.0 m
At Grade	120-200	N/A
Cutting	200-290	-0.7 m
Embankment	290-550	1.95 m
False Cutting (1:2 inner face, 1:3 outer face)	550-720	4.5 m inner face height, 7.3m outer face height
SECTION 2 (Chainage 715-1690)		
Embankment	720-760	3.7 m
Cutting	760-870	-5.9 m

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

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

Table 3-3 Westbound cutting and embankment slopes

Westbound cutting/embankment	Chainage (location of chainage shown on Figure 2.2 General arrangement drawings)	Maximum Slope Height from Existing Ground Level (EGL))
SECTION 1 (Chainage 0-715)		
Embankment	0-60	4.7 m
Embankment	60-550	4.3 m
False Cutting (1:2 inner face, 1:3 outer face)	550-660	3.50 m inner face height, 9.53 m outer face height
SECTION 2 (Chainage 715-1690)		
False Cutting (1:2 inner face, 1:3 outer face)	660-720	3.50 m inner face height, 9.5 m outer face height
Cutting	720-800	-2.4 m
Retaining wall	800-872	-6.0 m
Cutting	1100-1450	-9.6 m
Cutting	1450-1550	-4.00 m
Embankment	1550-1690	7.5 m
SECTION 3 (Chainage 1690-3070)		
False Cutting (1:2 inner face, 1:3 outer face)	1800-2060	4.00 m inner face height, 6.2 m outer face height
Embankment	2060-2400	4.0 m

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

Drainage works

3.4.12 This section should be read in conjunction with the Culverts and Drainage plans (APP-017)and the Drainage Design Strategy Report (APP-188).

3.4.13 The current drainage design has been developed to support the DCO application and does not detail the specific design details proposed for culverts and other structures, and any dimensions associated with structures and realignments are considered to be approximate. A conservative assumption has therefore been made to assess all culverts as pipe culverts at this stage of assessment.

3.4.14 The preliminary drainage design has been developed in accordance with the CG 501 Design of Highway Drainage Systems standard[4]. The requirements of the National Policy Statement for National Networks (NPS NN)[5] and the National Planning Policy Framework (NPPF)[6] have also been considered in the design process, alongside advice from the technical specialists responsible for the water related environmental assessments, reported within the Road drainage and water environment chapter (Chapter 13) (APP-069). This includes the use of Sustainable Drainage Systems (SUDS) measures throughout the design along with natural storage and treatment prior to outfall.

3.4.15 The drainage works supporting the new highway proposals involves the creation of three new attenuation ponds (chainages 200, 1900 and 2900) which would be designed as retention ponds containing aquatic planting and associated drainage facilities. The ponds would be accessed for any maintenance activities from specific access tracks included in the Scheme proposals. The outfall rates from these ponds would be restricted to existing greenfield rates, which has been developed in discussion with the Lead Local Flooding Authority (LLFA), who have confirmed acceptance of the preliminary proposals, including the storm return periods and climate change factors used to assess the attenuation (see the Drainage Design Strategy Report (APP-188)for details on these proposals). The locations of the three attenuation ponds are also illustrated on the Environmental Masterplan Figure 2.4 (APP-074)and Work Plans (APP-074).

[redacted]

3.4.16 As well as the attenuation and water treatment provided by these ponds, the highway drainage design also includes the following provisions, which are detailed further in the Drainage Design Strategy Report (APP-188):

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

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

Table 3-4 Preliminary drainage design proposed culverts and pipes

Culvert / Pipe reference (as shown on the Works Plans and DCO Schedule 1: Work Plan Schedule (APP-008) to (APP-020)	Chainage
Culvert 1	0043
Culvert 2	0106
Culvert 3	1821
Culvert 4	0741
Culvert 5	1651
Culvert 6	1980
Pipe 8	0132
Pipe 5	0160
Pipe 1	0490
Pipe 9	0683
Pipe 2	0725
Pipe 7	2238
Pipe 4	2981
Pipe 6	2722

Watercourse realignments

3.4.18 There are three Water Framework Directive (WFD) surface water bodies and one groundwater WFD water body identified within the DCO boundary. Two ordinary watercourses which lie within these waterbodies would need to be realigned for the Scheme, as listed below. The locations of these watercourses are shown on Figure 13.1 (APP-148).

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

3.4.19 New channels and watercourses realignments would be designed to be ecologically sensitive and to promote natural hydromorphological regime. Any structures associated with watercourse realignments would also be designed to maximise connectivity with the open channel. For further information on the best practice guidance incorporated into the Scheme design to mitigate the potential impact upon a watercourse and/ or its riparian zone, or a ground water body refer to the Water Framework Directive compliance assessment report (APP-055).

Lighting

3.4.20 The requirement for lighting on the Scheme has been developed in consultation with the relevant local authorities. The lighting design would seek to minimise intrusive light pollution which can lead to sky glow, glare to road users, local residents and other observers as well as light trespass. The design of the lighting would also consider potential landscape and ecological effects. The recommendations from the Bat Conservation Trust and the Institution of Lighting Professionals, titled Guidance Note 8 Bats and Artificial Lighting[7] have been followed when designing the lighting proposals. The strategy also promotes the National Highways Sustainable Development Plan[8] by reducing carbon emissions by using more energy efficient lighting, in the form of Light Emitting Diodes (LED).

M67 Junction 4

3.4.21 The proposed lighting at M67 Junction 4 would use LED luminaires on 12 metre mounting height lighting columns which would be installed on the circulatory of the junction. Due to alignment changes and the introduction of the section of carriageway through the centre of the roundabout, proposed lighting would be included for the full circulatory carriageway. The M67 eastbound approach to the junction would be lit for 156 metres in advance of the roundabout conflict point, in accordance with PLG02 'The Application of Conflict Areas[9] on the Highway'

[redacted]

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

(2013). The M67 westbound exit slip road would be lit to standard for a distance of approximately 60 metres until the carriageway straightens. This is permitted within PLG02 because the M67 is currently unlit and this would help minimise the impact of light spill resulting in dark corridors benefiting bats and barn owls, which are present in this area and on the properties, and dense foliage to the south. Lighting columns would also be introduced in the centre of the roundabout at the through carriageway section and along the cycleway footways. The upgrade of the lighting at the junction to Light Emitting Diodes (LED) would bring benefits of reduced energy costs, reduction of planned maintenance due to lamp changes and reduce light spill into adjacent area.

Mottram Moor Link Road - M67 Junction 4 to Mottram Underpass

3.4.22 Along this link the approach to the western end of Mottram Underpass is lit and the approach to the M67 Junction 4 roundabout is lit however, the length of this link has good visibility and passes through rural land with ecological interests, so consequently the full length of this link would not be lit. Furthermore, the unlit gap of the link road is greater than four times Stopping Sight Distance (SSD)[10], meaning it is not required for lighting to be over the full length of the link, resulting in dark corridors benefiting bats and barn owls which are present in this area.

Mottram Underpass

3.4.23 The length of Mottram Underpass means that full daytime and night-time lighting must be provided, in accordance with the requirements of BS 5489-2: 2016[11]. The carriageway on the west and east approaches would also be lit, to a minimum distance of 120 metres from both entrance points of Mottram Underpass. No lighting is proposed on the vegetated area on the top of Mottram Underpass which, in combination with the scrub planting, would provide a dark corridor encouraging bats to cross this area east and west.

Mottram Moor Link Road - Mottram Underpass to Mottram Moor Junction

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

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

Mottram Moor Junction

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

[10] Stopping sight distance (SSD) is the distance drivers need to be able to see ahead they can stop within from a given speed
[11] BS5489-2:2016 Code of practice for the design of road lighting. Lighting of tunnels

Moor. Approaches to the north and south of Mottram Moor Junction have proposed lighting to the Woolley Bridge Junction and Mottram Underpass, respectively.

New A57(T) to A57 Link

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

Woolley Lane Junction

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

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

Utilities

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

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

3.4.31 Consultation undertaken to date have established the services that would need to be diverted and diversions are in the process of being designed, in consultation with the appropriate utility companies and protective provisions are in the process of being agreed. The detailed method statements and approaches to the diversions would be agreed during the Detailed Design and Construction Preparation stages of the Scheme.

3.4.32 The DCO boundary has accounted for each diversion which has been determined based on discussions with individual statutory undertakers and allow for temporary works to construct the proposed diversion whilst maintaining the existing services.

3.4.33 In addition to these diversions, the following utility companies have been identified as having apparatus that does not require diverting, but does require further investigation to ensure the Scheme would not disrupt these utilities:

- National Grid Electricity Transmission (NGET)
- Cornerstone/ Vodafone
- United Utilities Plc (Aqueduct)

3.4.34 The United Utilities Longdendale Aqueduct is a major service, which the route crosses which cannot be diverted due to its depth and gravity alignment. Consultation is being undertaken with United Utilities to establish how their assets can be protected, and this will continue to be developed further at the detailed design stage.

Accommodation works

3.4.35 A temporary compound (comprising welfare facilities), located on agricultural land to the east of the M67 Junction 4, north of A57 Hyde Road (chainages 200-800) and associated haul roads, would also be required to facilitate the construction of the Scheme. The Compound would be returned to the previous land use after decommissioning, and restored to a condition equivalent to its original, in agreement with landowners.

3.4.36 For further details on how the Scheme would be constructed, including locations of haul roads are provided on the Temporary Works Plans (APP-014).

Demolition of existing properties

3.4.37 A number of buildings area expected to be demolished to support the construction of the Scheme, many of which have already been purchased by the Applicant. These are:

- Six residential properties and sheds on Four Lanes.
- Four units on Roe Cross Industrial Estate.
- Seven residential properties on Old Road.
- Six residential properties and associated garages on Tollemache Close.
- Eight residential properties on Old Hall Lane.
- A stable on Mottram Moor.

3.4.38 Where relevant, the right to compensation, plus methods and procedures for assessing appropriate levels of such, would be identified in relation to the National Compensation Code.

3.4.39 Maintenance of diverted power lines and other statutory utilities would remain the responsibility of relevant statutory undertakers.

Land take

3.4.40 The Scheme's temporary and permanent land take requirements have been identified through the preliminary design, consultation and through engagement with landowners that would be affected by its progression. These are defined by the Order Limits within the DCO application and are illustrated on the Land Plans (APP-007). For the Scheme approximately 41.9 ha would be required permanently, and 12.9 ha would be subject to temporary possession with use of land and 7.4 ha will be permanent acquisition of rights over land.

3.4.41 Although the Applicant is endeavouring to acquire land by agreement, the necessary rights to gain the land required to deliver the Scheme are being sought by the Applicant through the DCO application and accompanying compulsory purchase process, to ensure that the Scheme can be delivered effectively.

Walkers, Cyclists and Horse riders (WCH)

3.4.42 In undertaking the design of the WCH provision, the requirements of the Equality Act 2010 have been considered where required, in order to take appropriate account of the needs of disabled users.

3.4.43 PRoWs affected by the Scheme have been realigned as close to their original alignment as practical, to avoid extending existing routes wherever possible. Where the Scheme would affect existing PRoW, replacement network provision would be made to ensure routes remain, by providing suitable crossing points or diversions. The Scheme will also lighten the traffic density travelling through the centre of Mottram and will reconnect local communities and make it safer for pedestrians when crossing the road. Impacts to existing PRoW are identified and assessed in the Population and human health (Chapter 12) of the ES (APP-068)and Case for the Scheme (APP-182).

3.4.44 Streets or roads or any diversions, extinguishments or creation of rights of way or public rights of navigation and new or altered means of access, are presented on the Streets, Rights of Way and Access Plans (APP-009).

3.4.45 All junctions would be designed to take account of WCH where they interface with the Scheme. Current provisions include:

- Replacement connections for the existing footpaths and bridleways severed by the Scheme.
- Improved pedestrian and cyclist crossing facilities at the M67 Junction 4, and all new junctions created by the Scheme to improve accessibility and safety of users.
- PRoW LON 52-20, which is to be temporarily severed, would be re-instated and upgraded from a footpath to a bridleway, thereby increasing the availability of suitable equestrian facilitates away from road traffic.

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

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

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

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

3.5 Construction and Maintenance Responsibilities

3.5.1 Although the Applicant will undertake the construction of the Scheme, once built elements of the Scheme including various roads, PRoW and accesses will be handed over to other bodies for ongoing maintenance. The finer details of this process are still being discussed, with details of these discussions provided in the Statements of Common Ground (APP-190 – APP-192).

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

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

3.6 Scheme Objectives

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

Table 3-5 Compliance with Scheme objectives

Scheme Objectives	Scheme Compliance
Connectivity - By reducing congestion and improving the reliability of people's journeys through Mottram in Longdendale, Hollingworth and Tintwistle and also between the Manchester and Sheffield city regions	The Transport Assessment Report (TAR) (APP-185) demonstrates the various time saving benefits and their spatial distribution. Congestion through Mottram in Longdendale, Hattersley and Woolley Lane will be relieved, improving journey times for trips on the SRN between Manchester and Sheffield, as well as for trips using the local road network in this area. This impact benefits traffic not only between Manchester and Sheffield but also helps trips to and from Glossop which travel through Woolley Bridge or Mottram, by providing additional network capacity. Congestion on the detrunked section of the A57 is also relieved, improving connectivity for local traffic.
Environmental - By improving air quality and reducing noise levels in certain areas, through reduced congestion and removal of traffic from residential areas. The Scheme is also being designed to avoid unacceptable impacts on the natural environment and landscape in the PDNP	The outcomes of the air quality assessment (undertaken using dispersion modelling to assess changes in concentrations at receptors during the operational phase) indicate there would be significant improvement in terms of annual mean NO2 concentrations at sensitive human health receptors within the air quality study area. Once operational the Scheme will displace large volumes of traffic from a route immediately in front of properties through Mottram in Longdendale and Woolley Lane, such that despite improvements in flow the noise impacts will be positive. The Scheme also demonstrates a positive impact upon the Noise Important Area (NIA) at Mottram in Longdendale, located within the DCO boundary. However, there is forecast to be an adverse daytime noise impact during the construction phase, but with no night-time disturbance. The Scheme is located over two kilometres outside the PDNP. Where possible, traffic flows, resulting from the Scheme, have been designed to reduce impacts on the PDNP. Significant indirect impacts were considered as part of the EIA, with the ES reporting no significant impacts on the PDNP. Further details are provided in the ES [TR010034/APP/6.2-6.5].
Societal - By re-connecting local communities along the Trans-Pennine route	Reduced journey times and improved reliability will increase the accessibility of the Scheme and associated routes. The user benefits, including improvements in travel affordability related to the Scheme, which will be distributed, supporting all income groups. The detrunking of a section of the existing A57 will help to decrease the severance of the communities close to this road as the speed limit is decreased as the volume of traffic decreases leading to improvements in traffic flow. All new and improved junctions will be provided with upgraded WCH facilities (Gun Inn Junction, Mottram Moor, Wooley Bridge and M67 Junction 4) making crossing easier and improving safety.

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

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

4. Transport Case for the Scheme

4.1.1 This chapter provide details of the performance of the current transport network, including vehicular traffic and Walker, Cyclist and Horse Rider (WCH) assets and use. It also details the future performance of the road network with the Scheme in operation. A Transport Assessment Report is provided with the DCO application (APP-185).

4.2 Current Network Performance

Baseline Traffic Flows

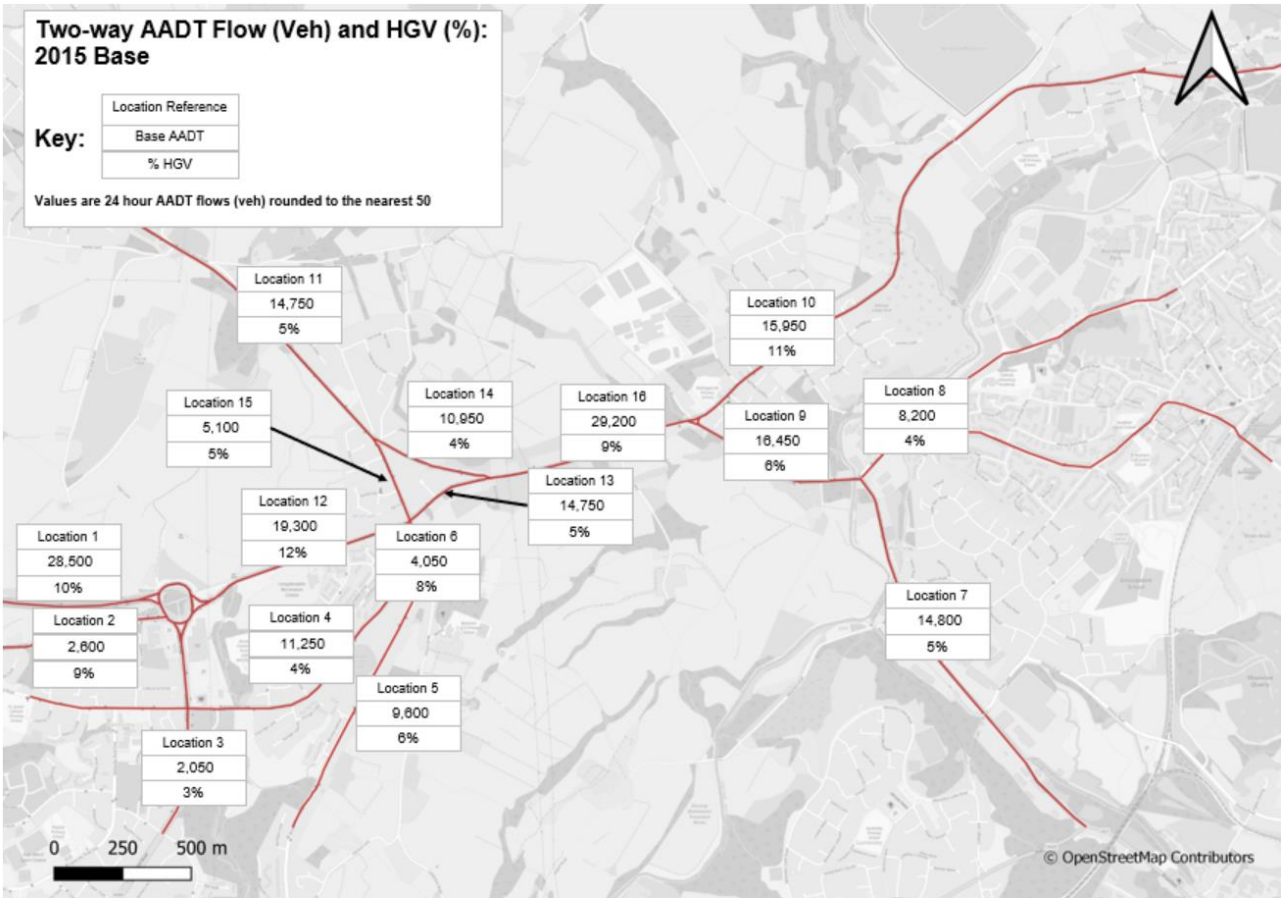
4.2.1 Automatic Traffic Counts (ATC) surveys undertaken in 2015 (Stage 1) show the typical two-way Annual Average Daily Traffic (AADT) flows (vehicles) and percentage of Heavy Goods Vehicles (HGVs) moving through the study area, as shown in Table 4.1 and Figure 4.1 below:

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

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

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

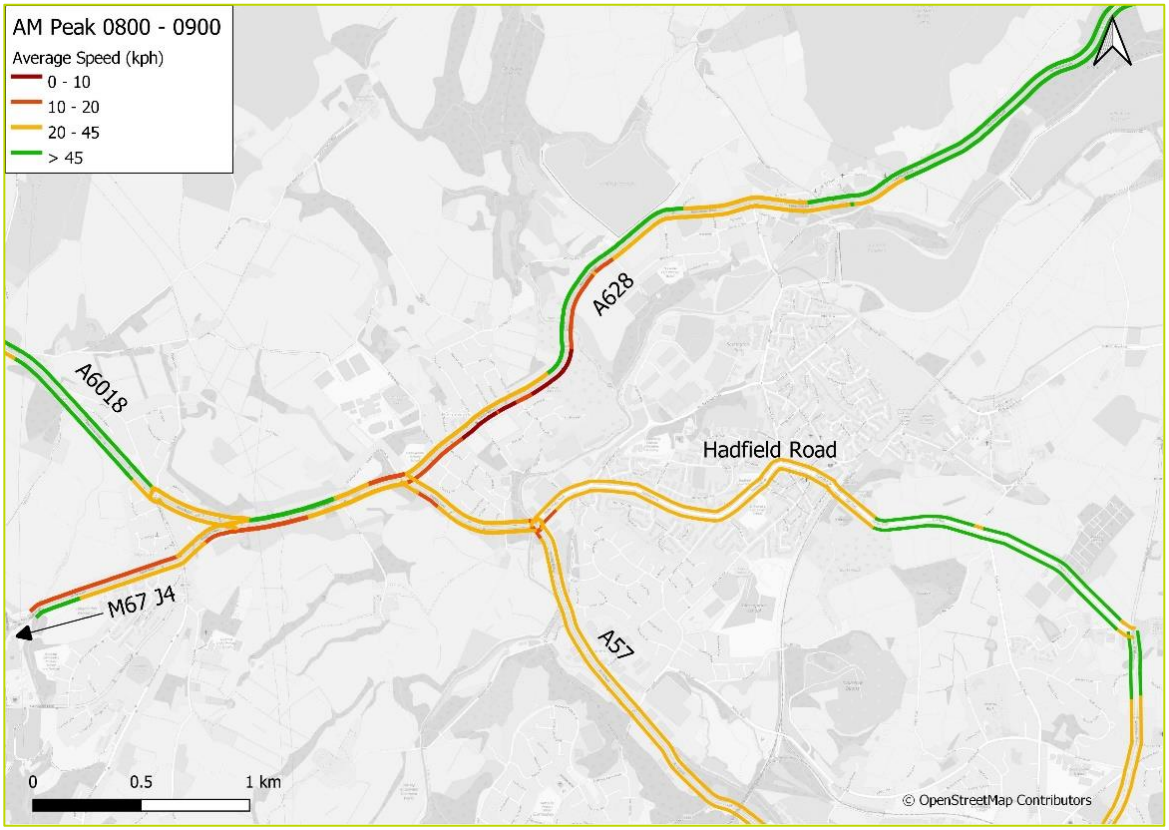
Figure 4.1: Two-way AADT Flow (in Vehicles) and HGV% (2015 Base)



Journey Time and Average Speed Data

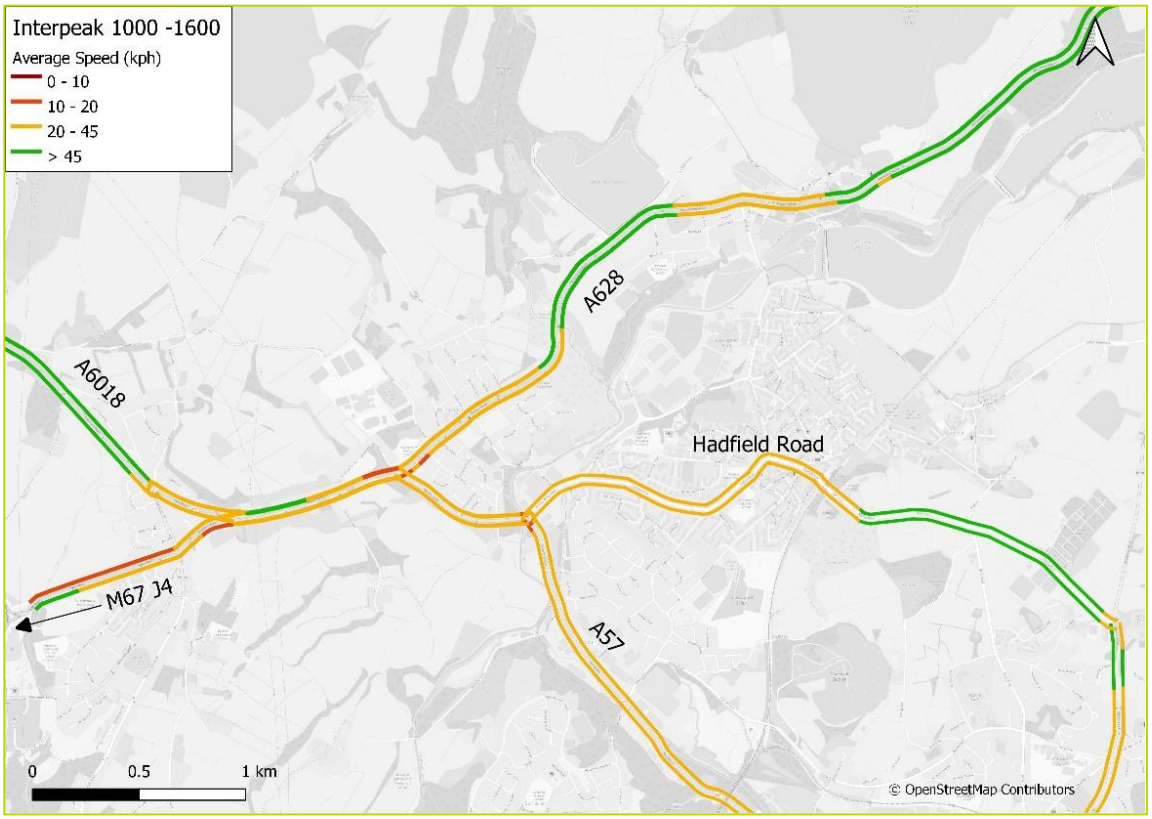
4.2.2 As part of the 2020/1 model review process, independent TomTom journey time and average speed data was collected, which forms the source for the analysis summarised below.

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



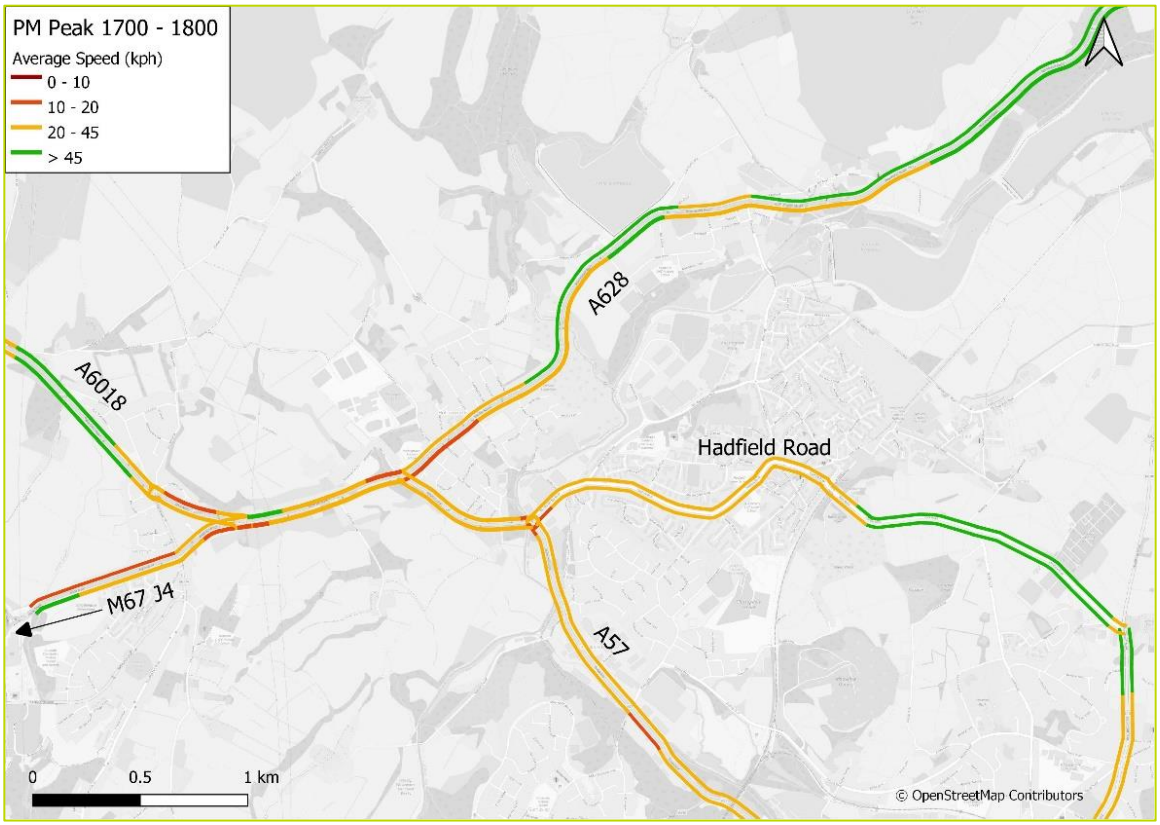
4.2.3 Figure 4-2 shows slow moving tailbacks form on the A628 westbound through Hollingworth in the AM peak and there is further congestion on the A57 Mottram Moor around the junction with the A6018 Back Moor. There is also a large amount of congestion heading eastbound on the A57 Hyde Road between the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

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



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

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



4.2.6 Figure 4-4 shows the average speed of traffic throughout the PM peak period (1700 – 1800). The lowest average speeds are recorded around the junctions and roundabouts along the routes, most notably at the A6018 junction with the A57, where there is evidence of tailbacks. The data suggests that, whilst the congestion is not as heavy during the PM peak, there is still a considerable amount of queuing traffic on the key junction approaches in both eastbound and westbound directions.

4.2.7 Figures 4-2 to 4-4 demonstrate that the A57 Mottram Moor experiences slow-moving traffic and therefore congestion in the AM peak, Interpeak and PM peak time periods on a typical weekday.

4.3 Baseline Data and Development of Model

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

Existing Traffic Survey Data

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

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

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

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

Additional Data Requirements and Survey Approach

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

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

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

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

Model Development

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

Figure 4.5: Area of Detailed Modelling (ADM)

4.3.8 The TPU base model year is 2015, with average hour peak time periods (AM peak: 07:00-10:00 hours, Inter Peak: 10:00-16:00 and PM peak: 16:00-19:00).

4.3.9 Improvements to the highway network coding around Mottram in Longdendale and Glossop have been made during 2020/21. This includes increasing the level of detail, ensuring coding consistency and adherence to best practice guidance.

4.3.10 To provide a more accurate reflection of base year network performance in the local area, the following network detail has been included in the 2020/21 TPU model:

- Ellison Street, Glossop between the B6105 and the High Street East (A57) - vehicles on the B6105 (SB) travelling towards Sheffield Road (A57) (and vice versa) can use an alternative to the signalised junction at Glossop Crossroads by travelling via Ellison Street.

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

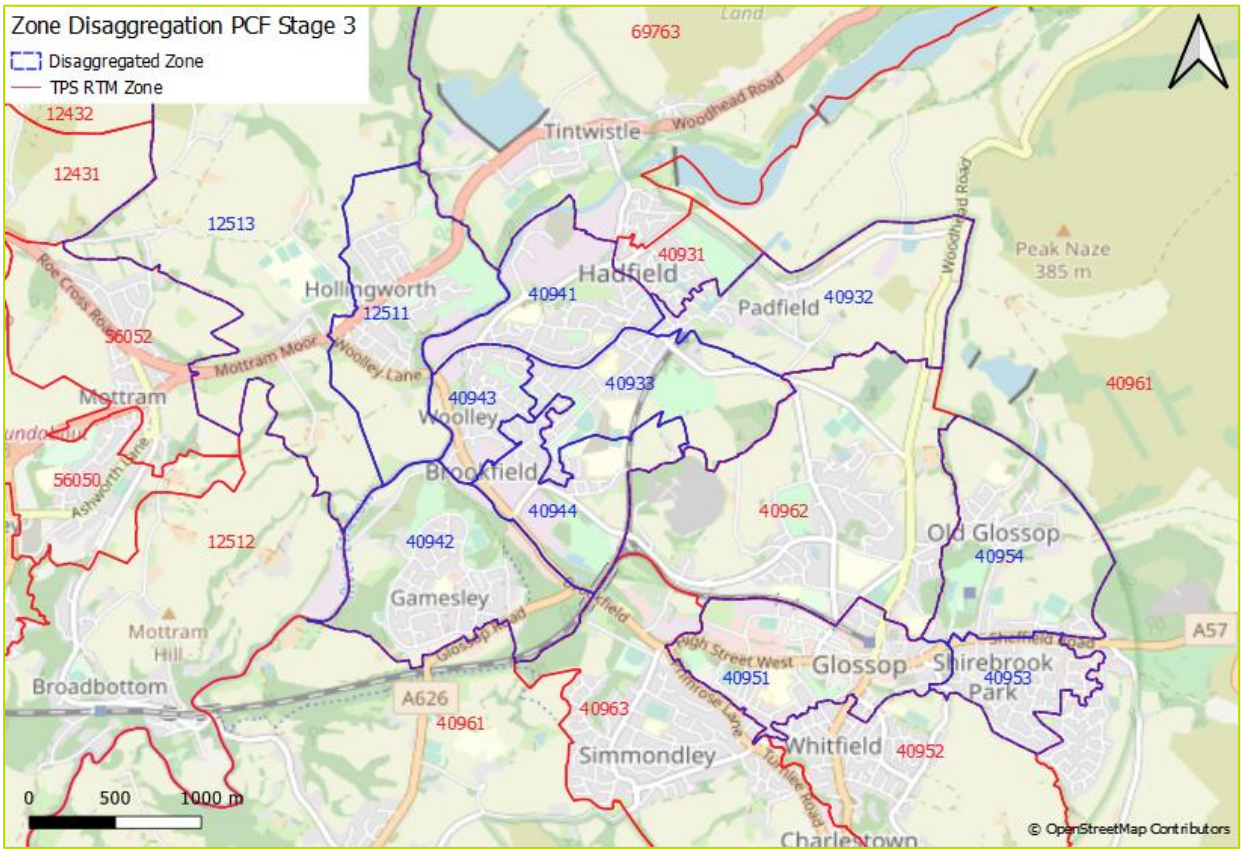
4.3.11 The zoning system for TPS RTM is derived through an aggregation of Office for National Statistics (ONS) Output Areas (OAs). Several zones developed in 2020/21 have been disaggregated into smaller sets of OAs to form new zones using the ONS 2011 Census population data (KS101EW: usual resident population)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

4.3.12 Table 4-2, provides details of the zones disaggregated in the local area, whilst Figure 4-6 provides a visual representation of the zones location.

Table 4-2: Zone Disaggregation

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

Figure 4-6: Zone Disaggregation – 2020/21



4.4 Future Network Performance

Traffic Flows

4.4.1 Link flows have been compared between the Do-Minimum (DM) and Do-Something (DS) scenarios to understand the impact of the scheme on the localised highway network. The scheme is expected to provide significant changes to traffic flows on the surrounding road network, due to the diversion of traffic away from the A57 Mottram Moor via the link roads.

4.4.2 As a result of introducing the Scheme, the most significant impacts on reducing traffic are predicted in the following locations:

- Mottram Moor (between Back Moor and Stalybridge Road) – 91% reduction in 2-way AADT;
- Hyde Road – up to 86% reduction in 2-way AADT; and
- Woolley Lane – 77% reduction in 2-way AADT.

4.4.3 Figures 4-7 and Figure 4-8 show the AADT flows for the Do-Minimum (DM) and Do-Something (DS) scenarios in 2025 and 2040 for the local highway network.

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

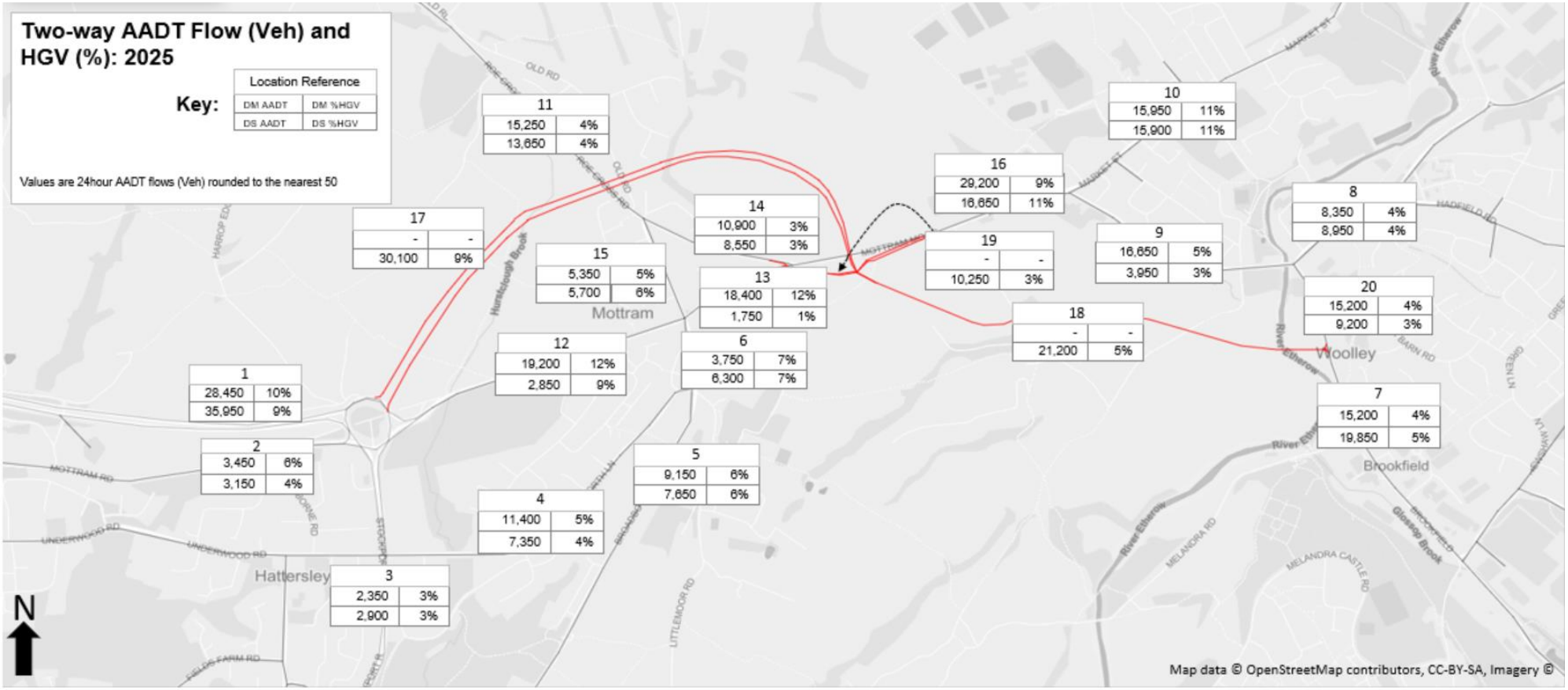
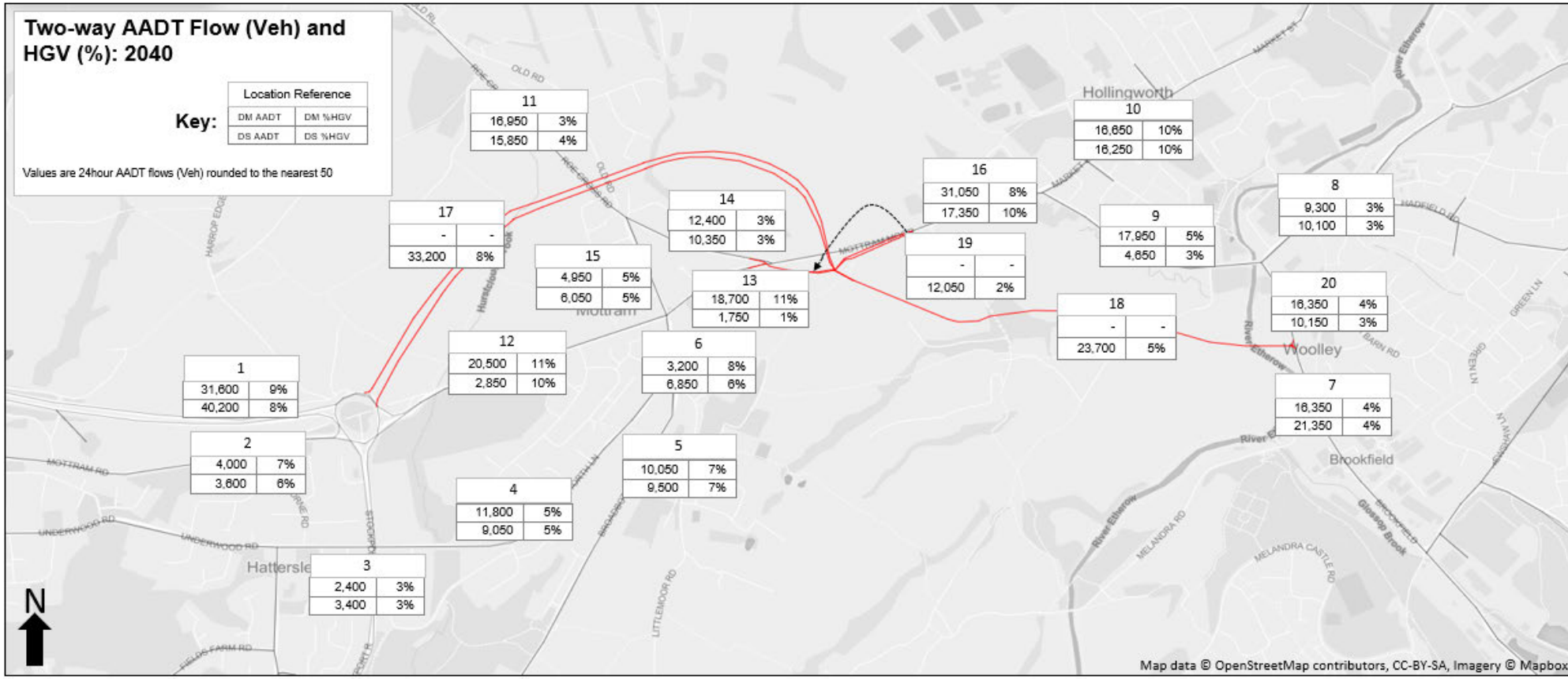


Figure 4-8 2040 DM and DS AADT Flows (Local Highway Network)

4.4.4



4.4.6 The full list of changes in 2 way AADT is shown in Table 4-3, along with the percentage change in AADT from the DM option.

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

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

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

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

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

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

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

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

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

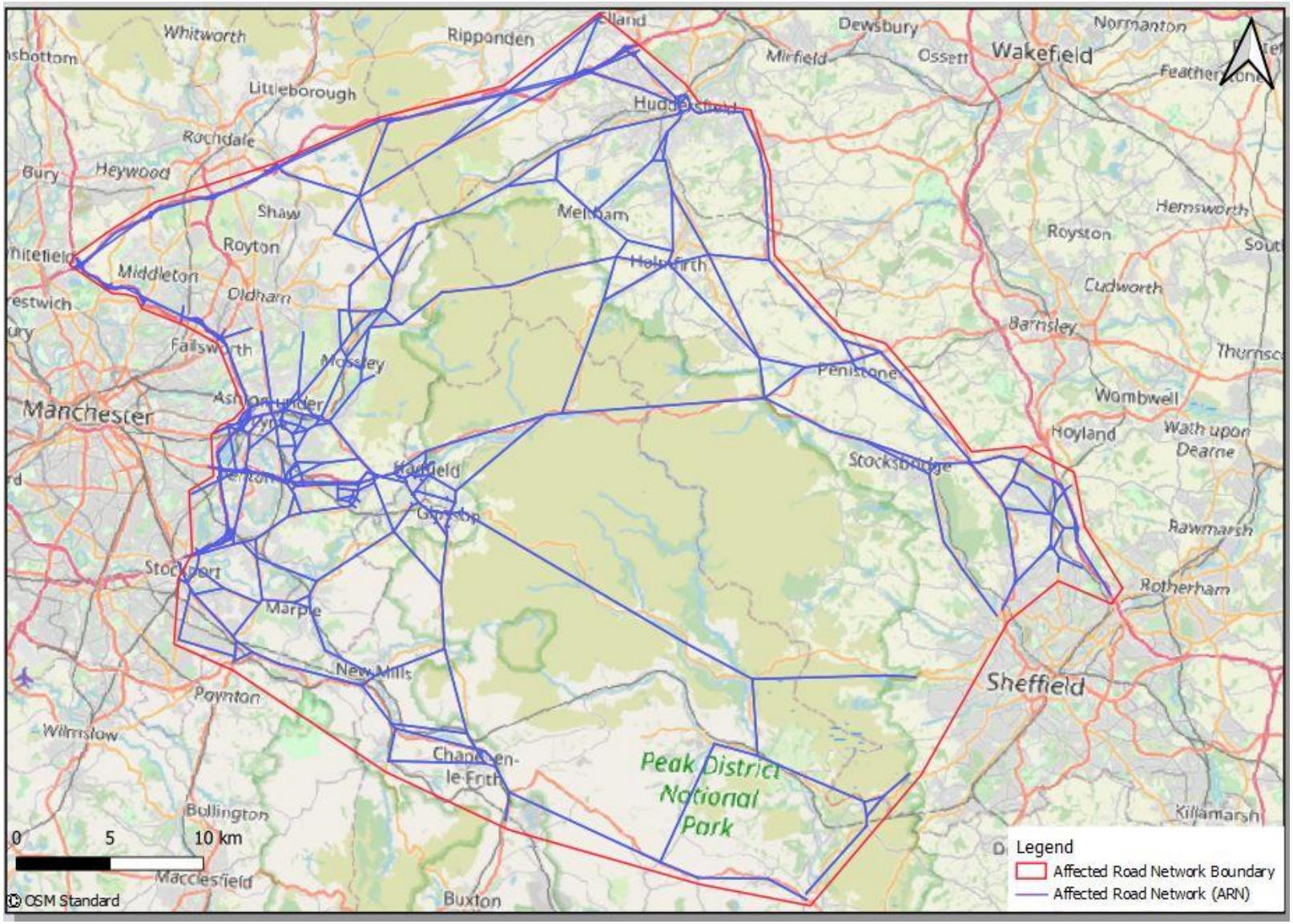
4.5 Road Safety

Accident Data

4.5.1 This section provides information and analysis regarding road traffic accidents on the highway network surrounding Mottram. The TAR (APP-185) uses accident data for the years 2014 to 2018, in line with the baseline data used for Cost and Benefit to Accidents – Light Touch (COBALT).

4.5.2 The study area used for assessing the baseline accident data is set out in Figure 4-8. It is considered that, by using this study area, the analysis will capture the major roads through the area and omit residential roads, upon which the scheme is not expected to have an impact. A 20 metre buffer from these roads has also been added in order to capture any accidents that may have occurred on junctions joining the roads.

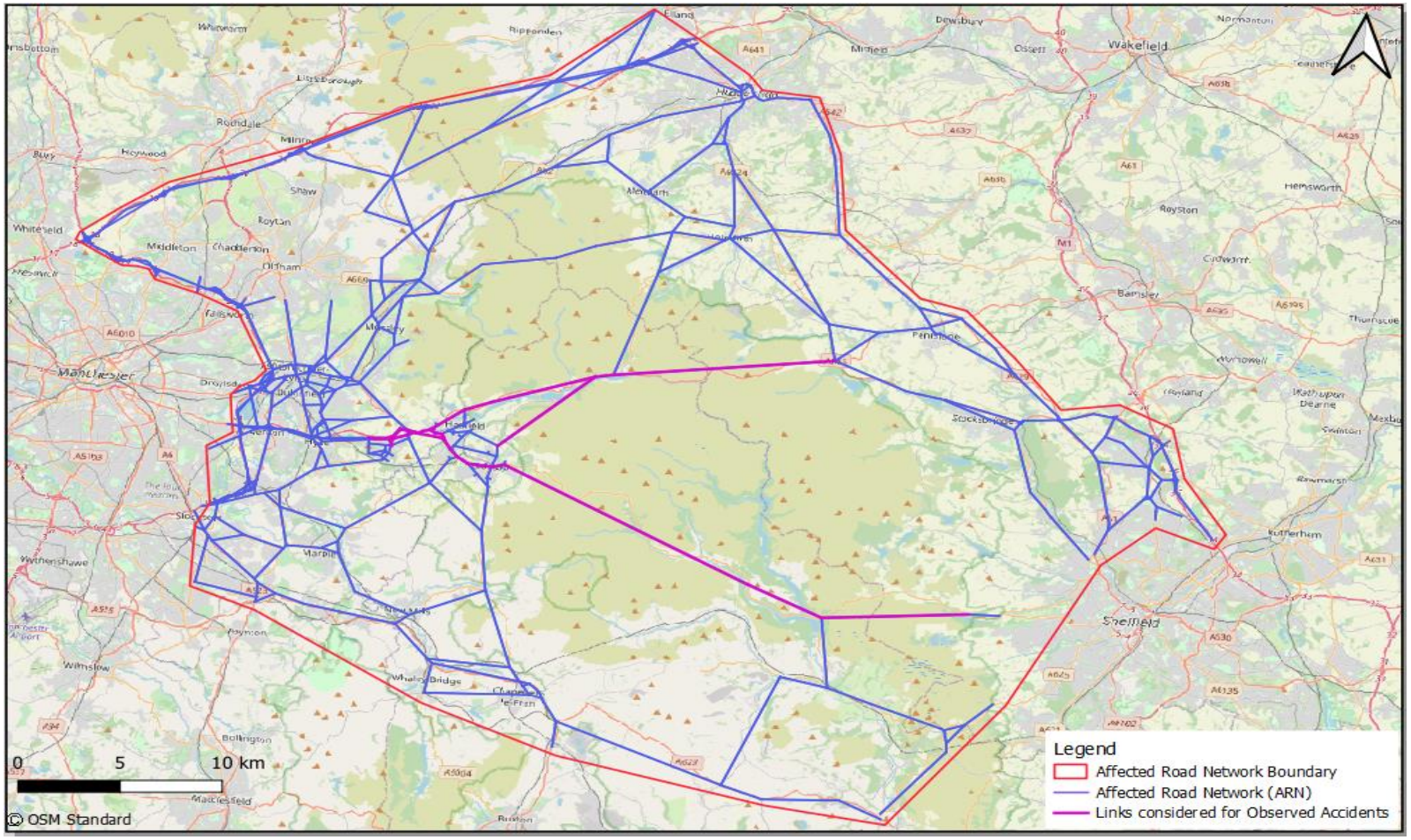
Figure 4-8: Local Study Area used in Baseline Accident Data Analysis



4.5.3

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

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



4.5.5

Expected Level of Savings

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

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

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

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

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

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

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

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

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

4.5.12

Scheme Health and Safety Assessment

4.5.13 Within the local area adjacent to the Scheme safety benefits are expected to be generated through the proposals submitted. The increase in road capacity through and around Mottram in Longdendale and along the A57 route between the M67 Junction and Woolley Bridge supports reduction in safety risks, plus the development of new and upgrade of existing roads to modern safety standards. Traffic using the A6018 will be re-routed, avoiding the need to pass through Mottram in Longdendale and reducing WCH/vehicle conflicts through the Village. The Scheme will also deliver improved crossing facilities across the Scheme and will minimise interaction between traffic and WCH users.

4.5.14 The Scheme Health and Safety Assessment, indicates that the new Scheme will generally decrease existing safety hazards within the DCO boundary. The assessment indicates that there are safety benefits for road users as well as WCH, whilst the risks for road workers remain similar. The Scheme therefore meets its safety objectives. However, the construction of additional bridges adjacent to roads within the Scheme, does increase risk of suicide and this will be considered further at detailed design.

Walker, Cyclist and Horse Rider (WCH) Collisions

4.5.15 Personal Injury Collision (PIC) data for the study area was collated by the assessment team for collisions involving pedestrians, cyclists or equestrians. Data was obtained from freely available STATS 19 data for the 5-year period of 2014-2018. Detailed data for specific PICs was also obtained for a small number of collisions from TMBC (note this only includes collisions reported to the Police and therefore this data will not capture damage-only collisions or near misses).

4.5.16 PICs for the areas close to the Scheme extent have been reviewed. The collision analysis has been split into three sections as presented below, due to the length of the Scheme:

- Hattersley
- Mottram in Longdendale and Roe Cross
- Hollingworth

Hattersley

4.5.17 All collisions, including both vehicle-only collisions and those that involved pedestrians, cyclists or equestrians, in the Hattersley area between 2014-2018. Hattersley roundabout is considered a hotspot for collisions involving pedestrians and cyclists. In the five-year period examined, there were three collisions resulting in significant injury to a cyclist and two to a pedestrian.

4.5.18 A further four collisions involving pedestrians and vehicles also occurred at Hattersley roundabout, which resulted in more minor injuries.

4.5.19 The collisions at Hattersley roundabout suggest that improvements to the crossing facilities may help to reduce the number of pedestrian collisions at the roundabout. Improvements to the cyclist facilities may help to encourage cyclists to use these facilities rather than the road itself.

4.5.20 Further collisions close to Hattersley roundabout include a pedestrian collision, resulting in minor injury on the A57 Mottram Road, approximately 150 metres west of the Stalybridge Road / Market St signal-controlled crossroads junction.

4.5.21 The Scheme proposes significant improvements to the WCH facilities at the M67 Junction roundabout as part of the Scheme these are identified in the Work Plans(APP-013) and the DCO Schedules(APP-020).

Mottram in Longdendale and Roe Cross

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

Hollingworth

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

4.6 Walking, Cycling and Horse-Riders Assessment

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

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

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

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

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

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

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

Public Rights of Way

4.6.3 PRoW located in the vicinity of the Scheme are shown on the Streets, Right of Way and Access Plans(APP-009). The Plan demonstrates that there are multiple PRoW along the Scheme extent that will be severed by the Scheme. These PRoW are identified within the DCO Schedule 3 (APP-020), they include:

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

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

4.6.4 New bridleways and an equestrian crossing are being proposed as part of the Scheme, as shown on Sheet 4, 5 and 6 on the Streets, Rights of Way and Access Plans (APP-009). The Bridleway will go over the River Etherow bridge and run alongside the road.

PRoW Alternatives Assessment

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

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

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

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

4.6.8 The PRoW Alternatives Assessment Report demonstrates that the Applicant has considered appropriate potential alternative routes. The routes proposed by the Applicant within Schedule 4 of the DCO (APP-020) are considered to be the most suitable.

Temporary effects

4.6.9 The Population and Human Health chapter of the ES (APP-068) provides details of the Scheme's impact on provision for WCH. The assessment undertake indicates that during construction there will be temporary impacts upon the following PRoW:

- PRoW 50 (LON/50/10)
- PRoW 51 (LON/51/20)
- PRoW 52 (LON/52/10)
- PRoW 87 (LON/87/10)
- PRoW 88 (LON/88/60)
- PRoW 90 / Transpennine Trail (LON/90/10).

4.6.10 The assessment concludes that "PRoWs have been identified as requiring temporary closure during the works resulting in disruptions to access, pedestrian or cyclist delays and increases in journey length and/or time. This is anticipated to result in a negative health outcome. These effects would be temporary, direct and indirect and reversible. The effects would be the same for all groups.

4.6.11 In order to reduce the potential effects on users of the affected PRoWs, footpaths and cycleways users will be notified of planned diversions and closures, with signs along sections to be closed during construction at least one month prior to the works, as will be set out in the construction focused Environmental Management Plan (EMP). Construction works will be programmed so that affected PRoWs, footpaths or cycleways remain open for part, or the duration, of the construction period, and also that other routes can act as a diversion route for those affected.

4.6.12 Clear signage and provision of access information will be provided for all users during construction and before operation, with public transport routes and stops maintained/disruption managed.

4.6.13 A Community Engagement Plan, outlining the methods in which the local and surrounding community will be engaged during construction of the Scheme including contact details for key site management.

Permanent effects

4.6.14 All WCH provision on the existing A57(T) and A57 would be permanently retained and maintained. All cycle lanes delivered by the Scheme will be designed for future cycle lane connectivity along the detrunked corridor.

4.6.15 WCHs would be encouraged to use facilities provided along the existing A57 corridor. However, for safety reasons, WCHs would be prohibited from using the section of the Mottram Moor Link Road between the Old Mill Underpass and Mottram Moor Junction and instead would use the provision above Mottram Underpass. Improvements are proposed to WCH crossings at the M67 Junction 4.

4.6.16 PRoW LON 52-20 will be temporarily severed during construction, during which time a temporary diversion will be in place. Following construction, it will be re-

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

4.6.17 A new combined footway, cycleway / bridleway will be constructed along the A57 Link Road between Mottram Moor and Woolley Bridge, creating a route to link Mottram in Longdendale to the Trans-Pennine Trail (National Cycle Network route 62).

4.6.18 There will beneficial improvements to the existing walking, cycling and horse-riding network when the Scheme is up and running, which will result in beneficial effects for WCH's.

4.6.19 During operation traffic congestion issues will be alleviated with significant reductions in traffic predicted at Mottram Moor (between Back Moor and Stalybridge Road, Hyde Road and Woolley Lane), therefore providing a safer and more pedestrian friendly environment in the village. The Scheme also makes considerable provisions for WCH, improving connectivity and the new bypass will also provide for more reliable, shorter journey times. These impacts are anticipated to result in a positive health outcome for travellers refer to Chapter 12 of the ES (APP-068) for further details.

5. Economic Case Overview

5.1 Overview of Economic Assessment and Methodology Used

5.1.1 This chapter presents a summary of the methodology and findings of the economic assessment that has been carried out in respect of the Scheme. All National Highways projects over £1 million are subject to an economic assessment that considers the anticipated benefits and disbenefits of a Scheme to determine whether it provides sufficient value for money.

5.1.2 The economic assessment is undertaken through a cost benefit analysis (CBA) in line with DfT TAG and HM Treasury Green Book guidance. This compares the scheme cost (both capital and maintenance/renewal) against the projected monetised benefits and disbenefits to society that the scheme will offer such as travel time savings, accident reductions, environmental impacts and wider economic benefits. The CBA is calculated over an appraisal period which extends 60 years from the anticipated opening date, with all future costs and benefits discounted in line with the HM Treasury social time preference rate to calculate present values of costs and benefits. A benefit-cost ratio (BCR) is calculated, which along with any non-monetised impacts, are then used to determine a suitable value for money category for the scheme.

5.1.3 The primary source of benefits for the scheme are transport user benefits, or the change in generalised travel costs (the financial and non-financial costs of travel) for road users. These are predominantly the impact on travel times and vehicle operating costs, which are assessed through DfT TUBA (transport user benefit appraisal) software by monetising outputs from the traffic model for modelled years of 2025, 2040 and 2051. Journey time reliability benefits are also assessed and monetised, as are the impacts during construction and maintenance periods.

5.1.4 Environmental impacts of the scheme form a key part of the appraisal, which may include benefits and/or disbenefits. This includes the project impact on greenhouse gas emissions, air quality and noise levels.

5.1.5 Other impacts assessed as part of the CBA include: accident analysis using DfT COBALT (cost and benefits to accidents – light touch) software; wider economic impacts where benefits are realised in secondary (non-transport) markets; and the impact on public finances through indirect taxation (fuel duty).

5.1.6 The economic assessment is based on the assignment of a forecast Core Growth Scenario, with alternative sensitivity tests using Low Growth and Optimistic Growth assumptions for the volume of traffic using the Scheme (as aligned with TAG Unit M4 (Forecasting and Uncertainty). The Core Growth Scenario traffic forecast is based upon what is deemed the most likely land use and traffic growth assumptions for the route.

5.2 Monetised Benefits

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

5.2.2 A summary of the economic, environmental and social benefits of the Scheme for the BCR is provided in the Analysis of Monetised Costs and Benefits (AMCB), presented in Table 5.1. The figures provided are based upon the core growth forecast assignments, taking the accident benefit and a number of additional monetised benefits into account.

5.2.3 The economic assessment for the Scheme has been based on a 60-year appraisal period in accordance with DfT guidelines. The headline figures reported relate to the Core scenario, which is the assumed most likely scenario based on central case growth assumptions, new developments and infrastructure schemes, which are deemed 'more than likely' to be completed. Analysis was also undertaken for the following scenarios:

1. Low Growth Scenario – Near Certain and More Than Likely Schemes (Low Growth TEMPro).
2. Optimistic Growth Scenario – Near Certain, More Than Likely and Reasonably Foreseeable Schemes (High Growth TEMPro).
3. High-carbon valuation – sensitivity of evaluation of carbon around the core forecast.

5.2.4 The assessment considers the calculation of impacts, both positive and negative, that are typically expressed in monetary terms. This includes the capital cost of the Scheme and tax revenues generated by it. The Appraisal compares the costs against benefits such as travel time and accident reduction.

5.2.5 Costs and benefits occur throughout the duration of the assessment period with construction costs occurring before the Scheme becomes operational. Benefits are primarily achieved in the operational phase, during the 60 years following the completion of the Scheme. The costs and benefits have been discounted to present values, that is benefits accrued today are considered to be of greater value than those accrued further into the future (as such the stream of costs and benefits are discounted to 2010 using the DfT standard discount rate).

5.2.6 Scheme costs and monetised benefits are compared to produce a BCR; the amount of benefit being bought for every £1.00 cost to the public purse.

5.2.7 The assessment and monetisation of the anticipated economic, environmental and social benefits associated with the Scheme has been undertaken in accordance with the DfT's TAG. The initial BCR contains all costs and benefits that are routinely quantified within economic assessments of transport schemes. The adjusted BCR for the Scheme includes the benefits associated with journey time reliability as well as those defined as wider economic impacts. The wider economic impacts assessed follow the definition in the DfT's Guidance, which does not include regeneration effects such as unlocking land which would lead to potential job creation.

5.2.8 Table 5-1 below provides a summary of the monetised economic, environmental and social benefits of the Scheme. The resulting BCR values are presented in the section on Value for Money, below.

Table 5-1: Summary of Monetised Benefits

Benefits			£m Present Value (PV)
Economic Benefits	Business User Benefits	Travel Time	94.5
		Vehicle Operating Costs	17.5
		Delays during Construction and Maintenance	-0.3
		User Charges	-1.2
		Net Business User Benefits	**110.5**
	Reliability benefits		6.2
	Private Sector User Benefits	Revenue	-0.2
	Wider Economic Impacts		97.2
Environmental Benefits	Greenhouse Gas Emissions		-17.4
	Noise - Economic Appraisal Package		3.6
	Air Quality - Economic Appraisal Package		-3.8
Social Benefits	Non business commuting	Travel Time	42.2
		Vehicle Operating Costs	-0.6
		Delays during Construction and Maintenance	-0.3
		User Charges	0.6
		Net Non-Business Benefits: commuting	**41.8**
	Non business other	Travel Time	29.0
		Vehicle Operating Costs	-2.7
		Delays during Construction and Maintenance	-0.5
		User Charges	2.1
		Net Non Business Benefits: Other	**27.9**
	Reliability benefits		4.5
	Accident Benefits		-7.3
Public Accounts	Wider Public Finances (Indirect Tax Revenues)		1.4
TOTAL	**Present Value of Benefits**		**264.6**

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

Economic Benefits

5.2.9 All benefits and costs were calculated in monetary terms and expressed as present values (PV) in 2010 market prices, discounted to 2010. This enables direct economic comparison with other schemes, which may have very different timescales.

5.2.10 The Scheme is forecast to produce user benefits derived through TUBA for the operational period of £181.2m (PV) over the 60-year appraisal period. These benefits are generated by travel time savings of £165.6m, vehicle operating cost benefits of £14.2m due to the Scheme generating reductions in congestion, which requires less fuel to be consumed and user charge savings of £1.4m through traffic diverting and making less use of tolled bridges and tunnels.

5.2.11 Analysis of user benefits show that more of the Scheme benefits are attributed to business trips than commuting and other trips. As can be seen, the user benefits claimed by business purpose trips account for approximately 61% of the total user benefits, with 23% and 16% for commuting and other trips respectively.

5.2.12 The significantly higher proportion of benefits attributed to business trips compared to commuting and others is expected as the Scheme serves as part of a key inter-urban route and connects many businesses in the region and the value of time for business trips are higher than commuting and other trips. Movements such as Glossop to Manchester, Hyde and Stockport all benefit as do longer distance trips between Manchester and Sheffield, which are more frequently made for business purposes.

5.2.13 Some vehicle operating cost benefits are achieved for business trips, relating primarily to avoiding the need for lengthy diversions when making trans-Pennine movements. Modelling indicates rerouting of trips, which use the M62 and M1 in the DM scenario for travelling between Manchester and Sheffield, but which transfer onto the A628 and A57 in the DS scenario due to reduced congestion levels in the vicinity of the Scheme. This is a much shorter journey, resulting in reduced operating costs.

5.2.14 In terms of user benefits by time period, the benefits show a similar level of impact during between the Interpeak and PM peak hours, with a lower level of benefit during the AM peak. This highlights the directional nature of the congestion in the DM scenario. Delays on the A57(T) through Mottram in Longdendale in the PM peak by the design year of 2040 are forecast to be approximately double the length of those in the AM peak and considerably higher in the eastbound direction for flows all the way from M67 Junction 4 Roundabout to the A628(T).

5.2.15 These delays will be relieved through implementation of the Scheme, leading to a larger reduction in journey time, and therefore increase in benefit, for those trips experiencing the greatest delay in the DM scenario.

5.2.16 Wider economic impacts have also been considered with regard to two variables:

- Agglomeration, which reflects the increased productivity created by firms being closer in physical or travel time terms to other firms and potential employees.

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

Environmental Benefits

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

Air Quality Assessment

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

5.2.19 The value of these disbenefits over a 60 year period, is set out in Table 5-2 and results in a negative value of -£3.77 million.

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

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

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

Greenhouse Gases

5.2.20 Whilst road improvement schemes can sometimes lead to reduced GHG emissions in operation due to easing of congestion, the Scheme will lead to an increase in operational GHG emissions due to increased vehicle kilometres generated by the Scheme.

5.2.21 Greenhouse gas disbenefits over the 60-year appraisal period from vehicle use were computed as part of the Environmental Assessment using the standard TAG Greenhouse Gases Workbook. The value of these benefits over 60 years is set out in Table 5-3 and across the Scheme, equates to a negative value of -£17.4m.

5.2.22 Throughout the Scheme's design, material resources have been evaluated and their carbon emissions calculated. This has ensured that material resources with lower carbon outputs would be considered.

5.2.23 The Scheme will adhere to the principles of the PAS 2080:2016[12] 'Carbon management in infrastructure' certification. This will ensure the Scheme looks at reducing carbon emissions across the whole value chain through more intelligent design, construction and use. It would also ensure that carbon is consistently and transparently quantified at key points during the process, to inform decision-making.

5.2.24 The emissions from construction, and operation and maintenance of the Scheme infrastructure are excluded. Total construction and operational emissions from the Scheme are report in Chapter 14 of the Environmental Statement (APP-070).

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

Greenhouse Gas Output	Value
Change in CO_2e emissions from vehicle use (tCO_2e)	399,867
Greenhouse Gas (NPV) Central Carbon Values	-£17.4m

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

Noise Assessment

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

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

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

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

Table 5-4: Noise benefits

Economic parameters	Present value of reliability impact (2010 prices and values)
Sleep disturbance	£1.54m
Amenity	£1.27m
AMI	£0.66m
Stroke	£0.03m
Dementia	£0.05m

Economic parameters	Present value of reliability impact (2010 prices and values)
Total	£3.56m

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

Social Impacts

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

Table 5-5: Social Impacts

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

Indicator	Anticipated effects	Conclusion
		reductions on the A57 through Mottram. Improved Trans-Pennine connections will reduce severance between the Manchester and Sheffield conurbations
Option and non-use values	Not assessed	No changes to public transport services or routes are proposed the Scheme, so this indicator was not assessed.

5.3 Summary of non-monetised benefits

5.3.1 Non-monetised benefits could positively or negatively affect the value for money presented by the Scheme.

5.3.2 The following non-monetised potential positive and negative impacts associated with the Scheme. Table 5-6 summarises such impacts by topic.

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

Specialism	Potential Benefit/Dis-Benefit
Landscape	Overall, the Scheme will not have a significant impact on landscape, the impact would mainly be associated with localised changes to visual amenity. The majority of visual changes could be effectively mitigated through the implementation of a Landscape Strategy (prepared as part of the Second Iteration EMP as DCO Requirement 4 (APP-020). The objectives of the strategy being to mitigate the loss of existing vegetation and habitats, consider potential to reduce climate change impacts, as well as reduce the visual impacts through screening views of the Scheme. It is anticipated following the implementation of the strategy and establishment of tree and shrub planting, the highway route will be integrated visually into the existing landscape view and in most part screened from view.
Townscape	The Scheme would have a non significant impact on the townscape due to changes to the existing road infrastructure. This would mainly be associated with localised changes to visual amenity. The Scheme cannot be completely integrated within the existing layout because of the nature of the scale of some features. Mitigation implemented through the Landscape Strategy (as above) using planting would integrate the Scheme and soften new structures within the built environment.
Biodiversity	The impact on biodiversity is considered to be non significant. Any impacts upon designated sites, protected species, and habitats, has been identified and mitigated fully as part of the Scheme design. This includes providing compensatory habitat, above and beyond that to be lost. This has led to increased coverage of priority habitats, including woodland, grassland, and hedgerows ensuring the Scheme achieves no net loss. The Scheme is also targeting to provide increase of, and improved, habitats both on-site and off-site to provide measurable net gains for biodiversity. Species-specific improvements have been made for bats, badgers, otters, and breeding birds through improved connectivity, nesting spaces, and enhanced habitat. This will ensure that the Scheme not only achieves no net loss but provides enhanced features for biodiversity. Replacement planting above and beyond that to be lost which would result in a beneficial impact overall. There will be a

Specialism	Potential Benefit/Dis-Benefit
	beneficial impact upon bat species and otters due to the increase in habitat provision and breeding opportunities. A dedicated bat structure (Appendix C) would be constructed to provide appropriate mitigation for the loss of the potentially present maternity roosts. Whilst the Structure may be mainly designed for pipistrelle bat species, it is considered that the Structure would be suitable for a range of additional species that have the potential to be present (including brown-long eared and myotis species). Loss of bat foraging and roosting habitat would be mitigated through the creation of significant areas of replacement habitat, which includes a net increase in broadleaved woodland, tree and hedgerow planting and the creation of species-rich grasslands, shrubs and scrub. Mammal passes will be installed along the road network to increase the permeability of the Scheme for badgers and other mammals and reduce the barrier effect.
Water Environment	There would be no residual, significant adverse effects on the water environment during construction or operation. Vegetation including shrubs and trees would be planted along riparian corridors to enhance riparian connectivity and complexity. Realignment designs would act to improve habitat conditions over the current situation (e.g. through provision of a two-stage channel, a naturalised meandering channel profile and, where feasible, fencing to reduce poaching pressure). Ecologically sensitive realignment of the Hurstclough Brook would replace 220 metres of watercourse with limited habitat complexity with 225 metres of improved habitat. The realignment of Tara Brook would replace 95 metres of channel lost under the footprint of the Scheme with 375 metres of new channel. New channels have been designed to maximise morphological and ecological complexity to mitigate the potential impact upon a watercourse and/ or its riparian zone, or a ground water body.

5.4 Value for Money

5.4.1 The assessment and monetisation of anticipated economic, environmental and social benefits associated with the Scheme has been undertaken in accordance with DfT guidance. The results of the TUBA assessment have been combined with the results of the accident analysis, the user impacts during construction and maintenance, the DMRB greenhouse gas and local air quality analysis and DMRB noise analysis to provide a combined Present Value of Benefit (PVB) as shown in Table 5-7.

5.4.2 The Scheme costs have been developed to capture both capital investment and the additional maintenance and renewals involved over the appraisal period and are provided in the Funding Statement (APP-024). Capital and maintenance costs have been adjusted to include real terms inflation, discounted and presented in 2010 market prices to provide a Present Value of Cost (PVC).

5.4.3 The PVB is then taken forward to be compared with the PVC to create a BCR in the Analysis of Monetised Costs and Benefits (ACMB) table as shown in Table 5-7. This demonstrates an 'Initial BCR' of 1.45 for the Scheme. After inclusion of the benefits associated with journey time reliability and wider economic impacts the 'Adjusted BCR' is shown to be 2.45.

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

Description	Benefits/Costs	Total (£m)
		Core Scenario
Initial BCR	Present Value of Benefits (PVB)	156.23
	Present Value of Costs (PVC)	107.72
	Net Present Value (NPV)	48.52
	Initial Benefit Cost Ratio (BCR)	1.45
Adjusted BCR	Reliability Benefits (RB)	10.72
	Wider Economic Impacts (WEI)	97.25
	Adjusted PVB (including RB and WEI)	264.20
	Adjusted BCR	2.45

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

5.5 Summary of Benefits Created by the Scheme

5.5.1 The BCR of the Scheme has been calculated for a range of scenarios, with an adjusted BCR for the core scenario, which is anticipated to be the most realistic. Following traffic modelling analysis and economic appraisal it is expected that the Scheme will provide the following benefits to road users and local residents.

5.5.2 The Scheme is forecast to produce total benefits valuing £156m (PV) by the end of the 60-year appraisal period, following the calculation of the dis/benefits identified below:

- Travel time savings, vehicle operating cost and user charge benefits of £181m
- Safety disbenefits of -£7m
- An environmental disbenefit of -£18m
- An indirect tax increase of £1m and
- Delays during the construction period valued at -£1m.

5.5.3 The total scheme costs, at the time of compiling this report, are £108m (PV).

5.5.4 The adjusted BCR has been generated to include the additional benefits listed below, which were not been included in the Initial BCR calculation. These include:

- Improved reliability worth £11m plus
- Wider economic impacts of £97m, composed of:
  - Agglomeration benefits of £86m and
  - Increased output in imperfectly competitive markets of £11m.

5.5.5 The addition of these benefits results in an adjusted BCR of 2.45.

6. Planning History and Allocated Land

6.1 Introduction

6.1.1 The NN NPS (para. 5.165) states that the Applicant should identify existing and proposed land uses near the Scheme, any effects of replacing an existing development or use of the land with the Scheme or preventing a development or use on a neighbouring site from continuing. The NN NPS also states that applicants should assess any effects arising from the Scheme that precludes a development or use proposed within the development plan. Assessment of these impacts should also be proportionate.

6.1.2 In line with the NN NPS a planning history review within the DCO boundary and the surrounding area has been undertaken through analysis of the host authority websites and consultation with local authorities and landowners. A review of the development plan allocations has also informed the assessment

6.1.3 The assessment below aligns with the cumulative effects assessment included in Chapter 15 of the ES(APP-071). The ES has assessed development and planning applications which are considered to be major development

6.2 Assessment Criteria

6.2.1 The ES is aligned to Advice Note 17, which sets out a process involving four ‘stages’ which should be undertaken to assess cumulative effects, two of which are relevant to the planning history assessment, and are outlined below, with full details of the cumulative effects methodology provided within the ES (APP-071).

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

Stage 1: Establishing the long list (defining the project ZoI and long list of ‘other development’)

6.2.2 To establish a long list of ‘other development’, a review of the following was undertaken:

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

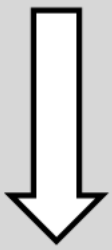
6.2.3 The largest ZoI (5 km) was used to compile the long list.

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

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

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

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

Tier	Likely degree of certainty	Level of detail
Tier 1	c. Under construction*. d. Permitted application(s) whether under the Planning Act 2008 or other regimes but not yet implemented. e. Submitted application(s) whether under the Planning Act 2008 or other regimes but not yet determined.	Decreasing level of detail likely to be available 
Tier 2	Projects on the Planning Inspectorate's Programme of Projects where a Scoping Report has been submitted.	
Tier 3	a. Projects on the Planning Inspectorate's Programme of Projects where a Scoping Report has not been submitted. b. Identified in the relevant Development Plan (and emerging Development Plans - with appropriate weight being given closer to adoption) recognising that information on any relevant proposals will be limited. c. Identified in other plans and programmes (as appropriate) which set the framework for future development consents/approvals where such development is reasonable likely to come forward.	

* Where other projects are expected to be completed before construction of the proposed NSIP and the effects of these projects are fully determined, effects arising from them should

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

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

Stage 2: Identify shortlist of 'other development'

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

Scale and nature of other development

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

6.2.7 The criterion used is set out by The Town and Country Planning (Development Management Procedure) (England) Order 2010[13] and is used in Planning Application decisions by district level planning authorities to classify the size and type of a development. The major development criterion removed any smaller 'other developments' that do not fall within the criterion for a large-scale development. The criterion is set out in Insert 1 as follows:

> *"For dwellings, a major development is one where the number of residential units to be constructed is 10 or more.*
>
> *Where the number of residential units to be constructed is not given in the application a site area of 0.5 hectares or more should be used as the definition of a major development.*

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

Temporal Scope

6.2.9 Developments which were considered to be delivered over a similar timeframe of the Scheme were considered to be those developments that will be delivered before or shortly after the full year of the Scheme opening (2025).

6.2.10 Based on a review of the information available for all of the developments classified as a 'Major' development, it was determined whether or not the development would have a temporal overlap. Where construction programmes were not available, it has been assumed the temporal scope overlaps with the construction of the Scheme.

Local Authority Consultation

6.2.11 In accordance with guidance in the DMRB LA 104 and Advice Note 17 , the relevant local authorities (TMBC and HPBC) were approached to determine whether any other developments in the vicinity of the Scheme should be taken into consideration and when they believe these to be likely to come forward.

6.2.12 TMBC and HPBC were first contacted on the 19th November 2020 during the initial short-listing exercise. HPBC responded which led to the addition of developments ID 40 and 41. At this stage TMBC did not provide any comments.

6.2.13 Following an updated review of the relevant planning portals in March 2021, HPBC and TMBC were once again invited to comment on the short list. HPBC clarified their previous list, which led to the addition of developments ID 39. TMBC did not provide any comments.

6.3 Planning History within the draft DCO boundary

6.3.1 A planning history search for the land within the draft DCO boundary has been carried out using the online planning registers of TMBC and HPBC.

6.3.2 No applications meeting the search criteria outlined above were identified within the DCO boundary.

6.4 Planning history for the area surrounding the draft DCO boundary

6.4.1 A review of planning applications local to the Scheme was completed in April 2021. The results are shown in Table 6-2 below.

6.4.2 The Uncertainty Log criteria for the traffic model is included in the TAR (APP-185) and these criteria are considered when determining whether a planning application or development is included within the traffic model.

Table 6-1: Planning history in surrounding area

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

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

ID	Tier	Development details (including planning reference)	Status	Programme	Approximate distance from the Scheme	Development in traffic model (Y/N)?
		local characteristics in terms of construction styles and layout that may influence the proposed layout and building style				
6	1(a) 1(a) 1(c)	HPK/2018/0191 Address: Former Samas Roneo warehouse site, Glossop Road, Gamesley. 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	Reserved Matters approved 17 April 2019 Full planning permission approved 25 May 2018 Full planning permission pending	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
7	1(a)	18/00016/FUL Address: The junction of Stockport Road and Ashworth Lane, Hattersley. Chain Bar Lane and runs through the site from Ashworth Lane The proposal for a new district centre in Hattersley. Full planning permission for 2,809 sqm parcel of land (for engineering purposes) to enable extension of development boundary of Hattersley retail park. The application site extends to 3.99 ha (redline boundary) and is subject to significant variance in levels	Full planning permission approved 28 June 2018	Enabling works have commenced on site, however, no detailed construction programme provided therefore temporal lap assumed	0.1 km from the Scheme	Y
8	1(a)	17/01033/FUL Address: Ridge Hill Lane Construction of 11 dwellings and associated works The proposed houses would be located on the waste land	Full planning permission approved	Enabling works have commenced on site, however, no detailed	4 km from the Scheme	N

ID	Tier	Development details (including planning reference)	Status	Programme	Approximate distance from the Scheme	Development in traffic model (Y/N)?
		to the north of Ridge Hill Lane with an access road in front of them.	24 July 2018	construction programme provided therefore temporal lap assumed		
9	1(a)	16/00959/OUT, 17/00982/REM Address: Hattersley Site 13 Sites Off Fields farm road and Hattersley road west Hyde Outline planning application (all matters reserved) for the residential development of 0.39 ha of land. It is anticipated that up to 23 dwellings could be accommodated on the site. Only private market housing is proposed in order to diversify the mix of housing in the area which is dominated by social rented accommodation.	Reserved Matters approved 27 April 2018	Enabling works have commenced on site, however, no detailed construction programme provided therefore temporal lap assumed	1.05 km from the Scheme	Y
10	1(a)	20/00766/ENV A Screening Opinion for Transpennine Route Address: Transpennine Route Electrification of the railway line and associated structural improvements between Clayton Bridge and Stalybridge and Stalybridge and Guide Bridge	Development under construction	Construction has commenced on site – delivery expected by Spring 2021	3 km from the Scheme	N
11	1(a)	HPK/2017/0171, HPK/2019/0200 Address: Land south of Dinting Road, Glossop, Derbyshire Outline Permission with details of access (all other matters reserved) for proposed residential development of up to 65 houses	Reserved Matters pending decision April 2021	Detailed construction programme not provided therefore temporal lap assumed	1.7 km from the Scheme	Y
12	1(a)	16/00659/FUL Address: Land at Sandy Lane, Dukinfield, Tameside 10 no. 2 bedroom homes and 9 no. 3 bedroom homes. Dedicated off road parking for each dwelling - all three-bed dwellings are to be provided with 2 car parking spaces, with	Full planning permission pending – submitted 7 July 2016	Detailed construction programme not provided therefore temporal lap assumed	4.3 km from the Scheme	N

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

ID	Tier	Development details (including planning reference)	Status	Programme	Approximate distance from the Scheme	Development in traffic model (Y/N)?
16	1(b)	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
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. It 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
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
19	1(b)	19/00873/FUL Address: Site of former Heritage House Nursing Home, Huddersfield Road, Stalybridge, Tameside, SK15 3JL	Full planning permission approved 3	Detailed construction programme not provided therefore temporal lap assumed	3.7 km north of the Scheme	N

ID	Tier	Development details (including planning reference)	Status	Programme	Approximate distance from the Scheme	Development in traffic model (Y/N)?
		Construction of 23no. houses at site of former Heritage House Nursing Home, Huddersfield Road, Stalybridge together with associated access road and hard and soft landscaping. The area of the site is approximately 0.72 hectares.	December 2020			
20	1(b)	16/00946/OUT, 19/00723/REM Address: Land on the east side of Dawlish Close, Mottram, Tameside Hattersley Phase 6 - Site 24 Hattersley regeneration programme) The site extends to circa 0.88 hectares - currently vacant rough ground and unmaintained rough grassland awaiting development The approved reserved matters is for the means of access, appearance, layout, scale and landscaping for the construction of 29 new dwellings.	Full planning permission approved 19 December 2019	Detailed construction programme not provided therefore temporal lap assumed	0.1 km south of the Scheme	N
21	1(b)	HPK/2019/0273 Address: Glossop North End Juniors AFC, Cemetery Road, Glossop, Derbyshire, SK13 7QG Redevelopment of existing sports facilities including new changing facilities/clubhouse and associated car parking, full-size artificial pitch, 2no. grass pitches and relocation of vehicular access. The site is located off Cemetery Road in Little Padfield on the outskirts of Glossop, it is approximately 3 hectares in size and is currently occupied by Glossop North End (GNE) Juniors Football Club's clubhouse and a number of pitches.	Full planning permission approved 25 March 2021	Detailed construction programme not provided therefore temporal lap assumed	2.3 km east of the Scheme	N
22	1(b)	19/01090/REM Address: Land between Ford Grove Atherton Avenue and Hyde Road, Mottram, Tameside	Reserved Matters pending – submitted 17	Planning application not approved; detailed construction programme	0.1 km from the Scheme	N

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

ID	Tier	Development details (including planning reference)	Status	Programme	Approximate distance from the Scheme	Development in traffic model (Y/N)?
		former Flowery Field School building, this includes 16 semi-detached, 3 mews units and 1 detached unit.	12 May 2017	temporal lap assumed		
28	1(c)	HPK/2017/0325, HPK/2021/0160 Address: Land north of Dinting Road, Glossop Outline application for residential development for up to 108 dwellings	Reserved matters pending – submitted 23 March 2021	Reserved matters planning application not approved and detailed construction programme not provided therefore temporal lap assumed	0.9 km from the Scheme	Y
29	1(c)	21/00272/FUL Address: 58 Spring Gardens, Hyde Tameside SK14 4RZ Erection of 12 no. apartment block (Use Class C3) and associated landscaping, car parking and infrastructure works following demolition of existing building.	Full planning application pending – submitted 26 February 2021	Planning application not approved and detailed construction programme not provided therefore temporal lap assumed	3.4 km from the Scheme	N
30	1(c)	20/01223/FUL Address: Land to rear of 14-22 Porlock Avenue, bounded by Godley Reservoir and Sutton Walk, Hyde SK14 3LE Erection of 27 new Dwellings	Full planning application pending – submitted 17 December 2020	Planning application not approved and detailed construction programme not provided therefore temporal lap assumed	0.9 km from the Scheme	N
31	1(c)	20/01169/FUL Address: 132A and 134 Mottram Road, Hyde, Tameside, SK14 2RZ Erection of a 4 storey apartment block comprising 8 no. apartments with associated rear parking, and an additional 6 no. three story mews houses with integral garages and associated parking	Full planning application submitted 1 December 2020 – awaiting decision	Planning application not approved and detailed construction programme not provided therefore temporal lap assumed	2.4 km from the Scheme	N
32	1(c)	20/00811/FUL Address: Carson House Care Centre, 30 Stamford Street,	Full planning application	Planning application not approved and detailed	3.5 km from the Scheme	N

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

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

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

6.5 Planning history for regionally significant and NSIPs near the Scheme

6.5.1 There are no NSIPs within 5 km (3.1 miles) of the Scheme.

6.5.2 A Transport and Works Act Order (TWAO) was submitted on 31 March 2021 for the Transpennine Route Upgrade of the rail corridor between Huddersfield and

Westtown (Dewsbury) including upgrading of an eight mile section of the route comprising major station upgrades, electrification, doubling the number of tracks from two to four and a proposed grade separation.

6.5.3 A TWAO was approved in February 2018 for new passing facilities on the Hope Valley rail line at Bamford and Dore.

6.6 Conclusion on Planning History

6.6.1 No planning applications lie within the DCO boundary and a total of 42 in the area surrounding the DCO boundary. There are no NSIPs within 5 km (3.1 miles) of the Scheme but two TWAOs (one approved and one pending) lie within the study area.

6.6.2 The Applicant is working with HPBC and DCC with regard to a residential application High Peak HPK/2017/0198 at Woolley Bridge Road. The residential development will tie into the proposed new junction being created in this area.

6.7 Current Allocations and Minerals Safeguarding

6.7.1 Within the DCO boundary, two Mineral Safeguarding Areas (Mineral SAs) have been identified. The importance attached to safeguarding designated Mineral SAs is set-out in Paragraph 5.182 of the NN NPS, which states that, where a proposed development has an impact on a Mineral SA "*the Secretary of State should ensure that the applicant has put forward appropriate mitigation measures to safeguard mineral resources"*.

6.7.2 To the west of the Scheme at the M67 Roundabout, there is a Mineral SA for Sand and Gravel, which encroaches into the study area. These areas are illustrated on Plate 13.1 found in Chapter 13: Geology and Contaminated Land (APP-065). The planned works in this area are relatively minor and do not require large excavations. Given the existing road structure, the minerals in this part of the Mineral SA are not considered to be receptors and are therefore not considered further within the ES for assessment or consideration of the need for mitigation measures.

6.8 Future Allocations

6.8.1 The now-abandoned GMSF proposed 2,790 homes in TMBC, this included the Godley Green development. However, it is understood that TMBC is progressing a planning application for Godley Green independently of work on any Greater Manchester plan, and a public consultation exercise on the proposals took place between February and March 2021.

6.8.2 The draft Greater Manchester joint development plan, *Places For Everyone,* proposes allocations of 2,350 homes at the Godley Green Garden Village, 440 homes south of Hyde and 160,000 sq. metres of employment space at Ashton Moss West.

6.8.3 The draft Places for Everyone plan underwent public consultation from 9 August to 3 October 2021, following which the plan may be updated to reflect the feedback received prior to it being submitted to the Secretary of State for examination for soundness. The draft plan was not released until after the DCO was submitted and, due to the level of uncertainty surrounding the draft

allocations at the time of writing this update (December 2021) it is not considered to carry substantial weight and has therefore not been included in this report.

6.9 Other land

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

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

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

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

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

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

6.9.7 Further information is provided in the Statement of Reasons (APP-023).

7. Alignment with Planning Policy and Transport Plans

7.1 Introduction

7.1.1 This Chapter sets out how the Scheme aligns with the NN NPS and other planning policies relevant to the Scheme. A list of the relevant sections of the NN NPS and how the Scheme aligns with them is presented in detail in Appendix B of this CftS.

7.1.2 The 2008 Act requires that applications for development consent are decided in accordance with relevant National Policy Statement (Section 104(3)) except where the adverse impact of the proposed development would outweigh its benefits (Section 104(7)). The NN NPS is therefore the primary national policy document that should guide decision making on this application.

7.1.3 The 2008 Act states that in deciding an DCO application the SoS must have regard to the following with relevance to the application:

> *'(a) a relevant national policy statement…*
>
> *(b) any local impact report (within the meaning given by Section 60(3)) submitted to the before the deadline specified in a notice under Section 60(2)…*
>
> *(d) any other matters which the SoS thinks are both important and relevant to the SoS's decision.'*

7.1.4 Planning and transport policy documents are often considered important and relevant to decision making on DCO applications. The key national policy documents are therefore explored within this chapter, as they may be considered to be material considerations.

7.1.5 Regional/local planning and transport policy documents can also be important and relevant to decision making, particularly where they are relatively up to date. The Planning Inspectorate's Advice Note 1: Local Impact Reports (Ref 1.22) provides guidance for host authorities on the production of Local Impact Reports, which the SoS must have regard to when determining DCO applications. Advice Note 1 (page 6) states that topics that may be of assistance in writing the report include: "*Relevant development plan policies, supplementary planning guidance or documents, development briefs or approved master-plans and an appraisal of their relationship and relevance to the proposals"*. It goes on to state that: "*It will also be very helpful to have the local authority's appraisal of the proposed development's compliance with local policy and guidance"*.

7.1.6 The above further emphasises the view of the Planning Inspectorate that regional and local planning policies are important and relevant in decision making on DCO applications. Local and regional planning policies, together with regional transport policies, have therefore been reviewed from an early stage, informing Scheme development. Compliance with these policies is assessed in this chapter with regional and local policy documents and Appendix A.

7.2 National Policy Context

National Policy Statement for National Networks

7.2.1 The NN NPS is the principal document that guides decision making for highway NSIPs. It outlines the need for national networks, wider government policy on the national networks, assessment principles and requirements for the consideration and assessment of generic impacts.

7.2.2 The NN NPS is the primary basis for decision making for the Scheme, although local policy is also a material consideration. This CftS provides a broad overview confirming the Scheme's compliance with the NN NPS and a commentary on how each of the relevant provisions of the NN NPS Chapters 3, 4 and 5 are met. Full details of compliance with the NN NPS are provided in Appendix B, whilst policy and legislative matters relevant to each environmental theme are covered in more detail in the ES.

7.2.3 The NN NPS is the primary basis for decision making for the Scheme, except where doing so relates to any of the following activities (Section 104 (3-8):

4. *(a) "the United Kingdom being in breach of any of its international obligations"*
5. *(b) "the Secretary of State being in breach of any duty imposed on the Secretary of State by or under any enactment"*
6. *(c)* the decision *"would be unlawful by virtue of any enactment"*
7. *(d) "the adverse impact of the proposed development would outweigh its benefits"*
8. *(e) "any condition prescribed for deciding an application otherwise than in accordance with a national policy statement is met*".

7.2.4 The Applicant has prepared this application with careful consideration of all legal obligations applying to it and to the SoS. The Applicant is not aware of any respect in which deciding the application in accordance with the NN NPS would be in breach of the SoS's duties, would be unlawful or contrary to any other condition prescribed for deciding the application.

7.2.5 Deciding the application in accordance with the NN NPS would not lead to the United Kingdom being in breach of any of its international obligations, nor would the adverse impact of the Scheme outweigh its benefits. The Scheme's conformity to these conditions is demonstrated through the assessment of its compliance with the NPS, which is concerned with impacts on legislation, strategy and a range of environmental issues from international to local scales. The Scheme should therefore be decided in accordance with the decision making framework set out in the paragraph above.

7.2.6 Paragraph 1.1 of the NN NPS states that the purpose of the NPS is to establish: "The need for, and Government's policies to deliver, development of nationally significant infrastructure projects (NSIPs) on the national road and rail networks in England. It provides planning guidance for promoters of nationally significant infrastructure projects on the road and rail networks, and the basis for the examination by the Examining Authority and decisions by the Secretary of State".

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

National Planning Policy Framework 2021

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

7.2.9 However, there are instances where the NPS directly references the NPPF and others where the NPPF may provide more detailed and/ or more up to date guidance than the NPS. The NPPF is therefore an important and relevant consideration in decision making on NSIPs, but only to the extent that it is relevant to the particular project and topic under consideration. The NPPF was updated inJuly 2021, with its recency increasing the weight that can be applied to it in decision making as a material consideration.

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

7.2.11 The significance of planning in developing the need for economic growth is stated in the overarching objectives, included in paragraph 8 of the NPPF:

7.2.12 "an economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure."

Conclusions in relation to NPPF

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

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

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

7.2.16 The conclusions reached in the ES are that the Scheme would not result in any direct significant impacts on designated or non-designated sites of nature conservation value. In addition, once the proposed landscape planting is in place, the operation of the Scheme is seen as enhancing the current ecological environment of the area and that the effects on nature conservation through creating new habitats and minimising habitat fragmentation are assessed as beneficial, and overall no significant adverse residual effects have been predicated as a result of the Scheme.

7.2.17 Regarding other environmental matters referred to within the NPPF, both noise and air quality feature prominently. In relation to the former, changes in road traffic noise levels are assessed as resulting in both significant increases and decreases compared to the existing situation. In the long-term, although significant adverse effects are predicted to occur on 130 noise sensitive receptors during operation of the Scheme, significant beneficial effects are predicted to occur on 371 noise sensitive receptors during operation of the Scheme, primarily at dwellings within NIA 10992 (Mottram in Longdendale). This falls within the requirements of the NPPF for development to "avoid noise from giving rise to significant adverse impacts".

7.2.18 In terms of air quality, the ES concludes that the Scheme does not have a significant impact on local air quality and a result complies with the requirements of the NPPF. The assessment reported a large beneficial change in air quality, with an overall significant improvement for human health.

7.2.19 The following other national plans and policies are considered important and relevant to the Scheme, particularly in terms of establishing the need for the Scheme:

- National Infrastructure Delivery Plan (2016-2021) (NIDP)
- Road Investment Strategy 1 (2015-2020) (RIS1)
- Road Investment Strategy 2 (2020-2025) (RIS2)
- Highways England Strategic Business Plan 2020-2025 (HESBP)
- Highways England Delivery Plan 2020-2025 (HEDP).

National Infrastructure Delivery Plan (2016-2021)

7.2.20 The National Infrastructure Delivery Plan (NIDP), authored by HM Treasury and the Infrastructure and Projects Authority, updates and replaces the previous National Infrastructure Plan, outlining details of £483 billion of investment in over 600 infrastructure projects and programmes in all sectors and spread across the UK, to 2020-21 and beyond.

7.2.21 The NIDP recognises that "A reliable and high-performing road network helps improve productivity, but over decades, the quality of the network has declined, and congestion, noise and poor air quality have become problems at certain hotspots. Poor or missing links mean cities which are close together do less business with one another".

Road Investment Strategy 1 2015-2020

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

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

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

Road Investment Strategy 2 2020-2025

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

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

Highways England Delivery Plan (HEDP) 2020-2025

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

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

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

Highways England Strategic Business Plan 2020-2025

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

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

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

- Achieving efficient delivery.

Conclusions

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

7.3 Regional and Local Policy Context

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

7.3.2 As noted in section 1.5.6 above, following the withdrawal of Stockport Council from the Greater Manchester Spatial Framework (GMSF) process, the nine remaining councils voted to form a joint committee to develop a long-term joint development plan for jobs, new homes, and sustainable growth across their boroughs, to be known as *"Places for Everyone".* This is not considered relevant to the Scheme as it carries little material weight in decision-making as it has yet to undergo Examination in Public.The timescale for the progress and adoption of *Places for Everyone* is currently uncertain, but submission of the plan to the Planning Inspectorate for examination is due to happen in 2022 with adoption expected at some point in 2023[14].

7.3.3 The following regional planning policy documents are considered:

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

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

7.3.5 The following local planning policy documents are considered relevant:

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

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

Scheme would also result in an improvement in community connectivity across the area.

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

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

Greater Manchester Joint Minerals Development Plan Document 2013

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

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

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

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

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

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

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

High Peak Adopted Local Plan 2016

7.3.14 The Local Plan was adopted on 14 April 2016 and sets out HPBC's vision and strategy for the Borough until 2031. The Local Plan sets out the development strategy, strategic and development management policies and land designations for the parts of High Peak that lie outside of the PDNP.

7.3.15 The Scheme is considered to be aligned with the key policies of the High Peak Adopted Local Plan as set out in the table at Appendix A. The effects of the Scheme on the Green Belt and the justification for the Scheme are also set out in section 7.5 below.

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

7.3.16 The Minerals Local Plan sets out detailed policies and proposals for mineral working in DCC (outside of the PDNP). Its aim is to provide for the future supply of minerals, whilst ensuring that the environment is satisfactorily protected.

7.3.17 The Scheme is considered to be aligned with the key policies of the Derby and Derbyshire Minerals Local Plan as set out in the table at Appendix A.

Conclusions on Regional and Local Planning Policy

7.3.18 The Scheme is considered to be aligned with local and regional planning policy and it is anticipated that the Scheme would also result in an improvement in community connectivity across the area.

7.3.19 Environmental considerations have been recognised through the ES process, such as biodiversity, drainage, cultural heritage, landscape, air and noise impacts. The ES and related EMP ensure the proposals are environmentally sensitive and mitigation measures are implemented with respect to the surrounding countryside and natural habitats. The economic benefits the Scheme can bring are also acknowledged, especially given the area's economic aspirations.

7.4 Regional and Local Transport Policy

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

7.4.1 The Transport Strategy seeks to transform northern growth, rebalance the UK economy and establish the North as a global powerhouse. The Strategy sets out how transport is a fundamental part of achieving these goals and how to develop long-term investment in the region.

7.4.2 As set out in the Greater Manchester Transport Strategy 2040, The Northern Transport Strategy "has set out a vision for a core free-flow network of motorways and expressways increasingly offering reliable 'mile a minute' journey times. Central to achieving the vision is increased capacity and improved Trans-Pennine road links". The Northern Transport Strategy states that the "Northern road network will become increasingly congested without action".

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

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

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

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

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

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

Southern Pennine Strategic Development Corridor (SDC) (2019)

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

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

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

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

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

7.4.11 Greater Manchester's 2040 Vision for Transport is for "*world class connections that support long-term, sustainable economic growth and access to opportunity for all*". The draft Vision was consulted on in 2015 and set out ambitions for a radical new approach to planning Greater Manchester's transport system in support of long-term needs and aspirations. The Transport Strategy builds on the Vision, highlighting the priority interventions needed to achieve it. The priority interventions include measures to tackle congestion in the Longdendale area including the Mottram Moor Link Roads and A57 Link Roads.

7.4.12 The Greater Manchester Transport Strategy 2040 recognises that transport is crucial in supporting Greater Manchester's ambitious plans, and that "*growth will both need and be driven by improved connectivity" on* both "*a local and pan-northern level; as Greater Manchester has a fundamental role to play at the heart of a successful, more connected, Northern Powerhouse".*

7.4.13 It acknowledges plans for the Scheme as set out in the Government's first Road Investment Strategy (RIS1), and states that TfGM will "*work closely with Highways England and TfN to ensure that these initiatives are developed as an integrated and sequenced strategy that fully addresses local connectivity and environmental concerns in this area of Tameside".*

Derbyshire Local Transport Plan 3 (2011-2026)

7.4.14 The Derbyshire Local Transport Plan 3 covers the period 2011 to 2026 and provides a basis for transport policy over the plan period as well as helping to secure funding for transport initiatives. It defines a path towards transport investment, which will result in a more sustainable and healthy transport system, which also supports the local and sub-regional economy.

7.4.15 It recognises that due to Derbyshire's central position between major conurbations, cross-boundary and joint working arrangements are a feature of the plan. The Plan sets the following vision:

7.4.16 "At the heart of our vision is a transport system that is both fair and efficient. Healthier lifestyles, safer communities, a safeguarded and enhanced natural environment and better access to jobs and services will be the result. To get there, we will improve the choice and accessibility of transport whilst integrating economic, social and environmental needs".

Conclusions on Regional and Local Transport Policy

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

7.5 Green Belt Policy

7.5.1 The Scheme consists of new linear highway, of which 22.28ha is located within the Tameside UDP Green Belt designation. Alignment with Green Belt policy is therefore a key issue. The additional development area will consist of landscaping works, PRoW/access diversions and ponds, which are in keeping with the existing Green Belt.

7.5.2 Both national and local planning policy sets out that the general presumption of development in the Green Belt is to refuse inappropriate development unless overriding reasons, very special circumstances, justify development.

7.5.3 Paragraphs 5.170 and 5.171 of the NN NPS state:

7.5.4 “The general policies controlling development in the countryside apply with equal force in Green Belts but there is, in addition, a general presumption against inappropriate development within them. Such development should not be approved except in very special circumstances. Applicants should therefore determine whether their proposal, or any part of it, is within an established Green Belt and, if so, whether their proposal may be considered inappropriate development within the meaning of Green Belt policy...”

7.5.5 “…Linear infrastructure linking an area near a Green Belt with other locations will often have to pass through Green Belt land. The identification of a policy need for linear infrastructure will take account of the fact that there will be an impact on the Green Belt and as far as possible, of the need to contribute to the achievement of the objectives for the use of land in Green Belts”.

7.5.6 Paragraph 5.178 NN NPS states:

7.5.7 “When located in the Green Belt national networks infrastructure projects **may** comprise inappropriate development. Inappropriate development is by definition harmful to the Green Belt and there is a presumption against it except in very special circumstances. The Secretary of State will need to assess whether there are very special circumstances to justify inappropriate development. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. In view of the presumption against inappropriate development, the Secretary of State will attach substantial weight to the harm to the Green Belt, when considering any application for such development”.

7.5.8 In addition to the NN NPS wording above, it is noted that paragraph 148 of the NPPF states:

7.5.9 “When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations”.

Inappropriate development

7.5.10 Paragraph 150 of the NPPF sets out that certain developments are not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. This includes "*local transport infrastructure, which can demonstrate a requirement for a Green Belt location*".

7.5.11 The location of the Scheme in the Green Belt is unavoidable as it relates to existing road routes, which are surrounded by Green Belt. Use of the Green Belt has been identified as an essential requirement of the A57 Link Roads Scheme. The areas which require connection are geographically surrounded by Green Belt policy designations as demonstrated in Figure 7-1

7.5.12 Paragraphs 5.170, 5.171 and 5.178 of the NN NPS consider proposals in the Green Belt and, therefore, apply to the Scheme. Whilst there is a general presumption against inappropriate development in the Green Belt, and an expectation that such development should not be approved except in very special circumstances, the NN NPS also recognises that linear infrastructure may need to pass through Green Belt land. The exception to this might be if alternative alignments not within the Green Belt are available and suitable.

7.5.13 As Paragraph 5.178 NN NPS states that *"When located in the Green Belt national networks infrastructure projects may comprise inappropriate development".* A recent decision notice on the A38 Derby Junctions scheme indicated that it should not be categorised as a local infrastructure project[15]. However, the Examining Authority and Secretary of State agreed that the A38 Derby Junctions would fall within the exception set out in paragraph 146(c) of the 2019 NPPF (now paragraph 150 in the 2021 NPPF) and would not be considered as inappropriate development in the Green Belt.[16]

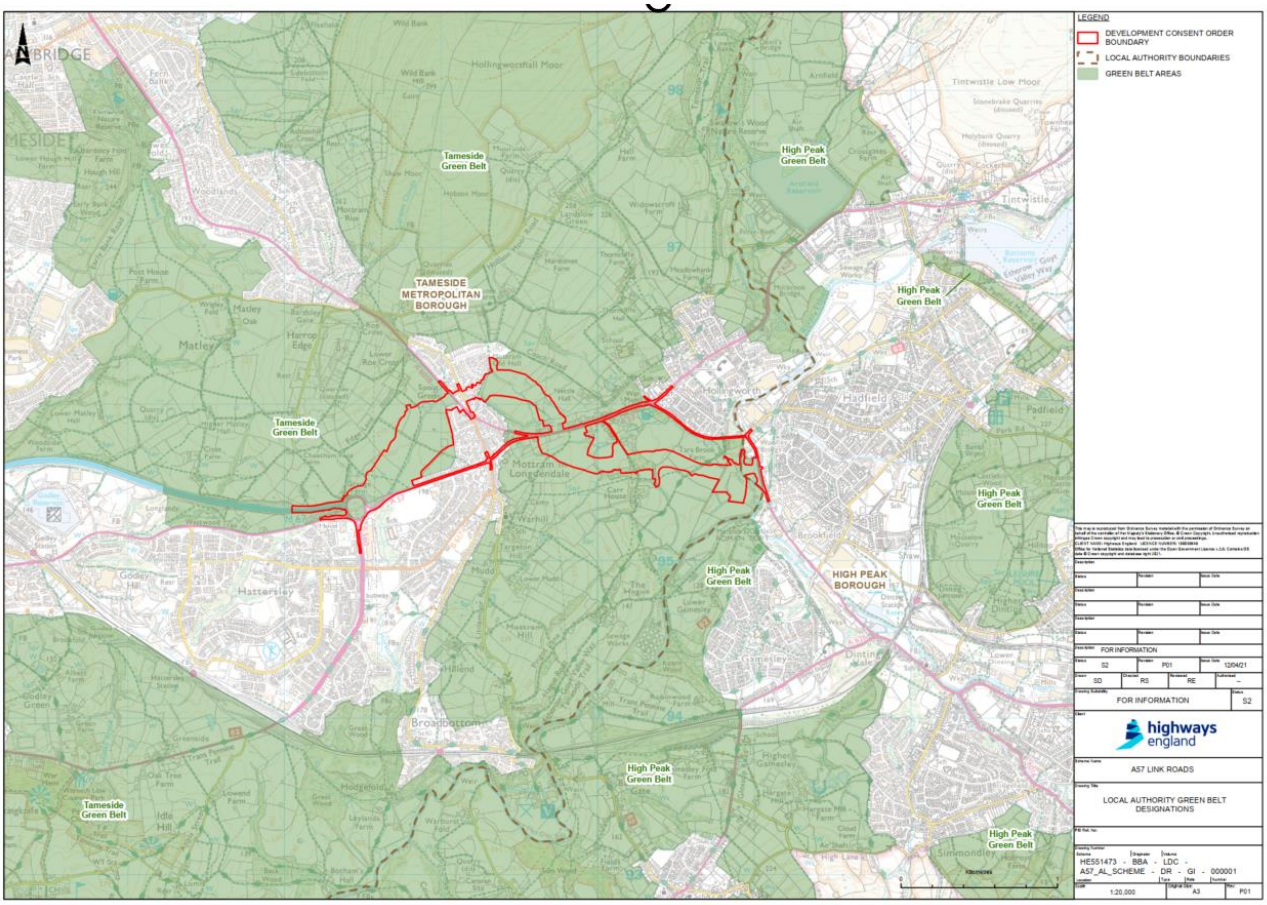
7.5.14 The Scheme's Green Belt location is supported by Policy T2: Trunk Road Developments of the Tameside UDP, which safeguards the route of the Scheme across the Green Belt. This policy was tested during the preparation and adoption of the UDP, which considered the Scheme's Green Belt location. The proposals for the Scheme align with the safeguarded route within the UDP and should therefore not be considered to be inappropriate development.

7.5.15 The Scheme will provide significant benefits to the regional and local transport network. It aids connection between the urban areas of Greater Manchester and South Yorkshire, whilst also supporting journeys between local settlements, including Hattersley, Mottram in Longdendale, Hollingworth and Glossop.

7.5.16 The effect of the proposed Scheme on the Green Belt is discussed below, including the impact on the perceived/openness of the Green Belt.

[redacted]

Figure 7-1 Local Authority Green Belt designations



7.5.17 The Scheme has been carefully designed and includes extensive mitigation to minimise visual impact on surrounding receptors and limit the impact on the openness of the Green Belt as set out within Chapter 7 of the ES (APP-063).

7.5.18 The NN NPS recognises that linear infrastructure projects often have to be located in the Green Belt if they are to be taken forward. The exception to this might be if alternative alignments not within the Green Belt are available and suitable. As set out within the alternatives assessment within Chapter 3 of the ES (APP-060), there are no viable, alternative options that would avoid works taking place within the Green Belt.

7.5.19 It is considered that the Scheme does not constitute inappropriate development as:

- It is a regional/local transport development, of approximately two miles, that cannot avoid a Green Belt location.
- The only way to avoid developing in the Green Belt would be to not progress the Scheme. The option assessment has demonstrated that there are no viable alternatives for the Scheme.

7.5.20 Should it be considered, however, that the Scheme does represent inappropriate development within the Green Belt, there are very special circumstances for the Scheme, which are met, as described below.

Very Special Circumstances

7.5.21 As set out in paragraph 147 of the NPPF, "inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances". As highlighted above, paragraph 148 states that "'very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations".

7.5.22 The following section outlines that any actual or perceived harm is outweighed by other material considerations, which amount to *'very special circumstances'* sufficient for the Scheme to be consented.

7.5.23 The need for the Scheme is an important and relevant consideration that should be attributed significant weight. This document sets out the rationale behind the Scheme and identifies the Government's support in increasing capacity, reducing congestion and delays, improving safety and reducing incident rates, minimising impact on noise, air quality and protecting access for WCH's, which are reflected in the Scheme objectives. The Tameside UDP policy T2 Trunk Road Development safeguards the proposed route of the Scheme and therefore supports its delivery.

7.5.24 The Scheme has been through a rigorous assessment process and was included in the first RIS (published in 2014) and continues to be a committed scheme in RIS2 (published in March 2020). Furthermore, the Scheme was included in the DfT 2014 RIS, as one of the routes in greatest need of improvement.

7.5.25 It would not be possible for the Scheme to take place without development taking place in the Green Belt. The Scheme has been designed so as to minimise potential effects on the Green Belt, through minimising land take and incorporating a significant landscaping Scheme, designed to follow the contours of the land, to lessen visual impacts and mitigate adverse effects.

7.5.26 In determining the extent to which harm may be caused to the Green Belt by the Scheme, reference is made to the five purposes of the Green Belt, set out in paragraph 138 of the NPPF, as follows:

- To check the unrestricted sprawl of large built-up areas.
- To prevent neighbouring towns merging into one another.
- To assist in safeguarding the countryside from encroachment.
- To preserve the setting and special character of historic towns.
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

7.5.27 Taking each in-turn, the purposes of including land within the Green Belt and the associated responses are set out below:

<u>To check the unrestricted sprawl of large built-up areas</u>

7.5.28 The section of Scheme lying within Green Belt land is limited to new highway and accompanying ecological mitigation landscaping. It does not involve any other urban development such as new housing, business or industrial uses that would constitute unrestricted sprawl of large built up areas.

7.5.29 The Scheme does not provide any new junctions which would aid development within the Green Belt. Its junctions are with the existing M67 Junction 4

roundabout, the existing A57 (Mottram Moor Junction) route and the existing Woolley Bridge Road.

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

To prevent neighbouring towns from merging into one another

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

To assist in safeguarding the countryside from encroachment

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

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

To preserve the setting and special character of historic towns

7.5.34 As set out in Chapter 7 Landscape and Visual Effects of the ES (APP-063), there are no significant residual effects on landscape and townscape character areas. By the design year (Yr.15) there are no effects on the Landscape and Townscape Character considered to be significant.

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

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

Openness of Green Belt

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

7.5.37 There are no alternative options to deliver the Scheme in a non-Green Belt location. The need for the Scheme and lack of alternatives present very special circumstances strongly in favour of the Scheme. Very special circumstances exist that outweigh any harm caused to the openness of the Green Belt.

7.5.38 The visibility towards the location of the Scheme is restricted by a network of intervening hedgerows, tree belts and woodland areas, and landform. Landscape and visual essential mitigation measures, which form an integral part of the Scheme, include native woodland, shrub planting, and linear planting, roadside specimen trees, grassland meadows and amenity grassland and verges. The Scheme also includes some use of cuttings, false cuttings and embankments. The proposals indicate that the Scheme has been designed to sit at a low level in the landscape, as the Scheme passes below the existing main roads; Roe Cross Road, Old Road and Old Hall Lane.

7.5.39 Details of these proposals are included within Scheme Layout plans (APP-010), Environmental Masterplan (Figure 2.4, APP-074) and ES Chapter 7 Landscape and Visual Effects (APP-063) .

7.5.40 The construction compound area has been minimised through the design process and will be a temporary feature for the duration of the construction. The impact of the construction compounds on the openness of the Green Belt will therefore be limited and short term.

Environmental Mitigation Structure

7.5.41 An environmental mitigation structure to accommodate bats displaced by the Scheme is proposed within the Green Belt. A separate report (Appendix C) considers and supports the ecological mitigation structure's location in the Green Belt.

7.5.42 The mitigation structure has been designed to decrease any visual impacts and to be in fitting with the local landscape, to avoid any cultural heritage impacts. It's location has been led by the need to provide provision for bats in proximity to the demolished residential properties in which they now reside. A location could not be provided outside of the Green Belt, as all open space in the required area is within the Green Belt designation. The location of the Structure has been agreed in consultation with relevant stakeholders.

Conclusion on Green Belt

7.5.43 Based on the above assessment, potential harm to the Green Belt is minimal and is clearly outweighed by the other important and relevant considerations in relation to the need for the Scheme. Based on conclusions reached regarding other NSIP highway projects in the Green Belt the Scheme should not be considered inappropriate development.

7.5.44 The Scheme is also able to demonstrate compliance with all Green Belt tests of very special circumstances, as detailed above.

7.5.45 The Scheme is required to link two existing locations, which are surrounded by Green Belt, and therefore the Scheme cannot be completed without works being undertake in the Green Belt.

7.6 Open Space

7.6.1 Paragraphs 5.165 to 5.167 of the NN NPS state that existing open space, sports and recreational buildings and land should not be developed unless the land is surplus to requirements or the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.

7.6.2 Chapter 12 of the ES Population and Human Health (APP-068) provides an assessment of the land take required to facilitate the Scheme, which aligns with the COSA Assessment. The COSA Assessment indicates that a small amount of special category land will be taken for highway widening, which will not require replacement. The COSA land is currently highway verge/ hardstanding with public seating.

7.6.3 In light of the above, it is considered that the Scheme is in accordance with the relevant national and local planning policy with regard to open space and the procedures in the 2008 Act regarding open space are not triggered.

7.7 Sustainable Development

7.7.1 As set out in paragraph 1.20 of the NN NPS, both the NN NPS and NPPF seek to achieve sustainable development. Paragraph 5.163 of the NN NPS encourages the re-use of previously developed land but recognises that this may not be feasible for some forms of infrastructure such as roads. There are no opportunities to deliver the Scheme using previously developed land.

7.7.2 NN NPS paragraph 5.202 recognises that the impacts from transport infrastructure schemes can be economic, social and environmental and that consideration and mitigation of these impacts is an essential part of the Governments wider policy objectives for sustainable development. NPPF paragraph 8 states that there are three overarching objectives to achieving sustainable development, all of which are interdependent, including the economic objective, the social objective and the environmental objective.

7.7.3 The ES (APP-058 – APP-180) provides an assessment of the effects expected as a result of the Scheme. In particular, Chapter 10 of the ES deals with material assets and waste. The estimated quantities of materials consumed during the construction phase have been assessed against a regional or national material sales baseline. The estimated quantities of waste generated during the construction phase have been assessed against a local waste infrastructure capacity baseline.

7.7.4 In line with the mitigation hierarchy, impacts on material assets and waste have been designed out and are considered embedded mitigation. Actions taken include consideration of off-site manufacture of components and use of modular construction and other modern methods of construction, as well as onsite reuse of 99% of waste, use of materials with minimum 30% recycled content and recovery of 95% of wastes that are managed offsite.

7.7.5 Discussions would also take place with the supply chain to use reusable packaging and take back unused materials, instead of them being disposed of. Decisions made in the design stage would also support the circular economy through specifications to use the target amount of recycled material.

7.7.6 Chapter 10 of the ES (APP-066)concludes that during construction, the amount of material to be used and waste to be generated is estimated to have a no significant adverse effects.

7.7.7 Chapter 14 of the ES (APP-070)assesses the effects of the Scheme with regard to climate change. The Scheme is likely to contribute 116,341 tCO_2e to the UK's Carbon Budgets across the period 2023-37, compared with the Do-Minimum scenario. The (net) contribution of the Scheme to the fourth Carbon Budget period would be 55,256 tCO_2e (equivalent to 0.0028% of that budget), including construction and operational phase emissions. The contribution of the Scheme to the fifth Carbon Budget would be 29,235 tCO_2e (equivalent to 0.0017% of that budget), from operational emissions. The contribution of the Scheme to the sixth Carbon Budget would be 31,850 tCO_2e (equivalent to 0.0033% of that budget). It is very unlikely that the impact of a road project will, in isolation, affect the ability of Government to meet its carbon reduction plan targets. In this context, it is considered unlikely that this Scheme will in isolation conclude significant effects on climate. However, mitigation measures have been embedded into the Scheme design to reduce emissions as far as possible.

7.7.8 Climate projections from the United Kingdom Climate Projections 2018 (UKCP18) have been examined to assess the Scheme's vulnerability to climate change. This confirms that the climate in North West England is expected to change in the future. The assessment finds that the Scheme could be vulnerable to operational impacts linked to these changes in the climate, however none of the potential climate vulnerability effects are found to be significant.

7.7.9 As required by the DMRB and the NN NPS, the assessment presented in the Environmental Statement (APP-070)has quantified the magnitude of greenhouse gas emissions (GHG) from the construction and operation of the Scheme, and considered the significance of the impact on the UK's ability to meet its legislated carbon budgets. It is not considered that the magnitude of emissions for the Scheme is sufficient to significantly affect the UK meeting its carbon budgets, in line with the conclusions drawn in the NN NPS. However, mitigation measures have been embedded into the Scheme design to reduce emissions as far as possible and are set out in section ES Chapter 14 (APP-070). It also identifies additional mitigation measures which have not been embedded into the design of the Scheme but will be secured where possible and implemented during construction to further reduce emissions.

7.8 Traffic, Transport and Public Rights of Way

7.8.1 The Scheme was identified in the first RIS (RIS1) (published in 2014) and continues to be a committed Scheme in RIS2 (published in March 2020). Furthermore, the Scheme was highlighted in RIS1, as one of the routes in greatest need of improvement.

7.8.2 In terms of the Tameside UDP, Policy T2 (Trunk Road Developments) safeguards part of the route of the Scheme from the M67/A57/A560 intersection at Hattersley to the Derbyshire border. This is reflected on the Policies Map. Policy T3 (Major Highway Schemes) commits to the delivery of what at the time was called the 'Glossop Spur' from Mottram Moor to Woolley Bridge, which now forms part of the Scheme and is named A57 Link Road throughout this application.

7.8.3 In terms of the High Peak Adopted Local Plan, policy CF6 Accessibility and Transport aims to support "*highways and junction improvements required to address the cumulative impact of development across High Peak"*. Policy S5 Glossopdale sub-area strategy states that High Peak will work with partner organisations to address congestion along the A57.

7.8.4 A Transport Assessment Report (APP-185) has been produced to accompany the application, which provides details of the traffic forecasts prepared for the preferred route of the Scheme based on the DfT's standard assumptions about growth in travel demand and incorporates proposed local housing and employment development and network assumptions.

7.8.5 The Scheme is expected to lead to a reduction in traffic within Mottram in Longdendale, Hollingworth and Tintwistle, which may increase walking and cycling in these localities. The Scheme would reduce congestion and delays affecting residents and businesses in the area and help the reliability of public transport because of reduced congestion and delays.

7.8.6 The Scheme's impact on PRoW is considered within this document (Chapter 12), the Population and Human Health chapter of the ES (APP-068) and Equality Impact Assessment(APP-057). The key conclusion is that there will be a temporary, negative impact on PRoWs during construction due to the diversions required. However, the permanent impact of the Scheme is considered positive as many PRoWs will be improved and additional provision is proposed.

7.9 Air Quality

7.9.1 Paragraph 5.6 of the NN NPS sets out that where the impacts of the Scheme (both on and off-Scheme) are likely to have significant air quality effects, the Applicant should undertake an assessment of the impacts of the proposed project as part of the ES.

7.9.2 ES Chapter 6 Air Quality (APP-061)_ assesses the potential air quality impacts of the Scheme during the construction and operational phases, within the study area. The traffic change criteria applied to the Scheme is set out in the Design Manual for Roads and Buildings (DMRB) and has been used to define the Affected Road Network (ARN) for the local air quality assessment.

7.9.3 Paragraph 5.10 of the NN NPS requires that the Secretary of State should:

7.9.4 "consider air quality impacts over the wider area likely to be affected, as well as in the near vicinity of the Scheme". It states that "where a project is likely to lead to a breach of the air quality thresholds, the applicant should work with the relevant authorities to secure appropriate mitigation measures with a view to ensuring so far as possible that those thresholds are not breached".

7.9.5 Paragraph 5.12 of the NN NPS makes clear that the Secretary of State "must give air quality considerations substantial weight where, after taking into account mitigation, a project would lead to a significant air quality impact".

7.9.6 Paragraph 5.13 of the NN NPS states that:

7.9.7 "The Secretary of State should refuse consent where, after considering mitigation, the air quality impacts of the Scheme will:

- *result in a zone/agglomeration which is currently reported as being compliant with the Air Quality Directive becoming non-compliant; or ·*

- *affect the ability of a non-compliant area to achieve compliance within the most recent timescales reported to the European Commission at the time of the decision*".

7.9.8 Paragraphs 174 and 186 of the NPPF state that planning decisions should prevent new development from contributing to unacceptable levels of air pollution and, where possible, new development should help to improve air quality.

7.9.9 Chapter 5 of the ES (APP-061) considers the impact of the Scheme on air quality. It outlines the air quality study area, methodology for assessment, baseline conditions, and the potential impacts associated with the Scheme during construction and operation. Where relevant, it identifies mitigation measures recommended to moderate any potentially significant adverse effects.

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

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

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

7.10 Noise and Vibration

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

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

7.10.3 An assessment of both construction and operational road traffic noise has been undertaken within ES Chapter 11 (Noise and Vibration) (APP-067) in accordance with DMRB LA 111. Operational assessments considered road traffic noise impacts in both the short-term (year of opening) and long-term (15 years after opening). The construction noise assessment considers how noise levels would vary throughout the construction period at sensitive receptor locations, based on construction activities as well as construction vehicles on the road network.

7.10.4 Paragraph 5.194 of the NN NPS requires that the Scheme "should demonstrate good design through optimisation of Scheme layout to minimise noise emissions

and, where possible, the use of landscaping, bunds or noise barriers to reduce noise transmission".

7.10.5 Paragraph 5.195 states that:

7.10.6 "The Secretary of State should not grant development consent unless satisfied that the proposals will meet, the following aims, within the context of Government policy on sustainable development:

7.10.7 • avoid significant adverse impacts on health and quality of life from noise as a result of the new development.

7.10.8 • mitigate and minimise other adverse impacts on health and quality of life from noise from the new development; and

7.10.9 • contribute to improvements to health and quality of life through the effective management and control of noise, where possible".

7.10.10 Paragraph 5.196 states that when determining an application, the Secretary of State "should consider whether requirements are needed which specify that the mitigation measures put forward by the applicant are put in place to ensure that the noise levels from the project do not exceed those described in the assessment or any other estimates on which the decision was based".

7.10.11 Paragraph 5.198 sets out that "mitigation measures for the project should be proportionate and reasonable".

7.10.12 The Scheme incorporates several embedded and essential mitigation measures within its design, including permanent noise barriers and low noise road surfacing, to maximise opportunities to decrease noise levels and improve quality of life. An EMP (APP-183) has been prepared together with a Register of Environmental Actions and Commitments (REAC) (APP-184). This includes a set of best practice working methods for the control of construction noise and vibration. Noise monitoring during construction would be undertaken at key sensitive receptors to ensure that mitigation is working effectively.

7.10.13 Significant adverse effects from daytime construction activities have the potential to arise during construction. At any point during the construction works, up to six of the 24 representative assessment locations were predicted to experience significant adverse effects. The extent to which these effects materialise is dependent on detailed construction planning with due regard to noise limits and the use of best practicable means throughout the works. No night works are anticipated with the exception of traffic management.

7.10.14 The road traffic noise modelling results for the operation phase identified that 130 noise sensitive receptors receptors as having significant adverse effects due to the Scheme. However, in balance there were also 371 noise sensitive receptors (primarily dwellings) that will significantly benefit from the Scheme.

7.10.15 Overall, there were more perceptible increases than perceptible decreases with the Scheme, however, the decreases were predominantly within the existing Noise Important Area (NIA) at Mottram in Longdendale. The Scheme meets the three tests identified in NN NPS paragraph 5.195 and is therefore compliant.

7.11 Biodiversity

7.11.1 Paragraphs 5.20-5.38 of the NN NPS set out the national policy requirements regarding biodiversity. Paragraph 5.22 states that:

7.11.2 “Where the project is subject to EIA the applicant should ensure that the environmental statement clearly sets out any likely significant effects on internationally, nationally and locally designated sites of ecological or geological conservation importance (including those outside England) on protected species and on habitats and other species identified as being of principal importance for the conservation of biodiversity and that the statement considers the full range of potential impacts on ecosystems”.

7.11.3 Paragraph 5.25 of the NN NPS requires that development “should avoid significant harm to biodiversity and geological conservation interests, including through mitigation and consideration of reasonable alternatives”. It states that “where significant harm cannot be avoided or mitigated, as a last resort, appropriate compensation measures should be sought”.

7.11.4 The Biodiversity Chapter 8 of the ES (APP-064) presents the biodiversity assessment associated with the Scheme. Desk study and field survey data were used to inform the detailed assessment of nature conservation receptors that were considered likely to be affected by the Scheme. This chapter provides the ecological baseline, an evaluation of the nature conservation receptors relevant to the Scheme, and an assessment of the significant effects on those receptors after mitigation, as a result of the Scheme.

7.11.5 NN NPS paragraph 5.29 states that “Where a proposed development on land within or outside a Site of Special Scientific Interest (SSSI) is likely to have an adverse effect on a SSSI (either individually or in combination with other developments), development consent should not normally be granted. Where an adverse effect on the site’s notified special interest features is likely, an exception should be made only where the benefits of the development at this site clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest, and any broader impacts on the national network of SSSIs”.

7.11.6 The Dark Peak SSSI is situated approximately 2.2 km (1.36 miles) north-east of the Scheme at its nearest point, but within 200 m of the ARN. The Eastern Peak District Moors SSSI and Huddersfield Narrow Canal SSSI are also located within 200 m of the ARN. The eastern half of the Scheme is also situated within the Dark Peak SSSI Impact Risk Zone, which includes infrastructure projects that could cause changes in nitrogen deposition.

7.11.7 The change in nitrogen deposition rates with the Scheme is expected to be less than the DMRB LA 105 designated habitat screening criteria at all relevant statutory designated sites (SSSI, SAC, SPA and LNR) and non-statutory designated sites. (Two non statutory designated sites required further assessment but were not considered to be significantly affected). Further details of the air quality assessment on these habitats are provided in Chapter 5: Air Quality and Chapter 8: Biodiversity.

7.11.8 The Scheme will not result in the direct loss of any habitats the SSSIs, and subsequently, is not considered likely to impact upon any of the species. Therefore, any impacts upon SSSIs have been scoped out of the assessment.

7.11.9 No European sites were identified within 2 km (1.24 miles) and no Special Areas of Conservation (SACs) designated for bats were identified within 30 km (18.64 miles) of the Scheme. The Scheme does not cross or lie adjacent to, upstream or downstream of, a watercourse which is designated in part or wholly as a European site, nor is it hydrologically or hydro-geologically linked to a European site with a groundwater dependent terrestrial ecosystem. The Peak District Moors (South Pennine Moors Phase 1) Special Protection Areas (SPA), and the South Pennine Moors SAC share the same boundary with the nearest point to the Scheme approximately 2.2 km (1.36 miles) to the north-east of the DCO boundary. However, both sites are within 200 m of the Affected Road Network (ARN).

7.11.10 Potential effects on these European sites are assessed within a separate Habitats Regulations Assessment (HRA) (APP-054). The Report concludes that the Scheme is unlikely to result in any likely significant effects. NN NPS paragraph 5.29 states that "*Sites of regional and local biodiversity and geological interest (which include Local Geological Sites, Local Nature Reserves (LNR) and Local Wildlife Sites (LWS) and Nature Improvement Areas) have a fundamental role to play in meeting overall national biodiversity targets, in contributing to the quality of life and the well-being of the community, and in supporting research and education. The SoS should give due consideration to such regional or local designations. However, given the need for new infrastructure, these designations should not be used in themselves to refuse development consent".*

7.11.11 Two statutory designed sites (both Local Nature Reserves (LNR)) of importance for nature conservation lie within 2 km (1.24 miles) of the Scheme, these are Hurst Clough LNR and Great Wood LNR. Hurst Clough LNR and Great Wood LNR are situated sufficiently far from the Scheme (approximately 350 m south) and separated by natural and anthropogenic barriers (including major roads, residential properties, and commercial buildings) that it is not considered there will be any direct impact pathways. Hurst Clough LNR, also designated as a Site of Biological Interest (SBI), is hydrologically connected to the Scheme via Hurstclough Brook. However, any impacts upon the water course would be safeguarded via standard best practice measures.

7.11.12 NN NPS paragraph 5.36 says that that applicants should provide appropriate mitigation measures as an integral part of their Scheme.

7.11.13 Embedded mitigation measures have been incorporated into the Scheme design to avoid and prevent effects including environmental working practices to ensure adequate pollution control measures are implemented and use of precautionary methods of working (PMW) during construction to minimise risks to individual animals of protected species where licences would not be required. Mitigation measures under licence (for bats and badgers) will be required due the legal protection afforded to these species.

7.11.14 NN NPS paragraph 5.23 requires the applicant to show how the Scheme "has taken advantage of opportunities to conserve and enhance biodiversity and geological conservation interests".

7.11.15 Overall, the assessment finds that during construction of the Scheme, there would be temporary negative effects on a number of biodiversity features including notable habitats (lowland mixed deciduous woodland, wet woodland, hedgerows, lowland dry acid grassland, and flood plain maire) and protected

species including bats, badgers, otter, breeding birds, and priority species (such as common toad, brown hare, and hedgehog).

7.11.16 Following construction, the Scheme would result in an increase in notable habitats in terms of area and quality to ensure that sufficient and increased habitat is provided across the Scheme. Essential mitigation has been provided for protected species through increased breeding opportunities (including a dedicated bat structure and a range of bat/bird nesting boxes) at several crossing points to aid connectivity across the Scheme.

7.11.17 The assessment concludes that no significant negative impacts have been predicated as a result of the Scheme.

7.12 Road Drainage and Water Environment

7.12.1 Section 5 of the NN NPS considers the generic impacts of national networks on flood risk and water quality and resources. A number of the paragraphs in the NPPF follow the same approach and objectives to the NN NPS.

7.12.2 Paragraph 5.92 sets out criteria for when an application should be accompanied by a Flood Risk Assessment (FRA). Paragraphs 5.93 and 5.94 of NN NPS set out requirements for carrying out the assessments.

7.12.3 The FRA (APP-056) demonstrates that the flood risk to the Scheme overall is generally considered to be low during construction and operation. . To mitigate the impacts on localised flood risk due to construction in the River Etherow floodplain, the Scheme will provide compensation floodplain storage.

7.12.4 Paragraph 5.98 states that when flood risk is a factor in determining an application, the Secretary of State should be satisfied that, where relevant the application is supported by an FRA and the NPPF's sequential and exception tests have been applied.

7.12.5 Paragraph 5.99 states that "when determining an application the Secretary of State should be satisfied that flood risk will not be increased elsewhere".

7.12.6 An FRA has been undertaken in accordance with the NPPF and local planning policy and informs the ES chapter 13 (APP-069). Flood risk to the Scheme overall is generally considered to be low during construction and operation, the most significant sources are fluvial and surface water flooding. Parts of the Scheme lie in Flood Zones 2 and 3, however the sequential test indicates the Scheme is defined as 'Essential Infrastructure', which is considered to be an acceptable development within these flood zones.

7.12.7 Due to the changes to the Scheme since the previous ground investigations were undertaken, a supplementary ground investigation commenced in February 2021, with a 12-week programme for completion. The full reporting for this investigation was not available prior to this DCO submission, however once available a Hydrogeological Risk Assessment will be completed to increase the understanding of groundwater flood risks and support detailed design.

7.12.8 Paragraph 5.220 of the NN NPS states that:

7.12.9 "The Government's planning policies make clear that the planning system should contribute to and enhance the natural and local environment by, amongst other things, preventing both new and existing development from contributing to, or

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

7.12.10 Paragraph 5.221 of the NN NPS states that where the Scheme "is likely to have significant adverse effects on the water environment, the applicant should ascertain the existing status of, and carry out an assessment of the impacts of the proposed project on water quality, water resources and physical characteristics as part of the environmental statement".

7.12.11 ES Chapter 13 Road Drainage and the Water Environment (APP-069) presents an assessment in line with the requirements of paragraphs 5.223.

7.12.12 Paragraph 5.228 of the NN NPS recognises that "the impact on local water resources can be minimised through planning and design for the efficient use of water, including water recycling" and risks to the water environment can be *"reduced through careful design to facilitate adherence to good pollution control practice".*

7.12.13 ES Chapter 13 (APP-069) has been prepared in accordance with best practice guidance for impact assessment of highway schemes including the DMRB LA 113 Road drainage and the water environment[17] and DMRB LA 109 Geology and Soils.

7.12.14 ES Chapter 13 seeks to mitigate against pollutant releases and monitor potential polluting activities on site during construction. These measures include providing suitable construction site drainage systems, including cut-off ditches and Sustainable Drainage Systems (SuDS), or equivalent, with suitably sized treatment facilities.

7.12.15 A Water Framework Directive (WFD) (APP-055) compliance assessment has been undertaken to support the ES. The WFD compliance assessment evaluates the impact of likely significant effects of the Scheme on surface water and groundwater bodies and considers opportunities for betterment to help meet the objectives of the WFD (to protect the water environment) where appropriate.

7.12.16 The WFD screening process identified that the Scheme may have an impact on three surface water bodies (rivers) and on one groundwater body. It states that assuming the best practice guidelines for design, construction, and identified specific mitigation measures are adhered to the Scheme is likely to be WFD compliant.

7.12.17 Impacts to groundwater resources and groundwater quality associated with the Scheme have been addressed in both ES Chapter 12 and the Geology and Soils chapter (Chapter 9 of the ES). However, due to the changes to the Scheme since the previous ground investigations were undertaken, additional ground investigation is planned to support detailed design, as above. Impacts to aquatic ecology have been addressed in the Biodiversity Chapter (Chapter 8 of the ES).

7.12.18 ES Chapter 12 sets out various embedded mitigation and best practice measures that will be used during construction and operation in relation to water quality, hydromorphology, flood risk and groundwater and the assessment has been undertaken with consideration of these.

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

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

7.13 Landscape and Visual Impact

7.13.1 Paragraph 5.144 of the NN NPS states that “Where the development is subject to EIA the applicant should undertake an assessment of any likely significant landscape and visual impacts in the environmental impact assessment and describe these in the environmental assessment”. Paragraph 5.143 notes that “the landscape and visual effects of proposed projects will vary on a case by case basis according to the type of development, its location and the landscape setting of the proposed development”.

7.13.2 An assessment of the potential landscape and visual impacts associated with the construction and operation of the Scheme has been carried out to meet the requirements of NN NPS paragraphs 5.144 - 5.146 and is presented within ES Chapter 7 Landscape and Visual Effects (APP-063).

7.13.3 The DCO boundary is located within a transitional zone between the open moorlands of the Dark Peak and Southern Pennines and densely populated suburban areas on the fringe of Manchester. It is an agricultural landscape (predominately equestrian) influenced by the adjacent Pennine Moors, and the deeply incised steep valleys that characterise the transition from moorland to urban areas. The Scheme is crossed by several drainage ditches, the River Etherow, and by various PRoWs. The footprint of the Scheme includes several hedgerows, trees and built form. Several TPOs and important hedgerows are located within the DCO boundary.

7.13.4 The Scheme lies outside of any designated landscapes at either the statutory/national or non-statutory/local levels. It is however considered to be within the setting of the PDNP located approximately 2 km (1.24 miles) to the east. The study area however contains several Listed Buildings, two Conservation Areas, and one Scheduled Monument. In addition, five Ancient Woodlands are present or part present and one Local Nature Reserve (Hurst Clough) within the one kilometre study area.

7.13.5 No part of the Scheme lies within the Dark Peak National Character Area (NCA) though it is included as part of the indirect effects (within the PDNP) assessment. The PDNP is acknowledged for its special qualities including those of tranquillity and wildness. Several arterial traffic routes already pass through the NCA including Woodhead Road (A628), Snake Road (A57) and Glossop Rd (A624). It is likely that the flow of traffic on the routes, and numbers of vehicles, are subject to variation, between seasons, hour of the day and day. Noise and movement on these routes is constant and easily perceptible. The effects of these existing roads undermine the tranquillity and wildness of the PDNP and landscape character area.

7.13.6 There are five Ancient Woodlands located or part located within the one kilometre study area. However, all are located outside of the DCO boundary and the Scheme is considered not to affect them.

7.13.7 As discussed in section 7.5 above, the Scheme is primarily located within TMBC Green Belt and the Scheme has been designed to decrease any potential impacts on the openness of the Green Belt.

7.13.8 Construction effects will include the demolition of properties, excavations, and cuttings to facilitate the Roe Cross Road overbridge and Mottram underpass and the wider Scheme. The development of the Scheme will lead to a reduction of pastoral agricultural land use, and woodland which contributes to the distinctive quality of the Pennine fringe landscape. The magnitude of effect during the construction phase is judged to be Minor Adverse.

7.13.9 During operation, it is likely that any effects would be minor in nature and with mitigation, including the use earthworks and planting (within the DCO boundary) which would overtime establish to provide additional screening and integration of the Scheme. The impacts of the operational scheme are therefore considered to be negligible adverse.

7.13.10 Works to TPOs to facilitate Scheme are detailed within Appendix 7.3 the Arboricultural Impact Assessment Report of the ES(APP-168), within the DCO Schedules (APP-020), and TPO and Hedgerow Plans(APP-018). It is considered that there would be some perceptible effects, though these are limited in nature.

7.13.11 Paragraph 5.152 of the NN NPS states that “Planning of the Strategic Road Network should encourage routes that avoid National Parks, the Broads and Areas of Outstanding Natural Beauty”. Paragraph 5.154 states that:

7.13.12 “The duty to have regard to the purposes of nationally designated areas also applies when considering applications for projects outside the boundaries of these areas which may have impacts within them. The aim should be to avoid compromising the purposes of designation and such projects should be designed sensitively given the various siting, operational, and other relevant constraints”.

7.13.13 Paragraph 5.155 states that “the fact that a proposed project will be visible from within a designated area should not in itself be a reason for refusing consent”.

7.13.14 Paragraph 5.150 notes that “great weight should be given to conserving landscape and scenic beauty in nationally designated areas. National Parks, the Broads and Areas of Outstanding Natural Beauty have the highest status of protection in relation to landscape and scenic beauty”.

7.13.15 There would be a traffic change through the PDNP as a result of the Scheme, however, these changes vary depending on the route and the time of day. It is not considered that there would be any significant indirect effects to the landscape character or visual amenity within the PDNP due to these traffic changes.

7.13.16 The Scheme includes a range of measures designed to mitigate for potential effects on landscape character and visual amenity. The Scheme design has been an iterative process, which has been developed through optioneering to identify the most suitable location and development of the design to minimise landscape and visual impacts. This includes the retention of existing vegetation and features within the DCO boundary. The Scheme also includes some use of cuttings, false cuttings and embankments.

7.13.17 The mitigation strategy proposed encompasses mitigation requirements and potential enhancements for the ecology and landscape assets. These are illustrated on the Environmental Masterplan(APP-074).

7.13.18 The Landscape and visual effect chapter concludes that during construction there would be a temporary, negative effect on ten landscape character areas and 51 viewpoints. There is expected to be a permanent negative effect on nine viewpoints, with a further 30 viewpoints adversely affected for up to 15 years.

7.14 Geology and Soils

7.14.1 Section 5 of the NN NPS considers the impact of national networks on land stability, geotechnics, geology and soils. Chapter 9 of the ES (APP-065) has been prepared to identify the likely effects with respect to geology and soils resulting from the Scheme and is aligned to DMRB LA109 Geology and soils[18] standard for assessing and managing the various impacts of road schemes.

7.14.2 The assessment of soil resources includes the identification of agricultural soils and Agricultural Land Classification (ALC) of farmland affected by the Scheme. Assessment of impacts on the operation of agricultural holdings is provided in the ES Population and Human Health chapter (Chapter 13).

7.14.3 ES Chapter 13 describes information from the JNCC Geological Conservation Review and MAGIC website (www.magic.gov.uk), which indicates that there are no recorded geodiversity heritage sites, Regionally Important Geology Sites (RIGS) or geological SSSIs within 1 km (0.62 miles) of the Scheme. The study area is not within a groundwater Source Protection Zone.

7.14.4 Paragraph 5.117 of the NN NPS states that “if land stability could be an issue, applicants should seek appropriate technical and environmental expert advice to assess the likely consequences of proposed developments on sites where subsidence, landslides and ground compression is known or suspected”.

7.14.5 The Scheme and study area are within a coal mining affected area. A report on the local area produced by the Coal Authority indicates that there are two mine entries in, or within 20 metres of the boundary of the Scheme, towards the south west. Details in the available Ground Investigation Report (GIR) indicate that the risk of shallow coal mining is low, and the two mining entries shown relate to the Longdendale aqueduct airshaft. The Longdendale Aqueduct is a water supply pipeline from a reservoir source.

7.14.6 Overall, baseline conditions have not identified any significant potential sources of contamination or sites of geological interest. Further ground investigations are being undertaken across the Scheme to further refine ground conditions across the Scheme and aid in the design process. These surveys are to be supplemented by intrusive investigations which are currently ongoing. The additional surveys will support the detailed design of the Scheme. Details of the ground investigations are provided in the Ground Investigation Report (APP-187).

7.14.7 Where possible, the Scheme has been designed to avoid and minimise impacts on the geology and soils environment through the process of design development. Based on the limited potential for geologically important sites being

[18] https://www.standardsforhighways.co.uk/dmrb/search/adca4c7d-4037-4907-b633-76eaed30b9c0

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

7.14.8 The creation of the Mottram Underpass will provide an opportunity to create a geological benefit associated with the visual exposure of local geology within the cutting. It is envisaged that the cutting may become an asset to the visual landscape which can be seen on journeys through the area.

7.14.9 None of the affected agricultural land is of Best and Most Versatile (BMV) quality, or significantly better than any other in the study area, so there is no need for the design to be modified to avoid land-take in any particular area of soils. There is no mitigation for the permanent loss of agricultural soils, apart from conserving the soils that are stripped and using them elsewhere on the Scheme.

7.14.10 An intrusive investigation has been undertaken previously to further classify land quality and identify any mitigation measures which may be required. No significant contamination sources have been identified from chemical testing undertaken for the Scheme. Closed landfills are present within the Scheme, however, none are considered to pose an impact to the Scheme, due to nature of material accepted, age of infilling and the proposed works associated with the Scheme.

7.14.11 Overall, with mitigation, all residual impacts (during both construction and operation) on geology and soils are considered not to be significant in terms of environmental effects.

7.15 Cultural Heritage

7.15.1 Paragraph 5.126 of the NN NPS states that “Where the development is subject to EIA the applicant should undertake an assessment of any likely significant heritage impacts of the proposed project as part of the Environmental Impact Assessment and describe these in the environmental statement”.

7.15.2 Paragraph 5.132 states that “any harmful impact on the significance of a designated heritage asset should be weighed against the public benefit of development, recognising that the greater the harm to the significance of the heritage asset, the greater the justification that will be needed for any loss”.

7.15.3 Paragraph 5.134 adds that “where the proposed development will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use”.

7.15.4 Paragraph 5.142 notes that “where there is a high probability that a development site may include as yet undiscovered heritage assets with archaeological interest, the Secretary of State should consider requirements to ensure that appropriate procedures are in place for the identification and treatment of such assets discovered during construction”.

7.15.5 Chapter 6 of the ES (APP-062) contains an assessment of the Scheme’s impact on designated and non-designated heritage assets in line with the requirements of paragraph 5.127 of the NN NPS. This assessment presents the known cultural heritage resource of the study areas, identifies potential impacts on cultural heritage assets (designated and non-designated) associated with the Scheme during construction and operation, and discusses mitigation measures that could

be applied to mitigate, and compensate for, any potentially significant adverse effects. An assessment of environmental effects, including residual effects, is presented in chapter 6 of the ES (APP-062).

7.15.6 The study area contains 51 designated heritage assets. These comprise:

- One Scheduled Monument
- Two Grade II* Listed Buildings
- 45 Grade II Listed Buildings
- Three Conservation Areas.

7.15.7 There are no World Heritage Sites, Registered Parks and Gardens or Registered Battlefields within the site or study areas.

7.15.8 Of these designated assets, only one, Mottram in Longdendale Conservation Area is partly located within the DCO boundary. In addition to the designated heritage assets identified, 104 non-designated heritage assets and a total of seventeen find spots lie within the 500 m study area. Of these non-designated heritage assets, only eight are located within the DCO boundary (APP-015).

7.15.9 Measures to avoid or prevent impacts on historic assets have been incorporated into the design of the Scheme and assessed as an integral part of the proposals. Measures to avoid or prevent impacts on historic assets have been incorporated into the design of the Scheme and assessed as an integral part of the proposals above. A programme of archaeological investigation comprising geophysical survey, archaeological evaluation and geotechnical monitoring will be undertaken prior to construction.

7.15.10 The assessment concludes that there is potential for five significant negative effects on designated heritage assets within the study areas. Of these, four would be temporary negative construction effects only, and apply to Dial House, Ivydene, Mottram Old Hall, Dial Cottage and Tara Brook Farm. A permanent negative effect would result during operation on Tara Brook Farm, due to the alteration of its setting.

7.16 Materials and Waste

7.16.1 Paragraphs 5.42 and 5.43 of the NN NPS deal with the management of waste and state that the Applicant should set out the arrangements that are proposed for managing any waste produced. This should include information on the proposed waste recovery and disposal system for all waste generated by the development. To align with the NN NPS the Scheme should seek to minimise the volume of waste produced and the volume of waste sent for disposal unless it can be demonstrated that the alternative is the best overall environmental outcome.

7.16.2 The material assets and waste aspects of the Scheme are considered in Chapter 10 of the ES(APP-066)]. The assessment concludes that estimated quantities of waste generated during the construction phase are considered not to be significant. The impact assessment for the operational stage concluded that effects were negligible, and it has been scoped out of the assessment.

7.16.3 Mitigation measures have been recommended, to further minimise the effects of material use and wastes generated and are included in the EMP (APP-183). This

document will be adopted as part of the Scheme and will require the construction contractors to adopt best practice measures to reduce the quantity of waste generated. The EMP will include a Materials Management Plan (MMP) and a Site Waste Management Plan (SWMP), aligned to the CL:AIRE Definition of Waste: Code of Practice (DoWCoP).

7.16.4 Additional consents required regarding waste disposal are included in the Consents and Agreements Position Statement (APP-022).

7.17 Population and Human Health

7.17.1 Chapter 12 of the ES (APP-068) sets out an assessment of the Scheme's impact on Population and Human Health. Paragraph 3.19 of the NN NPS identifies the Government's commitments to creating a more accessible and inclusive transport network that provides a range of opportunities and choices for people to connect with jobs, services and friends and family. The Scheme objectives include protecting access for non-motorised users (pedestrian and cyclists) and improving provision where possible. This application refers to this group as WCH.

7.17.2 The assessment indicates that there will be temporary diversion/closure of a number of PRoWs, which is anticipated to result in negative effects on the local population. Mitigation activities include the provision of diversionary routes, signage and early engagement with the community.

7.17.3 In compliance with paragraph 5.165, this chapter has identified existing and proposed land uses near the project and assessed the effects of precluding new development or proposed uses in the development plan. It concludes that negative effects are anticipated on seven land holdings as a result of severance and / or land take. To mitigate against this impact underpasses or new accesses are to be provided, apart from land holdings which are not subject to severance.

7.17.4 Paragraph 5.166 states that "Existing open space, sports and recreational buildings and land should not be developed unless the land is surplus to requirements or the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location". As set out in the Population and Human Health chapter (Chapter 12), the Scheme would encroach onto the Mottram Agricultural Showground. As such, the Mottram Show will be relocated to a new larger site to mitigate this effect. However, this land is not considered to be open space as its primary use is agricultural outside of a small number of annual shows. The Site is not open to the public and due to this factor, alongside its primary use, it is not considered to be open space.

7.17.5 Paragraph 4.81 of the NN NPS states that "where the proposed project has likely significant environmental impacts that would have an effect on human beings, any environmental statement should identify and set out the assessment of any likely significant adverse health impacts".

7.17.6 Paragraph 4.82 states that

7.17.7 "The applicant should identify measures to avoid, reduce or compensate for adverse health impacts as appropriate. These impacts may affect people simultaneously, so the applicant, and the Secretary of State (in determining an application for development consent) should consider the cumulative impact on health".

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

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

7.17.9 An Equality Impact Assessment (APP-057) has been prepared which considers the social equality of the Scheme and consultation undertaken with regard to the diversity of social groups engaged. It indicates that community engagement will be undertaken during the detailed design phase of the Scheme and its construction, to ensure impacts on the community and its services are minimised.

7.18 Climate

7.18.1 Chapter 14 of the ES (APP-070) sets out an assessment of the Scheme's Climate effects. The NN NPS acknowledges that the emissions from the construction and operation of a road scheme are likely to be negligible compared to total UK emissions, and are unlikely to materially impact the UK Government's ability to meet its carbon reduction targets.

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

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

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

7.18.5 Chapter 14 of the ES (APP-070) provides an assessment of the impact of the Scheme on climate change and details of the adaptation to the measures incorporated into the Scheme design:

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

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

7.19 Cumulative Impacts

7.19.1 Paragraph 4.3 of the NN NPS requires that the Secretary of State should consider cumulative adverse impacts, as well as any measures to avoid, reduce or compensate for any adverse impacts.

7.19.2 Paragraph 4.16 states that "when considering significant cumulative effects, any environmental statement should provide information on how the effects of the applicant's proposal would combine and interact with the effects of other development (including projects for which consent has been granted, as well as those already in existence)."

7.19.3 Paragraph 4.17 sets out that the Secretary of State "should consider how significant cumulative effects and the interrelationship between effects might, as a whole, affect the environment, even though they may be acceptable when considered on an individual basis with mitigation measures in place".

7.19.4 An assessment of the cumulative effects of the Scheme has been undertaken and is reported within Chapter 15 of the ES(APP-071). The assessment considers the combined effects, which are defined as the effect resulting from several different impacts from the Scheme on a single receptor for example being subject to noise, air quality and visual impacts associated with the Scheme.

7.19.5 The assessment concluded that the majority of significant single project cumulative effects are related to noise/vibration and visual receptors effecting a number of residential properties/streets. However, no additional mitigation measures beyond those already identified within the relevant topic chapters (Chapter 7 and 11) or the EMP (APP-183) and REAC (APP-184) are considered to be necessary.

7.20 Planning Balance

7.20.1 The analysis of planning policy above provides an assessment of the Scheme's compliance with relevant planning policy, including the NN NPS. It firstly sets out that there is a compelling and crucial need for the Scheme, supported by both national policy through the NN NPS, NIDP, RIS1 and RIS2 and through local and regional planning policy. Local policy includes a specific policy with the Tameside UDP safeguarding the land for the Scheme's development.

7.20.2 This Chapter explains that, in the case of the Scheme's location within the Green Belt, it is the Applicant's view that the Scheme is not inappropriate development and that there are compelling 'very special circumstances' for the Scheme.

7.20.3 An assessment of the environmental effects of the Scheme has been carried out and documented within the ES and summarised within the Non-Technical Summary of the ES(APP-059). The mitigation measures proposed to offset the impacts identified include, but are not limited to:

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

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

7.20.5 Table **7-1**: Significant, residual environmental effects

Chapter	Summary of significant residual environmental effects	
	Construction	**Operation**
Chapter 6: Cultural heritage	There would be a temporary negative effect on four residential/agricultural receptors	There would be a permanent negative residual effect on Tara Brook Farm due to changes to its setting
Chapter 7 Landscape and visual effects	There would be a temporary, negative effect on ten landscape character areas and 51 viewpoints.	There would be a negative effect on nine viewpoints. A further 30 viewpoints will be negatively affected but the impacts are not considered to be significant after 15 years.
Chapter 11: Noise and vibration	There would be significant adverse construction noise effect to six of the assessment locations.	The road traffic noise modelling results indicate that a large number of properties and receptors (371) will gain significant benefits from the Scheme. However,130 noise sensitive receptors are expected to be negatively affected by the Scheme.
Chapter 12: Population and human health	Although no significant effects have been predicted for health outcomes in line with DMRB LA 112, anegative effect is predicted for the following wider determinants of health [19]	No significant effects predicted

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

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

7.20.6 Chapter 15 of the ES (APP-071) assesses cumulative effects and indicates that the majority of significant single project cumulative effects are related to noise/vibration and visual receptors effecting a number of residential properties/streets. However, no additional mitigation measures beyond those already identified within the relevant topic chapters (Chapter 7 and 11) or the EMP (APP-183) and REAC (APP-184) are considered to be necessary, as implementing mitigation for each individual effect would also serve to reduce the identified single project cumulative effects.

7.20.7 The full set of mitigation measures are set out within the REAC (APP-183) which supports this DCO application. Requirement 4 of the draft DCO secures the preparation of a construction focused Second Iteration EMP, which must align with the submitted EMP (APP-183) and reflect the mitigation measures set out in the REAC. These mitigation measures significantly reduce the adverse impact of the Scheme and have been developed utilising best practice measures, liaison with relevant LPA representatives and through engagement with affected landowners. With these mitigation measures in place, the residual environmental effects of the Scheme are expected to be minor overall.

7.20.8 The environmental mitigation measures have been subject to discussion with external stakeholders and constitute a significant package of mitigation measures.

7.20.9 The economic appraisal of the Scheme in Chapter 5 of the is CftS has identified that the proposal would constitute an adjusted BCR of 2.45.

7.20.10 It is necessary to provide a balance of the compelling need for the Scheme against those effects outlined, considering the substantial set of mitigation measures proposed.

7.20.11 Through a combination of the ES and the TAR, it has been demonstrated that the Scheme would achieve the objectives which have been identified and set out in Chapter 4 of this Statement. The Scheme is expected to lead to a reduction in traffic within Mottram in Longdendale, Hattersley and Woolley Bridge, which may increase walking and cycling in these localities. The Scheme would reduce congestion and delays affecting residents and businesses in the area and support the reliability of public transport because of reduced congestion and delays. Trans Pennine journey times between the city regions of Manchester and Sheffield would also benefit from improved journey times and increased reliability, with associated economic benefits expected.

7.20.12 In light of the above, it is considered that the adverse effects do not outweigh the significant benefits of the Scheme and the overall planning balance is therefore in favour of the making of the DCO for the Scheme.

8. Conclusions

8.1.1 This document and accompanying appendices set out the policy context against which the Scheme should be viewed. It has been prepared to demonstrate that there is a clear case in favour of the Scheme grounded in national, regional and local planning policy.

8.1.2 The NN NPS, NIDP the RIS and RIS2 set out a strong position of support in delivering national networks that meet the country's long-term needs, whilst supporting a prosperous and competitive economy and improving the quality of life for all.

8.1.3 There is a pressing need identified for the Scheme to address the four scheme objectives, being:

Table 8-1: Scheme Objectives and Compliance

Scheme Objectives	Scheme Compliance
Connectivity - By reducing congestion and improving the reliability of people's journeys through Mottram in Longdendale, Hollingworth and Tintwistle and also between the Manchester and Sheffield city regions	The Transport Assessment Report (TAR) (APP-185) demonstrates the various time saving benefits and their spatial distribution. Congestion through Mottram in Longdendale, Hattersley and Woolley Lane will be relieved, improving journey times for trips on the SRN between Manchester and Sheffield, as well as for trips using the local road network in this area. This impact benefits traffic not only between Manchester and Sheffield but also helps trips to and from Glossop which travel through Woolley Bridge or Mottram, by providing additional network capacity. Congestion on the detrunked section of the A57 is also relieved, improving connectivity for local traffic.
Environmental - By improving air quality and reducing noise levels in certain areas, through reduced congestion and removal of traffic from residential areas. The Scheme is also being designed to avoid unacceptable impacts on the natural environment and landscape in the PDNP	The outcomes of the air quality assessment (undertaken using dispersion modelling to assess changes in concentrations at receptors dring the operational phase) indicate there would be significant improvement in terms of annual mean NO2 concentrations at sensitive human health receptors within the air quality study area. Once operational the Scheme will displace large volumes of traffic from a route immediately in front of properties through Mottram in Longdendale and Woolley Lane, such that despite improvements in flow the noise impacts will be positive. The Scheme also demonstrates a positive impact upon the Noise Important Area (NIA) at Mottram in Longdendale, located within the DCO boundary. However, there is forecast to be an adverse daytime noise impact during the construction phase, but with no night-time disturbance. The Scheme is located over two kilometres outside the PDNP. Where possible, traffic flows, resulting from the Scheme, have been designed to reduce impacts on the PDNP. Significant indirect impacts were considered as part of the EIA, with the ES reporting no significant impacts on the PDNP. Further details are provided in the ES (APP-058-APP180)
Societal - By re-connecting local	Reduced journey times and improved reliability will increase the accessibility of the Scheme and associated routes. The

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

8.1.4 The Scheme will relieve traffic congestion in the Mottram in Longdendale, Hattersley and Woolley Bridge area, providing benefits to local drivers who will have reduced journey times with greater reliability. Drivers travelling in various direction across through the local area (Mottram, Hollingworth, Glossop and Hattersley) will also gain from reduced journey times.

8.1.5 Significant benefits with regard to journey times and reliability have been calculated for business trips drivers (to the value of £117 million), as the Scheme is a key section of the inter-urban route between Manchester and Sheffield. The Scheme is part of a route which connects many businesses in these two regions. The economic appraisal of the Scheme has identified that there will be £97 million of positive, wider economic impacts that can be attributed to the Scheme.

8.1.6 The Scheme will support WCH safety in the local area as footways/cycleways and bridleways are improved, alongside identified road crossings.

8.1.7 This Statement has demonstrated that the Scheme has an adjusted BCR of 2.45. The Scheme is expected to provide benefits with a present value of £264.2 million, relating to journey travel times, reliability and wider economic impacts for business and non business users.

8.1.8 Limited impacts on the PRoW network are expected to be created by the Scheme as new provision will be provided to replace that severed by the proposed works. Overall, there are benefits to WCH users with regard to PRoWs including a new bridleway is to be developed to the south of A57 Link Road, linking into Woolley Bridge Junction and the Trans Pennine Trail/National Cycle Network.

8.1.9 A detailed assessment of the Scheme's accordance with the NN NPS is considered within Appendix B. It demonstrates that the Scheme is compliant with national policy.

8.1.10 The Scheme has been shown to be in accordance with the Tameside UDP, which has a safeguarded route for the Scheme within its policies. An assessment has also provided details of Scheme's accordance with Green Belt policy. Based on decisions made regarding other highway NSIPs located in the Green Belt the Scheme should not be considered inappropriate development. It is also considered that if the Scheme fails this inappropriate development test, there is a case for 'very special circumstances' against which the Scheme is still considered to be acceptable.

8.1.11 The Scheme is considered to be in accordance with both local and regional planning and transport policy.

8.1.12 The Scheme is expected to provide air quality improvements at sensitive human health receptors; however, the introduction of a new road has generally led to an increase in emissions. It is anticipated that the Scheme will displace large volumes of traffic from a route immediately in front of properties through Mottram and Woolley Lane/Bridge and therefore noise impacts will generally be positive. The Scheme also demonstrates a positive impact upon the Mottram NIA located within the DCO boundary.

8.1.13 The Scheme is supported by the ES (APP-058-APP180)to establish the impacts and mitigation measures required to ensure that the Scheme is acceptable.

8.1.14 An assessment of the merits of this Scheme against the policy within the NN NPS has been undertaken and a review of the planning balance has been completed which determines that the benefits that the Scheme will generate are considered to outweigh any harm identified. The Scheme is therefore considered to be acceptable against the requirements of the NN NPS.

Appendix A. Planning Policy Tables

Appendix B. NN NPS Accordance Tables

Appendix C. Ecological Mitigation in the Green Belt

Appendix D. COSA Assessment

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

Appendix F. PROW Alternatives Assessment

Printed on paper from well-managed forests and other controlled sources.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
National Highways Limited registered in England and Wales number 09346363