

The Planning Inspectorate
National Infrastructure Planning
Temple Quay House
Bristol
BS16PN



Sharefirst My Journey to School 20029723

Deadline 12 – Comments on Submissions for Deadline 11
A57 Link Roads TR010034

Dear Sirs,

Aside from the outstanding questions from [Sharefirst My Journey to School](#) to local authorities and the Environment Agency in the [SMJTS](#) written submission for Deadline 11, a few added comments on submissions for Deadline 11:

- Will access for the community to local recycling facilities and the site facilities at Brookfield be adversely impacted or enhanced by the new Glossop Spur Road and road layout?
- I may have missed in the documentation but I haven't seen a published trajectory from national government for EV take-up to help support the new Carbon Management Plan which is now included in the revised dDCO document;
- The supplementary air quality assessment at Brookfield that has been conducted by the Applicant has improved understanding of local air quality impacts of the Scheme. [SMJTS](#) appreciates there is ongoing discussion regarding a mechanism for NH to support HPBC, which is detailed in section 5.1.9 and 7.1.5 of the National Highways 9.86 Supplementary Air Quality Assessment for Brookfield. It is difficult to see how the Scheme can be viewed in isolation and a supplementary air quality assessment in neighbouring zones to the dDCO boundary, particularly in areas where road widths are more restricted for example beyond Glossop Spur Road towards Dinting Vale, surrounding villages, rat runs and onward travel to Glossop and Snake Pass would be welcome to continue to strengthen environmental impact assessments, continue to support a sustainable planning balance and continue to support improved public health outcomes for the community. Interestingly the greatest annual mean concentration for NO₂ lies at the location of QF454 located closer towards the dDCO boundary to Dinting area, and initial suggestions are that this may possibly link with potential combined effects of forecast increases in AADT and a shift from light to heavy congestion in the inter-peak period for northbound traffic on the A57.
- I think I may have previously mistakenly referred to the 'M67 underpass' rather than the intended J4 M67 through-about in the [SMJTS](#) written submission for Deadline 9. Having looked through the latest Deadline 11 National Highways 2.4 Streets, Rights of Way and Access Plans and 2.6 Scheme Layout Plans I personally remain unclear of the layout at the East bound exit of the through-about.

I would like to make a suggestion for the future: that colourful 3D views for the proposed road layout, non-motorised access points and PRoW is considered to be included, which could potentially significantly help to convey to the community the proposed layout for the Scheme. Perhaps illustrations such as those we often see on hoardings around construction sites representing the appearance of new office areas, housing developments or those we see in architects' drawings for example could be included for national infrastructure planning, to help continue to support community engagement moving forwards.

Yours sincerely,

Carole Hallam

Sharefirst My Journey to School