

A57 Link Roads

TR010034

**9.13 Statement of Common Ground with
Peak District National Park Authority**

Rule 8(1)(k)

Planning Act 2008

Infrastructure Planning (Examination Procedure) Rules 2010

May 2022

Infrastructure Planning

Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

A57 Link Roads Development Consent Order 202[x]

9.13 STATEMENT OF COMMON GROUND WITH PEAK DISTRICT NATIONAL PARK AUTHORITY

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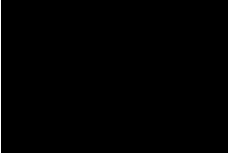
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STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) National Highways Limited and (2) Peak District National Park Authority

Signed..... 

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Project Manager
On behalf of National Highways
Date: 16/05/2022

Signed... 

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Date: 13/05/2022

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1. Introduction

1.1. Purpose of this document

- 1.1.1. This Statement of Common Ground ("SoCG") has been prepared in respect of the proposed A57 Link Roads Scheme (previously known as Trans-Pennine Upgrade) ("the Scheme") and the application ("the Application") made by National Highways Limited ("National Highways") to the Secretary of State for Transport ("Secretary of State") for a Development Consent Order (DCO) under section 37 of the Planning Act 2008 ("the Act").
- 1.1.2. This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available on the Planning Inspectorate website.
- 1.1.3. The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties to it, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination.

1.2. Parties to this Statement of Common Ground

- 1.2.1. This SoCG has been prepared by (1) National Highways as the Applicant and (2) Peak District National Park Authority (PDNPA).
- 1.2.2. National Highways (formerly Highways England) became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing the then Highways England made provision for all legal rights and obligations of the Highways Agency, including in respect of the Application, to be conferred upon or assumed by Highways England (now National Highways) .
- 1.2.3. The PDNPA is the statutory Planning Authority for the Peak District National Park area. It is responsible for conserving and enhancing the natural beauty, wildlife and cultural heritage of the Peak District and promoting opportunities for the understanding and enjoyment of the area by the public.

1.3. Terminology

- 1.3.1. In the tables in the Issues chapter of this SoCG, "Not Agreed" indicates a final position, and "Under discussion" where these points will be the subject of on-going discussion wherever possible to resolve, or refine, the extent of disagreement between the parties. "Agreed" indicates where the issue has been resolved.
- 1.3.2. It can be taken that any matters not specifically referred to in the Issues chapter of this SoCG are not of material interest or relevance to, and therefore have not been the subject of any discussions between the parties. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to PDNPA.

1.4. Addressing Rule Six requirements

1.4.1. The document evidences the meeting of conditions set out within Annex E of the Rule Six letter from the Examining Authority, dated 19 October 2021. PDNPA forms a Category A interested party within the Rule Six Letter as a local planning authority. The SoCG will address the following requirements within Annex E through the associated sections outlined in tables 1.1 below.

Table 1.1: Section Six Letter Annex E Requirement for all category A-D parties

| Annex E Requirement | Relevant SoCG section |
|--|---|
| Applicable legislation and policy considered by the Applicant | 1. Legislation and Policy 1.1 dDCO articles and associate schedules 1.2 DCO Requirements 1.3 Protective Provisions 1.4 Other DCO matters |
| The Applicant's assessment and the proposed mitigation measures: <ol style="list-style-type: none"> 1. The adequacy of the assessment and mitigation for each environmental topic. Consideration of scope, methodology, study area, receptors and their sensitivity. Baseline conditions, how they were identified and whether all necessary information was obtained given the restrictions during the Coronavirus (COVID-19) pandemic 2. The flexibility sought for the detailed design, construction, and operational phases. Whether the extent of flexibility adopted in the Rochdale Envelope for assessment and evidence is consistent. The extent of the Rochdale Envelope. How the reasonable worst-case scenario has been assessed. 3. The magnitude and duration of construction and operational phase effects, mitigation, opportunities for enhancement, residual effects after mitigation and their significance, monitoring and maintenance. 4. Whether any scoping out of detailed assessment is consistent with applicable legislation and policy, including the National Policy Statement for National Networks and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. 5. Whether the assessment methodology reflects best practice, whether it has been applied consistently, and whether the assessment of significant residual effects is fully evidenced and reasoned o Uncertainty arising from Coronavirus (COVID-19). 6. The application of professional judgements and assumptions. | 2 Assessment and proposed mitigation <ol style="list-style-type: none"> 2.1 Environmental assessment and mitigation <ol style="list-style-type: none"> 2.1.1 Adequacy of assessment for each environmental topic 2.1.2 Adequacy of mitigation for each environmental topic 2.1.3 Methodology 2.1.4 Baseline conditions and coronavirus 2.2 Flexibility and worst case scenario 2.3 Construction and operational effects 2.4 Scoping out of detailed assessment and National Policy Statement for National Networks 2.5 Assessment of methodology and best practice 2.6 Application of professional judgements and assumptions 2.7 Mitigation and outline environment management plan 2.8 Residual impacts and securing of mitigation measures 2.9 Cumulative impacts 2.10 The significance of each residual impact |

| Annex E Requirement | Relevant SoCG section |
|---|--|
| 7. The need for and adequacy of outline/ draft mitigation and management strategies and plans, including the Outline Environmental Management Plan. 8. Whether the mitigation measures, including embedded measures, are secured and are likely to result in the identified residual impacts, consistent with the Environmental Statement 9. The assessment of cumulative effects and the other plans and projects included in the cumulative impact assessment 10. The significance of each residual impact | |
| Whether the mitigation identified in the Environmental Statement is adequately secured by the combination of Requirements in the draft Development Consent Order with other consents, permits and licenses | 3. Environmental Statement and DCO requirements |
| The draft Development Consent Order Requirements and associated provisions and documents; whether they are reasonable and relevant to planning and the development to be consented; whether they are enforceable and precise; whether they secure the proposed mitigation and monitoring; and whether any additional provisions are necessary | 4. DCO requirements and associated provisions and documents |
| Matters for which detailed approval needs to be obtained, the proposed procedures for consultation on and the discharge of Requirements, and for approvals, consents, and appeals, including arbitration, and the roles of the local authorities and of other statutory and regulatory authorities | 5. Matters for detailed approval |
| The identification of consents, permits or licenses required before the development can become operational, their scope, management plans that would be included in an application, progress to date, comfort/ impediments and timescales for the consents, permits or licenses being granted | 6. Other consents and permits |
| Opportunities for enhancement and environmental benefits. | 7. Opportunities for enhancement and environmental benefits. |
| Human rights and equalities duties | 8. Human rights and equalities duties |
| Any other relevant and important considerations | 9. Any other relevant and important considerations |

Table 1.2: Section Six Letter Annex E Requirement for only category A parties

| Annex E Requirement | Relevant LPA Issues sub-section |
|---|--|
| Compliance with local policy and the development plans, impacts on land use and the acceptability of proposed changes to land use | 10.1 Compliance with local policy and development plans |
| The achievement of sustainable development | 10.2 Achievement of sustainable development |
| <p>The matters listed under the following headings in the ExA's Initial Assessment of Principal Issues:</p> <ol style="list-style-type: none"> 1. Transport networks and traffic, alternatives, access, severance, walkers, cyclists and horse riders 2. Landscape and visual, green belt and good design 3. The historic environment 4. Air quality and climate change 5. Noise, vibration and nuisance 6. Soils, ground conditions, material assets and waste 7. The water environment, drainage, flood risk assessment, water frameworks directive 8. Biodiversity, ecological and geological conservation 9. Land use, social and economic, human health 10. Other environmental topics | 10.3 Matters listed under assessment of principles |
| Whether potential releases can be adequately regulated under the pollution control framework, consistent the National Policy Statement for National Networks | 10.4. Whether potential releases can be adequately regulated under the pollution control framework, consistent the National Policy Statement for National Networks |
| Any other relevant matters included in the ExA's Initial Assessment of Principal Issues | 10.5 Any other relevant matters included in the ExA's Initial Assessment of Principal Issues |
| Any other matters on which agreement might aid the smooth running of the Examination and assist the ExA's recommendation to the Secretary of State | 10.6 Any other matters on which agreement might aid the smooth running of the Examination and assist the ExA's recommendation to the Secretary of State |

2. Record of Engagement

2.1.1. A summary of the meetings and correspondence that has taken place between National Highways and PDNPA between December 2017 and January 2022 in relation to the Application, is outlined in Table 2-1.

Table 2.1: Record of Engagement between National Highways and PDNPA

| Date | Form of correspondence | Key topics discussed and key outcomes (the topics should align with the Issues tables) |
|-------------------------|------------------------|---|
| 20/12/2017 – 02/02/2018 | Emails | Consultation undertaken with the relevant local authorities (including PDNPA) on the Landscape and Visual Impact Assessment viewpoint selection. |
| 28/02/2018 – 10/05/2018 | Emails | Consultation undertaken with the relevant local authorities (including PDNPA) on the Landscape and Visual Impact Assessment night-time visual assessment viewpoint locations and photomontage locations. |
| 01/05/2018 | Meeting | Steering Group Meeting A scheme update was provided, with queries on traffic figures and the format of consultation on the traffic figures. Stakeholders requested to receive the traffic data prior to the release of the information to the public. There were discussions around the Local Impact Report and an update was provided on air quality and noise. |
| 03/10/2018 | Meeting | Ecological/Landscape Mitigation/Enhancement Challenge and Review Workshop |
| 21/08/2020 | Email | As recommended by Natural England, PDNPA were contacted to review the proposed viewpoints for the LIVA surveys |
| 14/12/2020 | Meeting | Meeting arranged to discuss the approach to the setting assessment of the landscape and cultural heritage features. |
| 21/12/2020 | Email | PDNPA key areas of concern of designated sites relating to increased traffic flows |
| 26/01/2021 | Meeting | Meeting organised to discuss the approach to the indirect effects landscape methodology |
| 28/01/2021 | Meeting | Meeting organised to discuss the approach to the setting assessment of the landscape and cultural heritage features. Meeting rescheduled due to lack of attendance from PDNPA and agreed that the applicant would send a briefing note as a basis for discussion, outlining approach instead |
| 19/02/2021 | Email | Draft Indirect Effects Methodology issued to the PDNPA for comment |
| 05/03/2021 | Email | Comments received from PDNPA on draft Indirect Effects Methodology |
| 16/03/2021 | Email | National Highways clarification and response to PDNPA comments on draft Indirect Effects Methodology. |
| 18/08/2021 | Email | PDNPA request for additional traffic flow data for select roads |
| 20/08/2021 | Email | PDNPA update to update that previously requested data was found, new request for additional road data. Matt Robinson investing sourcing data. |

| Date | Form of correspondence | Key topics discussed and key outcomes (the topics should align with the Issues tables) |
|------------|------------------------|---|
| 26/10/2021 | Meeting | National Highways (Andy Dawson) established SoCG process and proposed to set up meeting once draft SoCG's prepared. |
| 26/10/2021 | Email | Meeting minutes and Monk Road data shared by National Highways |
| 06/12/2021 | Meeting | PDNPA, NH, and Atkins meeting to discuss SoCG |
| 16/12/2021 | Meeting | PDNPA, NH, and Atkins meeting to discuss SoCG |
| 06/01/2021 | Meeting | PDNPA, NH, and Atkins meeting to discuss SoCG |
| 07/02/2022 | Meeting | PDNPA and NH meeting to discuss SoCG |
| 08/02/2022 | Email | Clarification of SoCG issues and timescale |
| 17/03/2022 | Email | Clarification of SoCG issues and timescale |
| 24/03/2022 | Email | Clarification of SoCG issues and timescale |
| 30/03/2022 | Meeting | PDNPA and NH meeting to discuss SoCG |
| 20/04/2022 | Meeting | PDNPA, NH, and Atkins meeting to discuss SoCG |

Note: Meeting invites are not included in the table above

- 2.1.2. It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) National Highways and (2) PDNPA in relation to the issues addressed in this SoCG.

3. Table of issues and matters related to Rule Six Letter Annex E to be agreed

Table 3.2: Table of Issues/Matters - Final Version dated 10th May 2022.

| SoCG Ref. Number | Relevant examination document | Relevant Issue | PDNPA comment | National Highways response | Status |
|----------------------------------|---|---|---|--|------------|
| 1. Legislation and Policy | | | | | |
| 1.1 | Case for the Scheme (APP-182) Environmental Statement (ES) Chapter 1: Introduction (APP-060) | The Scheme has been considered against the main legislative and policy framework relevant to the Scheme | Under Peak District National Park Local Plan heading, Policy T2 is referenced, however, the principle of T1: Reducing the general need to travel and encouraging sustainable transport (part B) is important. Part B states that Cross-Park traffic will be deterred. There is also a lack of reference to the Peak District National Park Development Management Policies (2019). Of relevance is Policy DMT1: Cross Park Roads, which sets out the detailed criteria under which road building within the Peak District might be supported. Whilst the A57 Link Roads scheme falls outside the National Park, Policy DMT1 also provides guidance to how road schemes affecting land within the National Park might be considered. | <p>The Case for the Scheme provides a planning policy context for the Scheme, while ES Chapter 1 provides an overview of the main legislation and policy framework relevant to the Scheme.</p> <p>Topic specific legislation and policy is then outlined within each environmental topic chapters (Chapters 5 to 15) of the ES.</p> <p><u>National Highways Response – TBC 10/05/2022</u></p> <p>Table 1.3 in Chapter 1 of the ES provides an overview of the relevant policy and legislation to the Scheme, it is not intended to go into any of the specific details. More detail is provided in Table 7.1 of Chapter 7 of the ES, however it is recognised that an update of the NPPF 2019 was published in July 2021, after the DCO application was submitted.</p> <p>The table in the Applicant’s response to question 2.2 of the Examining Authority’s First Written Questions (REP2-021) highlights the changes between the 2019 NPPF and 2021 NPPF. It includes a section on Section 12 (Achieving well-designed places) and Section 15 (Conserving and enhancing the Natural environment) of the NPPF 2021, the latter of which introduces the new text in paragraph 176. However, paragraph 177 relates to development within National Parks,</p> | Not agreed |

| SoCG Ref. Number | Relevant examination document | Relevant Issue | PDNPA comment | National Highways response | Status |
|------------------|-------------------------------|----------------|---|--|--------|
| | | | <p>The National Planning Policy Framework is referenced within the Introductory Chapters of the Environmental Statement. However, there is no reference to paragraphs 176 and 177. These are relevant in relation to the levels of protection afforded the National Park against developments within or in the setting of National Parks.</p> <p><u>PDNPA Comments Received 03/05/2022</u></p> <p><i>We believe that the NPPF is also relevant to this application and the scheme has not been considered in the context of this. Specific sections of the NPPF where we think compliance has not been achieved include Section 12 (Achieving well-designed places) and Section 15 (Conserving and enhancing the Natural environment).</i></p> | <p>and is not relevant to the Scheme. In the response to question 5.1, the Applicant recognises the amendments to NPPF since the DCO application was submitted in relation to ES Table 7.1.</p> <p>Please also refer to the table in Response Reference 9.75.37 under Item 2 of the Applicant's written Summary of Issue Specific Hearing 3 (REP8-019), which argues that there are no discrepancies between the policies relating to National Parks in the NPPF and the NN NPS, and presents a summary of planning policy context with comments, which includes NPS NN Paragraphs 5.150 and 5.154 against NPPF Paragraph 176.</p> | |

2. Assessment and Proposed Mitigation

2.1 Environmental Assessment and Mitigation

| SoCG Ref. Number | Relevant examination document | Relevant Issue | PDNPA comment | National Highways response | Status |
|--|---|--|---|---|------------|
| 2.1.1 Adequacy of assessment for each environmental topic | | | | | |
| 2.1.1.1 | ES Chapter 7: Landscape and visual effects (APP-063) | Indirect landscape and visual assessment methodology | <p>Landscape and visual</p> <p>Following PDNPA request for additional Representational Viewpoints (VPs) the applicant requested confirmation of recommended VPs (email 21st August 2020). Email response confirmed 'subject to on-site verification for actual visibility the additional indirect representative VPs suggested are acceptable'</p> <p>Virtual meeting (9th Dec 2020): Further information is required as to how the impact on the PDNP been assessed.</p> <p>Virtual meeting (26th January 2021):</p> <p>PDNPA agree that the Scheme itself is located outside the park and don't think there will be any major direct visual effects of the scheme itself. So the main likely key landscape and visual effects will be indirect effects experienced as a result of changes to (a) traffic volumes, flows, peaks etc and (b) potential signage/highway upgrades on existing routes as</p> | <p>The previous approach to the assessment of visual amenity had previously been generally accepted, however as there had been no formal acceptance, the PDNPA were contacted via email (dated 21st August 2020) to confirm the suggestion for the additionally requested representative viewpoints along the A624.</p> <p>Technical leads for the landscape assessment undertook a formal consultation with the PDNPA to agree the assessment of indirect effects in the Peak District National Park (PDNP) and following receipt of comments on the draft methodology (email dated 16th March). Indirect effects on perceptual / experiential effects on scenic beauty, tranquillity, wildness etc) were included within the assessment methodology, which list the Special Qualities of the PDNP. A Scheme Level Landscape Character assessment has been undertaken (Figure 7.3 (APP-092)). A summary of the traffic data (based on the traffic methodology) has been included in Chapter 7 with reader cross reference to the appropriate Appendix. If potentially significant effects were identified in the PDNP, off site measures, e.g. traffic calming, could be explored but that is not within National Highways control. Subsequently, no requirement for off-site mitigation measures has been identified in Chapter 7. It was also confirmed that all planting mitigation would have to be within the DCO boundary.</p> <p>National Highways response to PDNPA Relevant Representation (RR-0677-6) contained in National Highways response to Relevant Representations (pg. 19 and 20 REP1-042) :</p> | Not agreed |

| SoCG Ref. Number | Relevant examination document | Relevant Issue | PDNPA comment | National Highways response | Status |
|------------------|-------------------------------|----------------|--|--|--------|
| | | | <p>a result of the increased traffic volumes). It is agreed that effect magnitude is likely to be relatively low, but applying a relatively low magnitude of effect to a highly sensitive receptors has the potential to result in significant effects. The Authority is also concerned about the significant visual intrusion of suggested average speed camera schemes (arising within the Examination) on the A628(T) and A57 Snake Pass. Would like to see clarification from the indirect assessment methodology regarding how the indirect effects of traffic will be assessed (i.e. what thresholds have been used to define a negligible magnitude of change from the change in traffic flows and how these have been applied? e.g. “it is assessed at being negligible effect based on a traffic flow of X”. Concern is the table describing effect magnitude is very generic (‘key loss of elements’ etc) and is not focussed on indirect effects of traffic flows: what is the ‘framework’ used to apply professional judgement to determine the magnitude of</p> | <p>Following a meeting with PDNPA (26 January 2021) a draft indirect assessment methodology was provided to the PDNPA (19 February 2021). The assessment was undertaken by a Chartered and experienced landscape architect within the framework of Design Manual for Roads and Bridges (DMRB) / Guidelines for Landscape and Visual Impact Assessment, 3rd edition (GLVIA3) and was balanced with the assessment of direct effects. GLVIA3 recognises within paragraph 2.23 that ‘professional judgement is a very important part of LVIA. While there is some scope for quantitative measurement of some relatively objective matters much of the assessment must rely on qualitative judgements’.</p> <p>Landscape receptors are landscape designations, Landscape Character Types, and parts of the A57, A624 and A628 within the PDNP. Indirect effects upon the PDNP resulting from increased traffic were assessed. Perceptual/experiential effects were included within the methodology. Paragraphs 7.3.39 and 7.3.40 of the Chapter 7: Landscape and Visual Effects of the Environmental Statement (APP-063) considered the Special Qualities of the PDNP and tranquillity and wildness. Remoteness was considered as part of the key characteristics of the Dark Peak Landscape Character Area in ES Chapter 7 Table 7.27.</p> <p>ES Chapter 7 Table 7.29 Indirect Effects recognised that traffic numbers will increase for A57 and A628 (within the PDNP) and decrease for the A624 (within the PDNP) but that for all routes the magnitude of change of increased/decreased traffic, based on the existing scenario (whereby existing traffic affects the perception of wildness</p> | |

| SoCG Ref. Number | Relevant examination document | Relevant Issue | PDNPA comment | National Highways response | Status |
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| | | | <p>effect (and potential significance of effect)?</p> <p>Table describing effect magnitude is generic ('key loss of elements' etc) and is not focussed on indirect effects of traffic flows: what is the 'framework' used to apply professional judgement to determine the magnitude of change (and potential significance of effect)?</p> <p>Appreciate that you have a methodology to work to. Suggestion to 'focus' assessment criteria (look at the particular circumstances/detail of this project) while keeping within your overall DMRB / GLVIA3 framework.</p> <p>Email dated 16th March, follow receipt of draft methodology, provided comments on the approach to assessing indirect landscape and visual effects within the PDNP, Potential changes to an increase in traffic flow, and inclusion of mitigation measures (if required and suitable) to address potential significant adverse landscape and visual effects, the identification of residual effects,</p> | <p>and tranquillity), was not high enough to result in significant effect greater than slight adverse.</p> <p>National Highways can confirm that the PDNP has been assigned the highest value possible within the ES to meet DMRB requirements (as set out in the ES Table 7.11). The assessment was undertaken within the framework of DMRB / GLVIA3 and was balanced with the assessment of direct effects. While all impacts are a material consideration appropriate weight should be attributed to an impact defined as slight adverse (which is not significant).</p> <p><u>National Highways Response – 10/05/2022</u></p> <p>The Applicant disagrees that consultations with PDNPA have not been undertaken on a material level, as a summary of these is provided in Table 7.3 in Chapter 7 of the ES (REP6-006), and above in Table 2.1 of this SoCG, and detailed in the paragraphs above in this section of the SoCG.</p> <p>Natural England recommended that the PDNPA were contacted to review the proposed viewpoints for the LVIA surveys (ref email to PDNPA dated 21 August 2020).</p> <p>There appears to be a misunderstanding on the reasoning for why no mitigation is recommended within the National Park. Rather than 'the National Park is not within the DCO so therefore, no mitigation can take place outside the DCO', it is because the environmental assessment concludes that there would not be any significant indirect effects to the landscape character or visual amenity within the Peak District National Park due to the traffic changes (i.e. no significant adverse indirect effects). This is still the case after the 'Special Qualities' of the PDNP have been taken into consideration.</p> <p>The Applicant maintains that the assessment was undertaken by competent experts and was done so fully in accordance</p> | |

| SoCG Ref. Number | Relevant examination document | Relevant Issue | PDNPA comment | National Highways response | Status |
|------------------|-------------------------------|----------------|--|--|--------|
| | | | <p>and identification of landscape receptors.</p> <p>From the PDNPA Relevant Representation (RR-0677-6): We are concerned with how the indirect landscape impacts (increased traffic flow) of the scheme have been assessed. National Policy seeks to ensure that road schemes and their effects are thoroughly assessed to avoid or minimise impacts on NPs. We don't believe that appropriate landscape receptors have been adequately defined at the correct level of detail to determine indirect landscape effects (on character and perceptual aspects such as tranquillity, wildness, remoteness etc) within the PDNP. Where negative impacts have been recognised, 'slight adverse' effects are not considered to be material. In the case of NPs we believe that slight adverse effects are a material consideration. This is particularly pertinent due to the cumulative harm caused by additional traffic flows on what are already busy roads through affected valleys.</p> | <p>with DMRB LA 104 and LA 107, as well as GLVIA3. The Applicant also maintains that specific and sufficient regard has been given to the local landscape character and the sensitivity of the receptors. Where the 'Special Qualities' of the Peak District National Park (PDNP) are applicable to landscape receptors they have been considered within the assessment tables presented on Chapter 7 and Appendix 7.1 of the ES.</p> <p>The DMRB standard and GLVIA3 are considered to be industry best practice and the assessment approach is proportionate, appropriate and consistent with the assessments undertaken for comparable highways DCO applications.</p> <p>With respect to the methodology, the matter of selection of Landscape Character Areas within the PDNP has previously been addressed. In relation to the landscape character areas of the PDNP, and as noted above, the assessment was undertaken within the framework of DMRB / GLVIA3 and was balanced with the assessment of direct effects. Please see National Highways' response to Section 8.2 of the PDNPA Local Impact Report (LIR) which relates to the issue with the baseline and definition of landscape receptors (REP3-028 in response to PDNPA paragraph 8.2.10) . It was explained that the agreed viewpoints represented an accurate example of the character at these locations and that that the nuances would be highlighted. This formed the Applicant's response to para 8.2.10 in Comments on Local Impact Report submitted by Peak District National Park Authority (REP3-028).</p> <p>The methodology is in accordance with the DMRB standard which is mandatory for National Highways schemes, and which has been informed by GLVIA3. The weighting of</p> | |

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|------------------|-------------------------------|----------------|---|--|--------|
| | | | <p><u>PDNPA Comments Received 03/05/2022</u></p> <p><i>PDNPA – This is not entirely comprehensive – We requested that the consultant look to undertake a ‘local’ landscape character assessment, rather than just using our published LCA – this is because of scale: our LCA/LCTs are ‘too big’ to allow for adequate assessment of the likely effects of the scheme – smaller units needed to be defined to allow for adequate consideration of likely effects. This was not undertaken by the consultant in their assessment.</i></p> <p><i>The PDNPA and Natural England were actively engaging with Arcadis over methodology, but this had not been resolved. Unfortunately, we believe that the current consultant has not been prepared to engage at a ‘material’ level with us to agree a methodology – instead, they have stated what they will / would do.</i></p> | <p>magnitude of change to sensitivity is balanced. The receptors within the PDNP have been afforded the highest level of sensitivity. The Applicant and PDNPA are in agreement with the sensitivity and that the magnitude of change is likely to be low. The Applicant also agrees that there is potential for significant effect. However, there is no significant effect, which has been the consideration of numerous chartered landscape architects, on various site visits, using professional judgement and informed by engineering drawings.</p> | |

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|------------------|-------------------------------|----------------|---|----------------------------|--------|
| | | | <p><i>We do not believe that Natural England have been consulted on landscape methodology since the change of consultants.</i></p> <p><i>This appears to be put forward somewhat as a 'fait accompli' – as the National Park is not within the DCO so therefore, no mitigation can take place outside the DCO. Our view is that if potentially significant effects may be experienced by the Park/ Park users, the DCO needs to be re-drawn to take that into account – the DCO should not be formalised until potential effects on an national/international designation have been accurately determined.</i></p> <p><i>We do not believe that the DMRB methodology is adequate to consider indirect effects on landscape or direct effects on the 'buffer' of the Park.</i></p> <p><i>We do not believe that the methodology is in accordance with GLVIA3 (or other IEMA documents) – the methodology</i></p> | | |

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| | | | <p><i>is 'weighted' too heavily on effect magnitude in determining overall effect significance. As stated previously, the assessment methodology does not give adequate weight to the consideration of the nature / sensitivity of the receptors (the landscape of the Park and the visual amenity of users) and we do not agree that the methodology is therefore in accordance with GLVIA3.</i></p> <p><i>We believe that those qualitative judgements made in relation to the National Park are not adequately considered, evidenced or justified.</i></p> <p><i>We do not believe that these (Perceptual/experiential effects were included within the methodology) were given adequate consideration, evidence or justification.</i></p> <p><i>We believe that this consideration of likely significance is based too heavily on magnitude, rather than the interaction between magnitude of effect combined with the</i></p> | | |

| SoCG Ref. Number | Relevant examination document | Relevant Issue | PDNPA comment | National Highways response | Status |
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| | | | <p><i>sensitivity of receptor – which is the defined good practice that does not appear to have been adequately followed.</i></p> <p><i>Our view is that this judgment (of slight adverse, which is not significant) is not substantiated / justified / evidenced by the assessment process.</i></p> <p><i>While we would probably agree that the magnitude of effect is likely to be relatively low, given the interaction between a very high sensitivity landscape, a low magnitude of effect has the potential result in significant impacts. We do not consider that this interaction has been adequately considered and evaluated by the Applicants assessment process.</i></p> <p><i>Fundamentally, we do not agree that this assessment has used an adequate methodology and evidence base to substantiate its judgments and its findings are therefore not robust.</i></p> | | |

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| 2.1.1.2 | ES Chapter 5: Air quality (APP-061) | Assessment of increased traffic flows and the effects of this on nitrate deposition, noise disturbance and collisions with wildlife. | <p>From the PDNPA Relevant Representation (RR-0677-14):</p> <p>Cumulative Impacts</p> <p>Our submission focusses on the indirect impacts of the scheme on the PDNP. Some of these impacts have been assessed as minor or insignificant within the ES. However, we are particularly concerned about the cumulative impacts of the scheme on the following: -</p> <p>(b) Designated sites – increased traffic flows are likely to increase nitrate deposition, noise disturbance and collisions with wildlife. It is of particular concern that the effects of the increase in traffic on the A628 have not been assessed in relation to these impacts.</p> | <p>National Highways response to PDNPA Relevant Representation (RR-0677-14) contained in National Highways response to Relevant Representations (pg. 19 and 20 REP1-042) :</p> <p>The study area for the assessment of impacts on air quality of the operational phase of the Scheme has been determined in accordance with the National Highways Design Manual for Roads and Bridges (DMRB) LA 105 Air Quality standard, which ensures that the scheme can demonstrate compliance with the NN NPS. The DMRB LA 105 standard defines traffic change criteria for determining whether air quality impacts can be scoped out or require assessment (DMRB LA 105 paragraph 2.1) based on the changes in annual average daily traffic (AADT) flow, heavy duty vehicle (HDV) flows and speed. The key traffic change criteria are the flow change criteria - a change of over 1000 AADT and a change of over 200 HDV with the Scheme compared to without the Scheme in the Scheme opening year of 2025. The traffic change criteria has been applied to traffic output from the scheme specific traffic model to determine the Affected Road Network (ARN). The scheme specific traffic model includes strategic roads, including the A628 through the Tintwistle AQMA and ecological designated sites. The extent of the ARN is presented in Figure 5.1 of the Environmental Statement (APP-076). The traffic change criteria are not exceeded for the A628 through the Tintwistle AQMA or for sections where there are ecological designated sites adjacent and as a result is not included in the air quality assessment. Where traffic change criteria are not exceeded on roads they are not considered further in the air quality assessment. It is considered that impacts from a scheme on traffic flows below, this criteria are not considered to be significant.</p> | Not agreed |

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| <p style="text-align: center;"><u>National Highways Response – 10/05/2022</u></p> <p>The Applicant believes that the DMRB LA 105 traffic scoping criteria provides a robust and appropriate threshold for the assessment of significant effects on road links within AQMAs.</p> | | | | | |
| <p>2.1.2 Adequacy of mitigation for each environmental topic</p> | | | | | |
| 2.1.2.1 | Register of Environmental Actions and Commitments (REAC) (APP-184) | National Highways considers that the proposed mitigation for the Scheme presented within the REAC is adequate for each environmental topic. No off-site mitigation required within the PDNP | <p>See 2.1.1.1 above in relation to mitigating potential significant adverse landscape and visual effects, and the identification of residual effects.</p> <p>No other specific comments received.</p> <p><u>PDNPA Comments Received 03/05/2022</u></p> <p><i>Based on comments provided above in relation to landscape, we do not believe that we have an agreed methodology</i></p> | <p>See 2.1.1 above for response in relation to consideration of mitigation measures (if required) to address potential significant adverse landscape and visual effects, and the identification of residual effects.</p> <p>Topic specific recommended mitigation measures are outlined in within each environmental topic chapters (Chapters 5 to 15) of the ES (APP-061 to APP-071), and these are committed to via the REAC. However, no specific off-site mitigation measures in relation to the PDNP are required. Appropriate embedded and essential mitigation measures have been selected in accordance with the mitigation hierarchy (Avoidance and prevention, Reduction and Remediation), which is considered adequate.</p> <p><u>National Highways Response – TBC 10/05/2022</u></p> <p>The Applicant has addressed these comments in 2.1.1.1 above</p> | Not agreed |
| <p>2.1.3 Methodology</p> | | | | | |

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| 2.1.3.1 | Environmental Statement (ES) Chapter 4: Environmental assessment methodology (APP-060) | Compliance with DMRB standards and relevant best practice methodology guidance | <p>See 2.1.1.1 above in relation to the assessment of indirect effects.</p> <p>No other specific comments received.</p> <p><u>PDNPA Comments Received 03/05/2022</u></p> <p><i>As per Our previous comments we do not feel that we have an agreed methodology.</i></p> | <p>See 2.1.1 above for response in relation to measures taken to agree the assessment of indirect effects on sensitive receptors within the PDNP.</p> <p>The DMRB standards have been used to inform the EIA process and the preparation of the ES. All other relevant best practice methodology guidance used in the technical assessments (Chapters 5 – 15) (APP-061 to APP-071) are detailed within individual chapters as appropriate.</p> <p><u>National Highways Response – 10/05/2022</u></p> <p>The Applicant has addressed these comments in 2.1.1.1 above</p> | Not agreed |
| 2.1.4 Baseline conditions and coronavirus | | | | | |
| 2.1.4.1 | Environmental Statement (ES) Chapter 4: Environmental assessment methodology (APP-060) Chapters 5 to 15 of the ES (APP-061 to APP-071). | Baseline conditions for assessing direct and indirect effects within PDNP | <p>See 6.1.1 above in relation to agreeing additional indirect representative viewpoints.</p> <p>No other specific comments received.</p> | <p>The baseline for assessing direct and indirect effects for Air Quality, Landscape and visual effects, cultural heritage and noise and vibration within the PDNP, and the study areas for each topic are described in relevant Chapters of the ES.</p> <p>Chapter 4 of the ES provides the approach used to establish and understand of the baseline environment without the Scheme.</p> <p>Where necessary, limitations due to coronavirus has been provided.</p> | Not agreed |
| 2.2 Flexibility and worst case scenario | | | | | |

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| 2.2.3 | Environmental Statement (ES) Chapter 4: Environmental assessment methodology (APP-060) ES Chapters 5 to 15: (APP-061 to APP-071). | Dealing with uncertainty in the EIA | <p>No specific comments received.</p> <p><u>PDNPA Comments Received 03/05/2022</u></p> <p><i>We are unsure on this – we agree that the guidance is given, but we are not sure how it relates to indirect effects beyond the DCO boundary</i></p> | <p>The Planning Inspectorate Advice Note 9: Using the 'Rochdale Envelope' provides guidance regarding the degree of flexibility that may be considered appropriate within an application for development consent under the Planning Act 2008. The Advice Note acknowledges that there may be parameters of a Scheme's design that are not yet fixed and, therefore, it may be necessary for the ES to assess likely worst-case variations, to ensure that the likely significant environmental effects of the Scheme have been assessed.</p> <p>For the EIA, the requirements of the Planning Inspectorate's Advice Note 9 have been reflected and where flexibility is sought in the scheme design, the maximum potential adverse impacts of the Scheme have been assessed. As part of this process, the ES has assessed the maximum dimensions of the Scheme and confirmed that any changes to the development within such parameters, would not result in significant impacts to what has been assessed and/or reported.</p> <p><u>National Highways Response – 10/05/2022</u></p> <p>For clarification, the Rochdale envelope was primarily applied to the DCO application site and the immediate surrounding area. There was no requirement to apply it to the assessment of indirect effects.</p> | Agreed |

2.3 Construction and operational effects

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| 2.3.1 | ES Chapter 5: Air quality (APP-061) | Effects on air quality and designated sites | <p>From the PDNPA Relevant Representation (RR-0677-3):</p> <p>We have concerns regarding the effects of the scheme on the following:</p> <p>1) Air Quality a) Tintwistle AQMA –is acknowledged within the ES, however, there is no assessment of the effects of the predicted increased traffic flows on it.</p> <p>b) Designated sites (A628) – are already subject to high traffic flow and associated Nitrate deposition. Whilst predicted increased flows for 2025 do not meet the 1,000-vehicle threshold, we believe that an assessment of impact should have been undertaken.</p> | <p>National Highways response to PDNPA Relevant Representation (RR-0677-3):</p> <p>The study area for the assessment of impacts on air quality of the operational phase of the Scheme has been determined in accordance with the National Highways Design Manual for Roads and Bridges (DMRB) LA 105 Air Quality standard, which ensures that the scheme can demonstrate compliance with the NPSNN. The DMRB LA 105 standard defines traffic change criteria for determining whether air quality impacts can be scoped out or require assessment (DMRB LA 105 paragraph 2.1) based on the changes in annual average daily traffic (AADT) flow, heavy duty vehicle (HDV) flows and speed. The key traffic change criteria are the flow change criteria - a change of over 1000 AADT and a change of over 200 HDV with the Scheme compared to without the Scheme in the Scheme opening year of 2025. The traffic change criteria has been applied to traffic output from the scheme specific traffic model to determine the Affected Road Network (ARN). The scheme specific traffic model includes strategic roads, including the A628 through the Tintwistle AQMA and ecological designated sites. The extent of the ARN is presented in Figure 5.1 of the Environmental Statement (APP -076). The traffic change criteria are not exceeded for the A628 through the Tintwistle AQMA or for sections where there are ecological designated sites adjacent and as a result is not included in the air quality assessment. Where traffic change criteria are not exceeded on roads they are not considered further in the air quality assessment. It is considered that impacts from a scheme on traffic flows below, this criteria is not considered to be significant.</p> | Not agreed |

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| 2.3.2 | ES Chapter 6: Cultural heritage (APP-062) | Effects on heritage assets | <p>From the PDNPA Relevant Representation (RR-0677-5): We have concerns regarding the effects of the scheme on the following:</p> <p>b) Heritage Assets (A57) – the increase in traffic on the Snake Pass is significant (38%). The ES (Table 7.32) describes this as a ‘slight increase’ (VP23) indicating no change to the Special Qualities of the PDNP. Heritage assets are part of the attraction for people to the area. They include the Ladybower Reservoir and a significant cluster of scheduled monuments (Hordron Edge, Bamford Edge, Crook Hill and Bridgend Pasture). Increased traffic flows could impact adversely on the enjoyment and experience of these important monuments within their landscape setting.</p> <p><u>PDNPA Comments Received 03/05/2022</u> <i>This issue of setting of scheduled monuments is linked to the wider landscape concerns</i></p> | <p>National Highways response to PDNPA Relevant Representation (RR-0677-5):</p> <p>For designated heritage assets, such as the scheduled monuments referred to in the Relevant Representation, that are located along the affected road network (ARN) within the remainder of the Peak District National Park, noise and visual intrusion from the movement of traffic already forms an element of their setting.</p> <p>Noise changes as a result of alteration of traffic levels on the ARN would not generally be perceptible, and as identified in Chapter 11: Noise and Vibration of the Environmental Statement (APP-067) para. 11.9.87, changes in noise along the ARN as a result of the Scheme’s operation would be very limited.</p> <p>These limited changes would not result in any impact on the significance of or ability to appreciate the significance of designated heritage assets, including the scheduled monuments identified, along the ARN. No potential for impacts on the setting of designated heritage assets as a result of increased traffic on the ARN through the Peak District National Park has therefore been identified.</p> <p>Viewpoint 23 (approximately 400m from the A57 within the open exposed moorland within the PDNP) is represented in Chapter 7: Landscape and Visual Effects of the Environmental Statement (APP-063), Table.7.32 Indirect Visual Effects on Representative Viewpoints within the PDNP which addresses both tranquillity and wildness. For the visual receptors at this viewpoint location the magnitude of change of increased traffic, based on the existing scenario (whereby existing traffic affects the perception of wildness and tranquillity) and was judged to be barely perceptible. The significance of effect is neutral.</p> | Not agreed |

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| | | | <p><i>articulated in Sections under 2.1 above</i></p> <p><i>We still have concerns that the language of the EIA impact assessment does not tie in completely with the language of the NPPF (and now terminology was introduced. i.e. 'minimal harm' which should be the lower end of 'less than substantial harm'). We also felt that there were inconsistencies in the way that the impact upon the Mottram-in-Longdendale conservation area had been articulated/assessed, compared to that for Tintwistle conservation area in relation to the impact of increased traffic flow.</i></p> <p><i>We do not believe that visual and tranquility impacts are the same. We believe that the approach to base tranquility impacts on visual effects is flawed.</i></p> | <p>As per the assessment methodology for indirect effects on the PDNP for landscape and visual (discussed at virtual meeting with the PDNPA on 26 January 2021), the changes in traffic were considered in terms of its effect on landscape and visual receptors not the setting of heritage assets.</p> <p><u>National Highways Response – 10/05/2022</u></p> <p>The Applicant maintains that their approach to assessing the conservation areas is in accordance with DMRB LA 106, which is industry best practice and the assessment approach is proportionate, appropriate and consistent with the assessments undertaken for comparable highways DCO applications.</p> <p>This issue of setting of scheduled monuments is linked to the wider landscape concerns articulated in Sections under 2.1 above.</p> <p>Clarification on the relationship between the process of EIA assessment and the language of the NPPF has been added at paragraph 6.3.14 of Chapter 6 of the Environmental Statement (REP6-018) (further detailed responses can be found at REP7-020, REP3-021, and REP6-017)</p> <p>In accordance with the requirements of paragraph 5.127 of the NPSNN, the level of detail provided in the impact assessments for Mottram in Longendale Conservation Area and Tintwistle Conservation Area set out in Chapter 6 of the Environmental Statement (REP06-018) is proportionate to the level of impact upon these assets. Mottram in Longendale Conservation Area will experience a complex range of impacts as a result of the proposed Scheme. These include increases and decreases of traffic levels within the boundaries of the conservation area, changes in noise levels, visual changes and impacts on setting, requiring a detailed level of analysis and description. Tintwistle Conservation</p> | |

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| | | | | <p>Area, in contrast, would experience a very slight increase in traffic levels along the A628 as a result of the Scheme's operation. This would not result in any perceptible change to the character, appearance or noise environment of the conservation area. We therefore consider the assessments to be proportionate, consistent and in line with the requirements of the NPSNN, NPFF and the DMRB LA 106 standard.</p> | |
| 2.3.4 | <p>ES Chapter 7: Landscape and visual effects (APP-063)</p> <p>Chapter 11: Noise and vibration (APP-067)</p> | Effects on quiet enjoyment | <p>From the PDNPA Relevant Representation (RR-0677-10):</p> <p>We have concerns regarding the effects of the scheme on the following:</p> <p>b) Effects on quiet enjoyment – existing traffic levels on the A628 Woodhead and A57 Snake Passes have a negative impact on the tranquillity of the surrounding open countryside, with traffic noise being a major feature. Increased levels of traffic along these routes will further reduce tranquillity, especially for those using the trails or footpaths that parallel or cross these busy roads (e.g. Pennine Way, Pennine Bridleway, Trans Pennine Trail (TPT)).</p> | <p>National Highways response to PDNPA Relevant Representation (RR-0677-10):</p> <p>Chapter 11: Noise and vibration of the Environmental Statement (APP-067) includes an assessment of road traffic noise levels from the A628 and A57 with the Scheme and impacts to users of footpaths within the PDNP (paragraphs 11.9.86 to 11.9.89).</p> <p>The modelled operation phase traffic flows on the A628 at Tintwistle and Woodhead through the PDNP were not predicted to cause a perceptible change in noise level in the short or long-term. The A628 is adjacent to the Trans-Pennine Trail and crosses the Pennine Way; impacts on these footpaths would be negligible from changes in traffic on A628.</p> <p>Traffic flows on A57 Snake Pass and A57 Snake Road, which cross the Pennine Way, would increase to give a perceptible noise increase in the short-term, however by the future year the increase would have a negligible impact according to DMRB LA 111 criteria. Therefore noise levels in these areas near the A57 would perceptibly increase in the short-term, and the impact would be limited to within approximately 10m of the road and not the entirety of the PDNP.</p> | Not agreed |

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| | | | <p><u>PDNPA Comments Received 03/05/2022</u></p> <p>We do not believe that the perceptible impacts of the scheme on tranquility are limited to 10m from the carriageway. Topography plays a role in how these perceptions are formed, with valley settings projecting noise from the roadway along the valley sides. Traffic noise on roads is perceptible over much greater distances than 10m, particularly so in settings that are otherwise tranquil.</p> <p>We requested that the consultant look to undertake a ‘local’ landscape character assessment, rather than just using our published LCA – this is because of scale: our LCA/LCTs are ‘too big’ to allow for adequate assessment of the likely effects of the scheme – smaller units needed to be defined to allow for adequate consideration of likely effects. This was not undertaken by the consultant in their assessment.</p> | <p>Landscape receptors are landscape designations, Landscape Character Types, and parts of the A57, A624 and A628 within the PDNP. Indirect effects upon the PDNP resulting from increased traffic were assessed. Perceptual/experiential effects were included within the methodology. Paragraphs 7.3.39 and 7.3.40 of the ES (APP-063) consider the Special Qualities of the PDNP and tranquillity and wildness). There were no significant residual effects on the landscape character areas/types within the PDNP during operation.</p> <p>Viewpoints 19-26 inclusive represent views from the Pennine Way/Pennine Bridleway/Trans-Pennine Trail within the Peak District National Park (PDNP). These were set out in Chapter 7 Landscape and Visual Effects of the Environmental Statement (APP-063) Table 7.29 Indirect Effects. This recognises that traffic numbers will increase for the A57 and A628 (within the PDNP) and decrease for the A624 (within the PDNP) but that for all routes the magnitude of change of increased/decreased traffic, based on the existing scenario (whereby existing traffic affects the perception of wildness and tranquillity (the PDNP’s Special Qualities)), was not high enough to result in significant effect greater than slight adverse for visual receptors on these routes.</p> <p><u>National Highways Response – 10/05/2022</u></p> <p>With respect to the limits to consider the perceptible impacts of the Scheme on tranquillity, the assessment was undertaken from the publicly accessible locations considered most likely to represent the landscape receptors and the experience of visual receptors.</p> | |

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| | | | | <p>With respect to the consideration of local landscape character, please see the Applicant's response to 2.1.1.1 above.</p> | |
| 2.3.5 | <p>ES Chapter 7: Landscape and visual effects (APP-063) Chapter 11: Noise and vibration (APP-067) Chapter 12: Population and human health (APP-068)</p> | <p>Effects on severance and tranquillity</p> | <p>From the PDNPA Relevant Representation (RR-0677-11): We have concerns regarding the effects of the scheme on the following: 6) Population and health a) Severance –the A628 Woodhead and A57 Snake Passes are crossed at various points by footpaths and trails (see 5b). Crossing points are already difficult and, any increase in traffic for either route is likely to worsen conditions. Loss of tranquillity and increased severance will negatively affect the enjoyment of the PDNP by users of these routes, with an adverse impact on the Authority's second statutory purpose.</p> | <p>National Highways response to PDNPA Relevant Representation (RR-0677-11): It is to be noted that there will be no direct construction effects on the A628 Woodhead Road or the A57 Snake Pass and there is no requirement to close, divert or adjust in any way walking routes in this area during this period. It is also important to note that during operation, there will be no diversion of routes, or increase in route length, for WCH in the vicinity of A628 Woodhead or A57 Snake Pass. However, it is recognised that there may be an increase in traffic in these areas. For example, the increases in daily traffic flows on the A57 Snake Road and the A628 Woodhead Road due to the Scheme in 2040 are forecast to be up to 1,450 and 1,100 vehicles respectively (Figure 7.6 of 7.4 Transport Assessment Report) (APP-185). While this increase in traffic volumes is likely to worsen conditions in respect of road crossing, consideration of the requirements of DMRB LA 112 Population and Human Health shows that negative effects are not anticipated to be to a significant level. Chapter 11: Noise and vibration of the Environmental Statement (APP-067) includes an assessment of road traffic noise levels from the A628 and A57 with the Scheme and impacts to users of footpaths within the PDNP (paragraphs 11.9.86 to 11.9.89).</p> | Not agreed |

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| | | | <p><u>PDNPA Comments Received 03/05/2022</u></p> <p><i>It should be noted that the crossing points affected include for national routes and other routes of national importance, including the Pennine Way, Trans Pennine Trail and Pennine Bridleway, so again the sensitivity of the routes should also be taken into account.</i></p> <p><i>We do not believe that the perceptible impacts of the scheme on tranquility are limited to 10m from the carriageway. Topography plays a role in how these perceptions are formed, with valley settings projecting noise from the roadway along the valley sides. Traffic noise on roads is perceptible over much greater distances than 10m, particularly so in settings that are otherwise tranquil.</i></p> <p><i>We requested that the consultant look to undertake a 'local' landscape character assessment, rather than just using our published LCA – this is because of scale: our LCA/LCTs are 'too big' to allow for adequate assessment of the likely effects of the scheme –</i></p> | <p>The modelled operation phase traffic flows on the A628 at Tintwistle and Woodhead through the PDNP were not predicted to cause a perceptible change in noise level in the short or long-term. The A628 is adjacent to the Trans-Pennine Trail and crosses the Pennine Way; impacts on these footpaths would be negligible from changes in traffic on A628.</p> <p>Traffic flows on A57 Snake Pass and A57 Snake Road, which cross the Pennine Way, would increase to give a perceptible noise increase in the short-term, however by the future year the increase would have a negligible impact according to DMRB LA 111 criteria. Therefore, noise levels in these areas near the A57 would perceptibly increase in the short-term, and the impact would be limited to within approximately 10m of the road and not the entirety of the PDNP.</p> <p>Landscape receptors are landscape designations, Landscape Character Types, and parts of the A57, A624 and A628 within the PDNP. Indirect effects upon the PDNP resulting from increased traffic were assessed. Perceptual/experiential effects were included within the methodology. Paragraphs 7.3.39 and 7.3.40 of the ES (APP-063) consider the Special Qualities of the PDNP and tranquillity and wildness). There were no significant residual effects on the landscape character areas/types within the PDNP during operation.</p> <p>Viewpoints 19-26 inclusive represent views from the Pennine Way/Pennine Bridleway/Trans-Pennine Trail within the Peak District National Park (PDNP). These were set out in Chapter 7 Landscape and Visual Effects of the Environmental Statement (APP-063) Table 7.32 Indirect Visual Effects on Representative Viewpoints in the PDNP. This recognises that traffic numbers will increase for the A57 and A628 (within the PDNP) and decrease for the A624 (within the PDNP) but that for all routes the magnitude of change of</p> | |

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| | | | <p><i>smaller units needed to be defined to allow for adequate consideration of likely effects. This was not undertaken by the consultant in their assessment.</i></p> | <p>increased/decreased traffic, based on the existing scenario (whereby existing traffic affects the perception of wildness and tranquillity (the PDNP's Special Qualities)), was not high enough to result in significant effect greater than slight adverse for visual receptors on these routes.</p> <p><u>National Highways Response – 10/05/2022</u></p> <p>Viewpoints 19, 21, 22 and 23 represent visual receptors on the Pennine Way as set out in Chapter 7, Table 7.32. Tranquillity is compromised at the baseline due to existing traffic noise and movement. Therefore, tranquillity is not subject to magnitude of change.</p> <p>With respect to the limits to consider the perceptible impacts of the Scheme on tranquillity, please see the response to 2.3.4 above.</p> <p>With respect to the consideration of local landscape character, please see the Applicant's response to 2.1.1.1 above.</p> | |
| 2.3.6 | ES Chapter 12: Population and human health (APP-068) | Effects on road safety | <p>From the PDNPA Relevant Representation (RR-0677-12):</p> <p>We have concerns regarding the effects of the scheme on the following:</p> <p>b) Road safety – the ES indicates that the scheme will result in an increase in RTCs</p> | <p>National Highways response to PDNPA Relevant Representation (RR-0677-12):</p> <p>The Scheme improves journey times along the A57 and as a result it is forecast that some traffic will reroute from alternative routes across the Pennines, including the M62, to take advantage of this. Consequently, the Scheme is forecast to result in an increase in traffic using the A57 Snake Road and the A628 through the Peak District National Park.</p> | Not agreed |

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| | | | <p>along the Snake Pass. Given the geography of the road it's is likely that any collisions are more likely to be severe than slight. The human cost of such events is devastating for those involved. It is also likely that any increase in collisions will require remedial works that will in turn negatively impact on the landscape of the PDNP.</p> <p><u>PDNPA Comments Received 03/05/2022</u></p> <p>The National Park Authority is concerned about proposals put forward as part of the Examination to address this issue – specifically Average Speed Cameras for the A628(T) and the A57 Snake Pass. Such schemes are visually intrusive, comprising brightly colored camera infrastructure, bespoke power supply cabinets and large numbers of brightly colored warning signs. Where such schemes are likely to be delivered in direct consequence of a scheme, we believe that</p> | <p>This Snake Road section (including Snake Pass) of the A57 through the Peak District National Park currently has a relatively poor accident record due to several factors including, the road alignment, frequent adverse weather due to its elevation and a higher than typical proportion of motorcyclists using the road, often for leisure purposes.</p> <p>The accident appraisal for the Scheme assumes that where there are no proposed improvements to a section of road, the accident rate will increase in proportion to the forecast increase in traffic. It is, therefore, the forecast increase in traffic on the A57 Snake Road through the Peak District National Park due to the Scheme that results in the forecast increase in accidents on this section of the A57. However, the forecast increase in accidents equates to less than a 0.3% increase across the appraised road network.</p> <p>The Scheme does not therefore make this section of the A57 inherently less safe.</p> <p>A high proportion (c. 25%) of recorded accidents on the A57 Snake Road through the Peak District National Park involve motorcyclists. Motorcyclists are attracted to this section of the A57 because it offers an exciting and scenic ride due to the twisting alignment of the road through the National Park. The accident appraisal for the Scheme does not account for these very specific circumstances. It is therefore possible that the appraisal overestimates the forecast increase in accidents on this section of road, since it is unlikely that the proposed Scheme will materially change the number of motorcyclists attracted to Snake Road for leisure rides, which is one of the principal reasons for the current high accident rate.</p> <p>Nonetheless, National Highways will collaborate with Derbyshire County Council to investigate what road safety improvements could be introduced on the A57 Snake Road</p> | |

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| | | | <p>they should be duly assessed within the DCO process.</p> | <p>through the Peak District National Park to reduce the potential for accidents in the future. However, any proposed improvements will not be included in the DCO for the Scheme since the A57 through the Peak District National Park is not a National Highways' road. Potential impacts arising from remedial works was not part of the scope of the landscape assessment. No reference to remedial works was made in the DMRB LA 107 standard. Any remedial works on Snake Pass for any reason would be the responsibility of the local highway and local planning authorities.</p> <p><u>National Highways Response – 10/05/2022</u></p> <p>National Highways is not proposing the use of average speed cameras along the A628(T) or the A57 Snake Road as part of this scheme.</p> <p>If in future it was deemed appropriate to assess such a scheme, detailed consultations would be undertaken with all key stakeholders including the PDNP.</p> | |
| 2.3.7 | ES Chapter 14: Climate (APP-070) | Effects on climate change | <p>From the PDNPA Relevant Representation (RR-0677-13):</p> <p>We have concerns regarding the effects of the scheme on the following:</p> <p>7) Climate</p> <p>The ES contains detailed consideration of the physical effects of climate change on the scheme that appear robust and</p> | <p>National Highways response to PDNPA Relevant Representation (RR-0677-13):</p> <p>Chapter 14: Climate of the ES (APP-070) has been prepared in accordance with DMRB LA 114, the National Policy Statement for National Networks (NN NPS), the Climate Change Act (2008) and subsequent legislation including reporting on the Sixth Carbon Budget</p> <p>The assessment of greenhouse gases across the lifecycle of the scheme has been used to inform mitigation to reduce carbon emissions. Mitigation measures include exploring the potential for low carbon solutions (including technologies,</p> | Not agreed |

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| | | | <p>thorough. However, consideration of the schemes contribution to climate change is not analysed with an equivalent rigour. The summary of the effects of the scheme on Climate Change appear simplistic and do not offer an adequate assessment; as it is inevitable that almost all individual site or project-based greenhouse gas emissions will appear insignificant when compared to the National Carbon Budget and reduction targets. By extension, it also suggests that all individual GHG emissions can be ignored due to their relative scale when compared to National Targets; an approach which would not be considered acceptable in other areas of activity. The summary suggests that the scheme in isolation is unlikely to produce significant effects on the climate. However, it should not be considered in isolation but as part of an accumulative process that is changing the climate and damaging the environment. We would suggest that a more local assessment of impact is undertaken to consider the</p> | <p>materials and products) to minimise resource consumption and reusing and / or refurbish existing assets to reduce the extent of new construction. Minimising the effects of the Scheme on climate change in this way includes applying the carbon reduction hierarchy: Avoid/prevent, Reduce and Remediate. To fully embed the carbon reduction hierarchy in the project team's ways of working, they have committed to look at ways to reduce carbon emissions across the whole life of the project. Further details of the proposed mitigation measures are provided in section 14.8 of Chapter 14: Climate of the ES (APP-070).</p> <p>Our approach to assessment is in line with the National Policy Statement for National Networks. The NN NPS, Paragraph 5.17 states that applicants should provide evidence of the carbon impact of the project and an assessment against the Government's carbon budgets. While noting that 'it is very unlikely that the impact of a road project will, in isolation, affect the ability of Government to meet the targets of its carbon reduction plan targets', Paragraph 5.18 goes on to state that "any increase in carbon emissions is not a reason to refuse development consent, unless the increase in carbon emissions resulting from the proposed scheme are so significant that it would have a material impact on the ability of Government to meet its carbon reduction targets". As explained in section 14.9.12 of Chapter 14: Climate of the ES (APP-070), the assessment makes a comparison with national carbon budgets and shows that: the overall (net) residual effect of the scheme in the fourth carbon budget period is a 0.0028% contribution to the budget; the overall net effect on the fifth carbon budget will be 0.0017% of the budget; and the overall net effect on the sixth carbon budget will be 0.0033% of the budget. The assessment included in Chapter 14: Climate of the ES (APP-070) concludes that this</p> | |

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| | | | <p>emissions in relation to those who are likely to benefit from the scheme and the immediate area where its impact will be felt, would be more appropriate.</p> <p><u>PDNPA Comments Received 03/05/2022</u></p> <p><i>We believe that this only amounts to good intentions and the application of best practice plus inherent economic pressures to reduce consumption. It is good to see but is it ultimately of any relevance to the impact assessment if the emissions themselves are going to be dismissed as irrelevant in the context of the national targets (Re: Traffic Model) We believe that this is true in identifying the extent of the emissions but don't believe that it identifies their impact.</i></p> <p><i>A reference to the national budget alone does not achieve this unless an analysis of the government's current success against that budget is also included. We need to know to</i></p> | <p>will not generate a material impact on the UK's ability to meet its budget.</p> <p>Local Carbon Budgets as defined by local or regional bodies are not defined in the relevant National Policy Statement for National Networks, nor in the Climate Change Act or any dependent legislation. These are not therefore considered to be of relevance when it comes to examining the suitability of the proposed Scheme for its impact on ability to reduce carbon emissions.</p> <p>The assessment of greenhouse gases in the Climate chapter is inherently cumulative because:</p> <ul style="list-style-type: none"> • it considers embedded construction and maintenance, and user tailpipe emissions • the cumulative assessment of different projects (together with the project being assessed) is inherent within the climate methodology through: <ul style="list-style-type: none"> ➤ inclusion of the project and other locally committed development within the traffic model ➤ consideration of the project against the UK carbon budgets, which are inherently cumulative as they consider and report on the carbon contributions across all sectors <p><u>National Highways Response – 10/05/2022</u></p> <p>The Applicant maintains their position that, in accordance with DMRB LA 114, the assessment reported in Chapter 14 of the ES has made a comparison with UK legislated carbon budgets. The six carbon budgets are legally binding, the Net Zero Strategy (NZS) strategy sets out the plans and policies,</p> | |

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| | | | <p><i>what extent this scheme will exacerbate current trends.</i></p> | <p>e.g. by ending the sale of combustion-engine cars and vans by 2030. Without the plans and policies contained within it, the UK Government is unlikely to meet its sixth carbon budget for 2033-37. The comparison against carbon budgets in the ES is appropriate as these are the only legislated carbon targets. The carbon budgets are supported by the policy commitments in the Net Zero Strategy which add further detail as to how the carbon budgets will be achieved. However, the indicative pathways for sectors in the Net Zero Strategy are not targets. Neither Parliament nor Government has identified any sectoral targets for carbon reductions related to transport, or any other sector. There is no requirement in the Climate Change Act 2008, or in Government policy, for carbon emissions for all road transport to become net zero. The Scheme also has a Carbon Management Strategy and associated Carbon Management Plan in place to cut carbon from the construction stage. In a statement released by transport secretary on 14 July 2021, when the TDP was published, he explained that the new plan <i>“is not about stopping people doing things: it’s about doing the same things differently...We will still drive on improved roads, but increasingly in zero-emission cars”</i>. The TDP intends to cut traffic growth through other measures, such as those to improve walking and cycling infrastructure and behavioural changes to facilitate a modal shift.</p> <p>The conclusion of our assessment is that the Scheme’s contribution to overall carbon levels is very low and that its contribution will not have a material impact on the ability of Government to meet its legally binding carbon reduction targets.</p> | |

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| 2.4 Scoping out of detailed assessment and National Policy Statement for National Networks | | | | | |
| 2.4.1 | ES Chapter 8: Biodiversity (APP-064) Chapter 11: Noise and vibration (APP-067) | Scoping out of A628 Special Protection Area (SPA) / Special Area of Conservation (SAC) | <p>From the PDNPA Relevant Representation (RR-0677-8):</p> <p>We have concerns regarding the effects of the scheme on the following:</p> <p>b) Noise disturbance and wildlife collision – have been screened out for the A628 SPA / SAC. However, increases in traffic, especially HGV's, will create more constant noise and provide less breaks in the traffic, meaning that there is likely to be more potential for collision. The fragmentation of habitat will also lead to more collision risk and fatalities. Increased roadkill will attract more predators and has the potential to impact on ground nesting birds. The increase in background noise generated by additional traffic is also likely to add to the general disturbance of ground nesting birds, potentially reducing the area of usable habitat. We believe that these impacts should be reassessed taking the above into account.</p> | <p>National Highways response to PDNPA Relevant Representation (RR-0677-8):</p> <p>Chapter 11: Noise and Vibration of the Environmental Statement (APP-067) includes an assessment of road traffic noise levels from the A628 during the operation of the A57 Link Roads Scheme.</p> <p>The modelled traffic flows on the A628 through the Peak District National Park were not predicted to cause a perceptible change in noise levels in the short or long-term. This road passes through the Dark Peak SSSI, South Pennine Moors SAC and Peak District Moors SPA.</p> <p>The Scheme reduces traffic congestion and delay on the A57 between Glossop and Hattersley. Consequently, it will make the A628 a more attractive route for drivers that are currently using alternative routes to avoid traffic congestion and delay on this section of the A57. Therefore, the Scheme is forecast to result in some re-routing of traffic from alternative routes onto the A628, which means that traffic flow, with the Scheme, is forecast to increase. The additional forecast traffic flow due to the Scheme represents approximately an increase from 10,700 to 11,650 in annual average daily traffic (AADT) flow on the A628 by 2025. The Scheme is not anticipated to result in any significant increases in HGVs. With the already high number of vehicles using the roads (10,700 AADT), it is considered that the A628 already has high levels of existing usage with any species already habituated to background noise levels and usage, therefore, it is not considered that the modelled increase in vehicles using the A628 within the Peak District National Park would</p> | Not agreed. |

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| | | | <p><u>PDNPA Comments Received 03/05/2022</u></p> <p><i>We accept that there is no evidence of significant collision at present and that any impact on SPA species is therefore unlikely to be significant. We also accept this for other moorland bird species. However, for Mountain Hares road mortality is already known to occur and therefore a significant increase in road mortality of Mountain Hares as a result of the proposed scheme cannot be dismissed.</i></p> <p><i>Noise and visual disturbance to birds - We do not accept that these can be dismissed as not likely to be significant. We believe that the impact of noise disturbance to the SPA birds has been wrongly dismissed, we also have concerns about noise disturbance to the full range of bird species for which the Dark Peak SSSI has been designated, including both individual species and the overall moorland bird assemblage.</i></p> | <p>result in significant increases in fragmentation, roadkill, or wildlife collisions.</p> <p>A detailed assessment has been provided within the Habitats Regulations Assessment Screening Report (APP-054) whereby impacts from noise and road collisions were assessed regarding the qualifying species of the Peak District Moors (South Pennine Moors Phase 1) Special Protection Area (SPA). Qualifying species (of which are all ground nesting birds) mortality from vehicular collision within the SPA is not recognised as a vulnerability of the European Site and it is anticipated that such species will be habituated to the existing roads that are already heavily used. Therefore, it is not considered that there would be any significant increases in noise and is not considered likely to lead to significant increases in wildlife collision above the existing background level.</p> <p>Any likely significant effects upon designated sites for nature conservation from the Scheme have been screened out within the Habitats Regulations Assessment Screening Report (APP-054) and within the Environmental Statement (APP-058 -073).</p> <p><u>National Highways Response – 10/05/2022</u></p> <p>National Highways has previously responded to the above points through paragraphs 8.6.2 and 8.6.3 within the Applicant's response to PDNPA's Local Impact Report, Item 5 of the Written summary of Applicant's case at ISH2 (REP4-008), and the response to Q12.4 of Applicant's responses to Examining Authority's Second Written Questions (REP6-017). National Highways maintains its position on the approach to assessing the potential for likely significant effects to the qualifying bird features of the SPA and the assessment of the impacts on mountain hares.</p> | |

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| | | | <p><i>We are also concerned about the visual disturbance to the full range of moorland bird species as a result of increased traffic flows resulting from the scheme. Degradation of blanket bog and upland heath due to changes in air quality - We do not accept that the confidence levels of traffic predictions are sufficient to be scoped out of further assessment.</i></p> | <p>The traffic modelling for the Scheme has been undertaken in line with Transport Appraisal Guidance published by the Department for Transport (DfT), a method that is industry standard and widely recognised as appropriate and proportionate for decision making purposes. The traffic model has therefore been developed in line with DfT requirements and the modelled outputs are verified. The baseline traffic flow outputs from the Scheme specific traffic model are calibrated against both recorded traffic flows journey times on roads crossing defined cordons around the modelled area and screen lines across it to ensure good correlation and that the model is, therefore, representative of the operational performance of the existing road network. Where correlation of modelled journey times and traffic flows with observed data does not meet the required standard, the base model is calibrated by adjusting relevant parameters in the traffic model until good correlation is achieved. National Highways maintains its position on the approach to assessing the potential for visual disturbance, noise disturbance or degradation of blanket bog and upland heath from increased traffic flows along the ARN for all bird qualifying features.</p> | |
| <p>2.5 Assessment of methodology and best practice</p> | | | | | |
| 2.5.1 | <p>ES Chapter 4: Environmental assessment methodology (APP-060) Chapter 6: Cultural</p> | <p>Assessment of indirect effects</p> | <p>9th Dec 2020 (Virtual meeting): Further information is required as to how the impact on the PDNP been assessed.</p> | <p>The assessment of indirect visual effects within the Peak District National Park is as per methodology agreed with the PDNPA, is detailed within section 7.3 of Chapter 7 of the ES. It focuses on Landscape Character Types within the Peak District National Park and the routes likely to experience potential changes to vehicular flows as a result of the Trans-Pennine Upgrade Scheme during its operation. These are the:</p> | <p>Not fully agreed</p> |

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| | heritage (APP-062) Chapter 11: Noise and vibration (APP-067) | | | <ul style="list-style-type: none"> • Woodhead Road (A628) • Snake Road (A57) • Glossop Road (A624) <p>For cultural heritage, potential for impacts on Tintwistle Conservation Area were identified in the scoping response from the Peak District National Park and during further consultation undertaken in December 2020. This asset has therefore been included as part of the Cultural Heritage baseline, and the potential for impacts upon its significance as a result of construction and operation of the Scheme assessed.</p> <p>The DMRB standards have been used to inform the EIA process and the preparation of the ES. All other relevant best practice methodology guidance used in the technical assessments (Chapters 5 – 15) (APP-061 to APP-071) are detailed within individual chapters as appropriate.</p> | |
| 2.6 Application of professional judgements and assumptions | | | | | |
| 2.6.1 | ES Chapter 4: Environmental assessment methodology (APP-060) ES Chapters 5 to 15 of the ES (APP-061 to APP-071). | General assessment assumptions and limitations | No specific comments received <u>PDNPA Comments Received 03/05/2022</u> Whilst we agree that this is a logical approach we have concerns about methodology overall? . | Some qualitative assessments require an approach that is based on professional judgement. This is where decisions made rely on professional experience, perception and opinion of the competent expert undertaking the assessment and is based on knowledge and experience of other similar schemes. Identification of the baseline has included a description of the existing situation and then a prediction of how it is likely to evolve in the absence of the Scheme, i.e. 'future baseline scenario', based on available environmental information and scientific knowledge. | Not fully agreed |

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| <p>An acknowledgement and details of any limitations or assumptions adopted for each of the topic specific assessments is provided within each of the technical chapters of the ES (Chapters 5 to 15) (APP-061 to APP-071). The extent to which these limitations and assumptions are likely to affect the assessment outcome (where applicable) is also outlined in the individual environmental chapters.</p> <p><u>National Highways Response – 05/05/2022</u></p> <p>All assessment have been undertaken using industry recognised best practice and by competent experts (please refer to Section 1.4 of Chapter 1 of the ES).</p> | | | | | |
| <p>2.7 Mitigation and outline environment management plan</p> | | | | | |
| 2.7.1 | <p>ES Chapter 2: The Scheme (APP-060) Outline Environmental Management Plan (OEMP)(APP-183) REAC (APP-184)</p> | <p>Adequacy of proposed outline mitigation measures and management strategies</p> | <p>See 2.1.1 above in relation to mitigating potential significant adverse landscape and visual effects, and the identification of residual effects.</p> <p>No other specific comments received.</p> <p><u>PDNPA Comments Received 03/05/2022</u></p> <p>We are concerned that the indirect impacts of the scheme are likely to worsen conditions within the National Park. Whilst these may be seen to be</p> | <p>General approach for the Scheme:</p> <p>The full details of the mitigation measures proposed for the Scheme are outlined in the relevant ES chapters (Chapters 5 to 14), the Outline Environmental Management Plan (EMP) (TR010034/APP/7.2) and the REAC.</p> <p>In accordance with DMRB LA 104 Environmental assessment and monitoring, throughout the design process a hierarchy of mitigation actions (Avoidance and prevention, Reduction and Remediation), has influenced approach to the engineering and environmental design. This approach is outlined in full in Chapter 2 of the ES.</p> <p><u>National Highways Response – 05/05/2022</u></p> <p>As previously stated, the Applicant maintains that the assessment was undertaken by competent experts and was</p> | Not agreed |

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| | | | insignificant, we believe that the sensitivity of the receptor has been disregarded in making this assessment. There might be opportunities to deliver mitigation to deliver net environmental benefit. | done so fully in accordance with DMRB standards and other relevant guidance. The Applicant also maintains that specific and sufficient regard has been given to the local landscape character and the sensitivity of the receptors. Where the 'Special Qualities' of the Peak District National Park (PDNP) are applicable to receptors they have been considered within the relevant technical chapters of the ES. The DMRB standard and GLVIA3 are considered to be industry best practice and the assessment approach is proportionate, appropriate and consistent with the assessments undertaken for comparable highways DCO applications. | |

2.8 Residual impacts and securing of mitigation measures

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| 2.8.1 | Outline EMP (First iteration) (APP-183) REAC (APP-184) | Ensuring proposed outline mitigation measures and management strategies are secured | See 2.1.1 above in relation to mitigating potential significant adverse landscape and visual effects, and the identification of residual effects. No other specific comments received. <u>PDNPA Comments Received 03/05/2022</u> <i>We believe that the indirect impact of the scheme i.e. increases in road traffic will have an effect. We are also concerned that mitigation measures suggested to address</i> | General approach for the Scheme: The residual effects, as reported within the technical chapters (Chapter 5 to 14), have taken account of the mitigation measures outlined in the EMP. The Outline EMP for the Scheme outlines how the mitigation and management of environmental effects would be delivered and maintained. It details practices that the appointed Principal Contractor is to apply on-site that would demonstrate commitments to environmental management. It details both generic and specifically targeted practices, to enable construction to be undertaken with minimal impact on the environment and would also enable monitoring requirements to be set up. The REAC identifies the environmental mitigation commitments (both embedded and essential), to address potential environmental effects of the Scheme which are identified in each topic chapter. | Not fully agreed |
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| | | | <p><i>safety concerns include average speed camera schemes with their associated landscape impact.</i></p> | <p>No specific off-site mitigation recommendations have been made within the PDNP as there are no predicted significant residual effects on sensitive receptors within the Park.</p> <p><u>National Highways Response – 10/05/2022</u></p> <p>National Highways is not proposing the use of average speed cameras along the A628(T) or the A57 Snake Road as part of this scheme.</p> <p>If in future it was deemed appropriate to assess such a scheme, detailed consultations would be undertaken with all key stakeholders including the PDNP.</p> | |
| <p>2.9 Cumulative impacts</p> | | | | | |
| 2.9.1 | <p>ES Chapter 5: Air quality (APP-061) Chapter 6: Cultural heritage (APP-062) Chapter 11: Noise and vibration (APP-067)</p> | <p>Effects on Tintwistle and the Conservation Area</p> | <p>Concerns raised during meeting on 9th December 2020, arranged to discuss the approach to the setting assessment of the landscape and cultural heritage features included:</p> <ul style="list-style-type: none"> • Visual/setting approach in the PDNP • scheduled monuments (in addition to several non-des assets of value) in the | <p>National Highways response to PDNPA Relevant Representation (RR-0677-14):</p> <p>The study area for the assessment of impacts on air quality of the operational phase of the Scheme has been determined in accordance with the National Highways Design Manual for Roads and Bridges (DMRB) LA 105 Air Quality standard, which ensures that the scheme can demonstrate compliance with the NN NPS. The DMRB LA 105 standard defines traffic change criteria for determining whether air quality impacts can be scoped out or require assessment (DMRB LA 105 paragraph 2.1) based on the changes in annual average daily traffic (AADT) flow, heavy duty vehicle (HDV) flows and</p> | Not agreed |

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| | | | <p>immediate Longdendale landscape to the scheme.</p> <ul style="list-style-type: none"> • Tintwistle and Langsett Conservation Areas. • Assets along the A57 extending to Ladybower, and associated impact on amenity. <p>From the PDNPA Relevant Representation (RR-0677-14):</p> <p>Cumulative Impacts</p> <p>Our submission focusses on the indirect impacts of the scheme on the PDNP. Some of these impacts have been assessed as minor or insignificant within the ES. However, we are particularly concerned about the cumulative impacts of the scheme on the following: -</p> <p>a) Tintwistle – increased traffic flows through the village are likely to worsen air quality and noise & vibration; increase severance and effect experience of the TCA.</p> <p><u>PDNPA Comments Received 03/05/2022</u></p> | <p>speed. The key traffic change criteria are the flow change criteria - a change of over 1000 AADT and a change of over 200 HDV with the Scheme compared to without the Scheme in the Scheme opening year of 2025. The traffic change criteria has been applied to traffic output from the scheme specific traffic model to determine the Affected Road Network (ARN). The scheme specific traffic model includes strategic roads, including the A628 through the Tintwistle AQMA and ecological designated sites. The extent of the ARN is presented in Figure 5.1 of the Environmental Statement (APP -076). The traffic change criteria are not exceeded for the A628 through the Tintwistle AQMA or for sections where there are ecological designated sites adjacent and as a result is not included in the air quality assessment. Where traffic change criteria are not exceeded on roads they are not considered further in the air quality assessment. It is considered that impacts from a scheme on traffic flows below, this criteria is not considered to be significant. In Tintwistle, traffic flow increases on New Road and Waterside would lead to perceptible increases in noise in the short-term and long-term. Noise sensitive receptors adjacent to these roads would experience a minor or negligible increase in road traffic noise. Negligible increases are predicted on the A628 Manchester Road and A628 Woodhead Road in the short-term and long-term. No significant effects from vibration would occur.</p> <p>In their consultation response on the Scheme, and during consultation undertaken in December 2020, the Peak District National Park Authority (PDNPA) stated that they would like to see Tintwistle Conservation Area included in the assessment due to the potential for impacts as a result of changes in traffic levels. Concern was also raised by PDNPA regarding the impact of changes to traffic flow within the</p> | |

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| | | | <p><i>We believe that there were inconsistencies in the way that the impact upon the Mottram-in-Longdendale conservation area had been articulated/assessed, compared to that for Tintwistle conservation area in relation to the impact of increased traffic flow.</i></p> | <p>PDNP and the potential for impacts on the settings of designated heritage assets.</p> <p>The conservation area was therefore included as part of the cultural heritage baseline, and the potential for impacts upon its significance as a result of construction and operation of the Scheme assessed.</p> <p>The assessment concluded that the operation of the Scheme would very slightly increase traffic on the A628 through the conservation area (refer to Appendix 2.1: Traffic data (APP-151)). No change would result within the conservation area to the north and south of the A628, with the characteristic millstone grit terraces and long views to the surrounding landscape maintained in their current condition.</p> <p>The A628 was originally constructed as a turnpike road in 1800 and has formed an element of the historic townscape of Tintwistle since this time, shaping the growth and development of the settlement. Conservation Area Appraisals produced by both High Peak District Council and the PDNPA recognise traffic on the A628 to form a prominent existing feature of the conservation area in this area. The predicted negligible increase in traffic along the A628 would not result in any perceptible change to this character, appearance or noise environment of the conservation area, which is a heritage asset of medium value.</p> <p>Considered against the criteria for assessment of magnitude of impact presented at Table 3.4N in DMRB LA 104 Environmental Assessment and Monitoring, this would constitute a very minor loss or detrimental alteration to the conservation area, consistent with a negligible adverse impact, as this would not result in a measurable change to the character or appearance of the conservation area.</p> | |

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| | | | | <p><u>National Highways Response – 10/05/2022</u></p> <p>The Applicant maintains that their approach to assessing the conservation areas is in accordance with DMRB LA 106, which is industry best practice and the assessment approach is proportionate, appropriate and consistent with the assessments undertaken for comparable highways DCO applications.</p> | |
| 2.9.2 | ES Chapter 7: Landscape and visual effects (APP-063) | Effects on quiet enjoyment of the PDNP | <p>From the PDNPA Relevant Representation (RR-0677-16):</p> <p>Cumulative Impacts</p> <p>Our submission focusses on the indirect impacts of the scheme on the PDNP. Some of these impacts have been assessed as minor or insignificant within the ES. However, we are particularly concerned about the cumulative impacts of the scheme on the following: -</p> <p>c) Quiet enjoyment – increased traffic flow will affect both tranquillity and the quiet enjoyment of the landscape. It is also likely to negatively affect the use of important multi-user routes due to the increased difficulty of using crossing points.</p> | <p>National Highways response to PDNPA Relevant Representation (RR-0677-16):</p> <p>Indirect effects upon the PDNP resulting from increased traffic were assessed including the perceptual/experiential effects. Chapter 7 Landscape and Visual Effects of the Environmental Statement (APP-063) Paragraphs 7.3.39 and 7.3.40 consider the Special Qualities of the PDNP and tranquillity and wildness. No significant effects were predicted on the landscape receptors within the PDNP. This was because tranquillity and quiet enjoyment is currently compromised by existing traffic and therefore the significance of effect was considered to be neutral.</p> <p>ES Chapter 7 Table 7.29 Indirect Effects recognises that traffic numbers will increase for A57 and A628 (within the PDNP) and decrease for the A624 (within the PDNP) but that for all routes the magnitude of change of increased/decreased traffic, based on the existing scenario (whereby existing traffic affects the perception of wildness and tranquillity), is not high enough to result in a significant effect greater than slight adverse.</p> <p>Viewpoints 19-27 inclusive are represented in Table 7.32 Indirect Visual Effects on Representative Viewpoints within</p> | Not agreed |

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| | | | <p><u>PDNPA Comments Received 03/05/2022</u></p> <p><i>We do not believe that the perceptible impacts of the scheme on tranquillity are limited to 10m from the carriageway. Topography plays a role in how these perceptions are formed, with valley settings projecting noise from the roadway along the valley sides. Traffic noise on roads is perceptible over much greater distances than 10m, particularly so in settings that are otherwise tranquil.</i></p> <p><i>We requested that the consultant look to undertake a 'local' landscape character assessment, rather than just using our published LCA – this is because of scale: our LCA/LCTs are 'too big' to allow for adequate assessment of the likely effects of the scheme – smaller units needed to be defined to allow for adequate consideration of likely effects. This was not undertaken by the consultant in their assessment.</i></p> | <p>the PDNP and address both tranquillity and wildness. For the visual receptors at these viewpoint locations the magnitude of change of increased/decreased traffic, based on the existing scenario (whereby existing traffic affects the perception of wildness and tranquillity and quiet enjoyment), was not high enough to result in a significant effect greater than neutral. This is similar to baseline levels. The viewpoints represent visual receptors on the Pennine Way, and Trans-Pennine Trail - NCN62.</p> <p>It is to be noted that there will be no direct construction effects on the A628 Woodhead Road or the A57 Snake Pass and there is no requirement to close, divert or adjust in any way walking routes in this area during this period. It is also important to note that during operation, there will be no diversion of routes, or increase in route length, for WCH in the vicinity of A628 Woodhead or A57 Snake Pass. However, it is recognised that there may be an increase in traffic in these areas. For example, the increases in daily traffic flows on the A57 Snake Road and the A628 Woodhead Road due to the Scheme in 2040 are forecast to be up to 1,450 and 1,100 vehicles respectively (Figure 7.6 of 7.4 Transport Assessment Report) (APP-185). While this increase in traffic volumes is likely to worsen conditions in respect of road crossing, consideration of the requirements of DMRB LA 112 Population and Human Health shows that negative effects are not anticipated to be to a significant level.</p> <p><u>National Highways Response – 10/05/2022</u></p> <p>With respect to the limits to consider the perceptible impacts of the Scheme on tranquillity, please the response to 2.3.4 above.</p> | |

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| | | | <p><i>It should be noted that the crossing points affected include for national routes and other routes of national importance, including the Pennine Way, Trans Pennine Trail and Pennine Bridleway, so again the sensitivity of the routes should also be taken into account.</i></p> | <p>With respect to the consideration of local landscape character, please see the Applicant's response to 2.1.1.1 above.</p> <p>With respect to the crossing points on national routes, please see the response to 2.3.5 above.</p> | |
| <p>2.10 The significance of each residual impact</p> | | | | | |
| 2.10.1 | ES Chapter 6: Cultural Heritage (APP-062) | Effects on Conservation Area | <p>From the PDNPA Relevant Representation (RR-0677-4):</p> <p>We have concerns regarding the effects of the scheme on the following:</p> <p>Cultural Heritage</p> <p>Tintwistle Conservation Area (TCA) – will see a slight increase in traffic. The ES suggests a 'non-significant, neutral, residual effect'. This will, however, have an adverse effect on how the TCA is experienced.</p> | <p>National Highways response to PDNPA Relevant Representation (RR-0677-4):</p> <p>In their consultation response on the Scheme, and during consultation undertaken in December 2020, the PDNPA stated that they would like to see Tintwistle Conservation Area included in the assessment due to the potential for impacts as a result of changes in traffic levels. Concern was also raised by PDNPA regarding the impact of changes to traffic flow within the PDNP and the potential for impacts on the settings of designated heritage assets.</p> | Not agreed |

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| 3. Environmental Statement and DCO Requirements | | | | | |
| 3.1 | ES Chapters 5 – 15 (APP-061 to APP-071). | Effects on the Special Qualities of the PDNP | <p>From the PDNPA Relevant Representation (RR-0677-1):</p> <p>The Peak District National Park (PDNP) lies to the east of the scheme; therefore, none of the works have a direct impact. However, the Environmental Statement (ES) raises concerns for the Peak District National Park Authority (PDNPA) regarding the indirect effects of the scheme. These effects are due to increased traffic flows, principally on the A628 Woodhead and A57 Snake Passes. Forecasts indicate that the A628 Woodhead Pass will see a daily increase in traffic of 850-950 vehicles (2025) and 900-1,100 vehicles (2040); the A57 Snake Pass will see an increase in vehicles of 1,150 (2025) and 1,450 (2040). This growth in traffic may negatively affect the Special Qualities of the PDNP, whilst impacting on the achievement of the Authority's Statutory Purposes (Section 61, Environment Act, 1995).</p> | <p>National Highways response to PDNPA Relevant Representation (RR-0677-1):</p> <p>The Scheme reduces traffic congestion and delay on the A57 between Glossop and Hattersley. Consequently, it will make both the A57 and the A628 more attractive routes for drivers that are currently using alternative routes to avoid traffic congestion and delay on this section of the A57. Inevitably, therefore, the Scheme is forecast to result in some re-routing of traffic from alternative routes onto the A57 and A628, which means that traffic flows on both roads with the Scheme are forecast to increase. The increases in daily traffic flows on the A57 Snake Road and the A628 Woodhead Road due to the Scheme in 2040 are forecast to be up to 1,450 and 1,100 vehicles respectively (Figure 7.6 of 7.4 Transport Assessment Report) (APP-185). This represents approximately a 10% increase in daily flow on the A628 and a 38% increase on the A57 Snake Road. However, the Scheme overall is forecast to deliver journey time savings across the appraised road network compared without it. Total vehicle kilometres across the appraised road network are also effectively the same with the Scheme as without it. This indicates that the Scheme is not forecast to induce additional traffic on to the road network and that increases in traffic flows on some roads due to the Scheme are balanced out by reductions on other roads because of rerouting or redistribution of some journeys.</p> | Not agreed |

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| 4. DCO Requirements and associated provisions and documents | | | | | |
| 5. Matters for detailed approval | | | | | |
| 6. Other consents and permits | | | | | |
| 7. Opportunities for enhancement and environmental benefits. | | | | | |

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| 7.1 | ES Chapter 2 (APP-060) and Chapters 5 to 15 of the ES (APP-061 to APP-071). EMP (First iteration) (APP-183) REAC (APP-184) Case for the Scheme (APP-182) | Identifying opportunities for enhancement measures and environmental benefits | No specific comments received | National Highways considers that the proposed opportunities for environmental enhancement measures for the Scheme are appropriate. These opportunities are outlined in the environmental topic specific chapters of the ES (Chapter 5 to 14), in line with the aims and objectives of the Highways England Licence. | Not fully agreed |
| 8. Human rights and equalities duties | | | | | |
| | | | | | |
| 9. Any other relevant and important considerations | | | | | |
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| 10. LPA Issues | | | | | |
| 10.1 Compliance with local policy and development plans | | | | | |
| | | | | | |
| 10.2 Achievement of sustainable development | | | | | |
| | | | | | |
| 10.3 Matters listed under assessment of principles | | | | | |
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| 10.4. Whether potential releases can be adequately regulated under the pollution control framework, consistent with the National Policy Statement for National Networks | | | | | |
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| 10.5 Any other relevant matters included in the ExA's Initial Assessment of Principal Issues | | | | | |
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| 10.6 Any other matters on which agreement might aid the smooth running of the Examination and assist the ExA's recommendation to the Secretary of State | | | | | |
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