

M60/M62/M66 Simister Island Interchange

TR010064

ENVIRONMENTAL STATEMENT CHAPTER 1 INTRODUCTION

APFP Regulation 5(2)(a)

Planning Act 2008

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

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Infrastructure Planning

Planning Act 2008

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

**M60/M62/M66 Simister Island Interchange
Development Consent Order 202[]**

**ENVIRONMENTAL STATEMENT
CHAPTER 1 INTRODUCTION**

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Author	M60/M62/M66 Simister Island Interchange Costain Jacobs Partnership Project Team & National Highways

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1 Introduction

1.1 Purpose of the report

- 1.1.1 This Environmental Statement has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations') to support an application by National Highways (the 'Applicant') for a Development Consent Order (DCO) to the Secretary of State for Transport via the Planning Inspectorate (the 'Inspectorate') under the Planning Act 2008 (the '2008 Act') for the M60/M62/M66 Simister Island Interchange (the 'Scheme'). The Applicant is a Government-owned company which plans, designs, builds, operates and maintains England's motorways and major A-roads, known as the strategic road network (SRN).
- 1.1.2 The Environmental Statement is prepared by the Applicant as part of the suite of documents prepared to support the application for development consent submitted to the planning inspectorate for examination and for determination by the Secretary of State. The purpose of the Environmental Statement is to present the results of the Environmental Impact Assessment (EIA) which is required to identify, describe and assess the direct and indirect significant effects of the Scheme. EIA is an assessment of the effects of certain public and private projects on the environment. It is an iterative process and influences the development of the Scheme design (see Chapter 3: Assessment of Alternatives of this Environmental Statement (TR010064/APP/6.1) for further details).
- 1.1.3 This Environmental Statement provides the following information:
- A description of the Scheme comprising information on the site, design, size and other relevant features of the development.
 - A description of the likely significant effects of the Scheme on the environment.
 - A description of any features of the Scheme, or measures envisaged in order to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment.
 - A description of the reasonable alternatives studied by the Applicant, which are relevant to the Scheme and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the development on the environment.
 - A non-technical summary of the information referred to above.
 - Any additional information specified in Schedule 4 of the EIA Regulations relevant to the specific characteristics of the particular development or type of development and to the environmental features likely to be significantly affected.

- 1.1.4 The environmental aspects covered in this Environmental Statement include those within the EIA Regulations and the Design Manual for Roads and Bridges (DMRB). The DMRB is a suite of documents which contains requirements and advice relating to works on motorway and all-purpose trunk roads for which one of the Overseeing Organisations is highway or road authority. The DMRB provides requirements and advice resulting from research, practical experience of constructing and operating motorway and all-purpose trunk roads, and from delivering compliance to legislative requirements. The relationship between DMRB and EIA is provided in Section 4.2 of Chapter 4: Environmental Assessment Methodology of this Environmental Statement (TR010064/APP/6.1).
- 1.1.5 A Non-Technical Summary (NTS) (TR010064/APP/6.4) of the Environmental Statement has been submitted with the application for development consent. The NTS presents the information in the Environmental Statement in non-technical language which can be understood by a wider audience.
- 1.1.6 The structure of Volume 6 of the application for development consent (including the Environmental Statement) is set out in Table 1.1.

Table 1.1 Structure of Volume 6 of the DCO application

Volume / Document	Contents
Environmental Statement (TR010064/APP/6.1)	
Chapter 1. Introduction	This chapter gives a brief introduction to the purpose of the Environmental Statement, a brief overview of the Scheme, legislative and policy framework, and the competent expertise used to undertake the EIA.
Chapter 2. The Scheme	This chapter gives a description of the need for the Scheme, Scheme objectives, Scheme location and baseline scenario. The Scheme description is provided, comprising information on the site, design and physical characteristics of the development. The Scheme description describes both the construction and operation of the Scheme and outline land use requirements, an estimate of expected residues and emissions where not included in the environmental assessments, temporary works, clarity on the scale of development (including worst case parameters of height, width, depth etc), confirmation of specific elements of the design required to reduce significant adverse effects, and confirmation of any off-site works required to facilitate the development. This chapter also describes an outline construction programme, long-term management (including maintenance requirements) and a statement of whether the EIA is to consider decommissioning of the Scheme.
Chapter 3. Assessment of Alternatives	This chapter gives a description of the main alternatives considered during the design and development of the Scheme, the methodology used to consider alternative options, and the justification for the choice of the preferred option, including a comparison of environmental effects.

Volume / Document	Contents
Chapter 4. Environmental Assessment Methodology	This chapter sets out the scope of the EIA, including a summary of how this has been influenced by consultation. The general assessment approach is detailed including the guidance and methodologies used, general assessment assumptions and limitations, general assessment criteria and terminology used, the approach to mitigation, enhancement and monitoring, and duplication of assessment.
Chapter 5. Air Quality	Chapters 5-14 (the aspect chapters) assess the likely significant effects from the Scheme. Each of the aspect chapters includes the following: <ul style="list-style-type: none"> • Introduction • Competent expert evidence • Legislative and policy framework • Assessment methodology • Assessment assumptions and limitations • Study area • Baseline conditions (including future baseline) • Potential impacts • Design, mitigation and enhancement measures • Assessment of likely significant effects • Monitoring • Summary • Acronyms and initialisms • Glossary • Reference list
Chapter 6. Cultural Heritage	
Chapter 7. Landscape and Visual	
Chapter 8. Biodiversity	
Chapter 9. Geology and Soils	
Chapter 10. Material Assets and Waste	
Chapter 11. Noise and Vibration	
Chapter 12. Population and Human Health	
Chapter 13. Road Drainage and the Water Environment	
Chapter 14. Climate	
Chapter 15. Assessment of Cumulative Effects	This chapter provides the cumulative effects assessment undertaken for the Scheme, and identifies any mitigation and monitoring requirements as a result of the cumulative effects assessment.
Chapter 16. Summary	This chapter provides a summary of the residual effects, highlighting where significant residual effects are predicted.
Environmental Statement Figures (TR010064/APP/6.2)	
Figures which support Volume 6.1 of the Environmental Statement, including location, environmental design, and constraints plans.	
Environmental Statement Appendices (TR010064/APP/6.3)	
Appendices which support Volume 6.1 of the Environmental Statement, including technical reports and supporting information.	

Volume / Document	Contents
Environmental Statement Non-Technical Summary (TR010064/APP/6.4)	
A summary of the EIA using non-technical language.	
First Iteration Environmental Management Plan (TR010064/APP/6.5)	
The First Iteration Environmental Management Plan (EMP) contains all measures, including the Register of Environmental Actions and Commitments (REAC), to manage environmental effects in construction and operation. The First Iteration EMP also includes several outline topic-specific management plans.	
Environmental Scoping Report (TR010064/APP/6.6)	
The Environmental Scoping Report, submitted by the Applicant to the Inspectorate in July 2021, is provided in this volume. This includes the main report, appendices and figures.	
Scoping Opinion (TR010064/APP/6.7)	
The Scoping Opinion, produced by the Inspectorate on behalf of the Secretary of State, is provided in this volume. The Scoping Opinion was made in response to the Applicant's Environmental Scoping Report (TR010064/APP/6.6).	
Statement Relating to Statutory Nuisances (TR010064/APP/6.8)	
The Statement Relating to Statutory Nuisances states whether the Scheme engages one or more of the matters listed as statutory nuisances in s79(1) of the Environmental Protection Act 1990 (EPA), and if so, how the Applicant proposes to mitigate or limit them.	

1.2 Overview of the Scheme

- 1.2.1 The Scheme comprises improvements to the M60 Junction (J) 18 interchange (also known as Simister Island) and also widening of the M60 between J17 and J18 from four lanes to five lanes in both directions to improve the traffic flow on the M60.
- 1.2.2 The junction improvement works are located at M60 J18, north of Manchester (National Grid Reference (NGR) SD 82825 05937) (Figure 1.1: Location Plan of the Environmental Statement Figures (TR010064/APP/6.2)).
- 1.2.3 It should be noted that the interchange is situated on more than one motorway and as a result has three junction numbers: M60 J18, M66 J4 and M62 J18. For the purpose of this Scheme, and therefore this Environmental Statement, the interchange is referred to as M60 J18.
- 1.2.4 The M60, M62 and M66 motorways connect important economic areas within Greater Manchester and Lancashire, and also facilitate a connection to Leeds, another important economic area. The three motorways interchange at M60 J18 to the north of Manchester. The junction has been identified as having a capacity issue, with congestion, delays, high usage and a high accident rate being key issues with the junction and surrounding route.

- 1.2.5 The Scheme was identified in the Department for Transport's (DfT) Road Investment Strategy 1 (RIS 1) (2015), which covered the road period 2015-2020, as a key scheme to be developed in the next road period, 2020-2025. Funding for the delivery of the Scheme was confirmed in DfT's Road Investment Strategy 2 (RIS 2) (DfT, 2020).
- 1.2.6 The key elements of the Scheme are:
- Widening of M60 J17 to J18 from four lanes to five lanes in both directions with a new hard shoulder.
 - Construction of a new loop road (the 'Northern Loop') to provide a new free-flow link from the M60 eastbound to the M60 southbound. This will allow drivers to continue along the M60 without having to leave the motorway, navigate the roundabout and re-join the M60.
 - Widening of the M66 southbound through J18 from two lanes to four lanes.
 - Widening of the existing M60 northbound to M60 westbound free flow link road from one lane to two lanes.
 - Realignment of the M66 southbound slip road to M60 J18 to accommodate the Northern Loop, including a new overbridge where the slip road crosses the Northern Loop and realignment of the left turn lane to the M62 eastbound.
 - Realignment of the existing M62 westbound to M60 southbound free flow link.
 - Renewal of signs and signals, including new signs and street lighting at M60 J18 and its approaches, renewed traffic signals at the M60 J18 roundabout, and new gantries on the M66 southbound side and between M60 J17 to J18.
 - Construction of associated drainage works including new ponds to accommodate surface water run-off from the highway and improve water quality.

1.3 Legislative and policy framework

Legislation

Planning Act 2008

- 1.3.1 The Scheme is a Nationally Significant Infrastructure Project (NSIP) as set out by the requirements within Sections 14(1)(h) and 22(1)(b) and 22(2) of the Planning Act 2008 (the Act), triggering the need to apply for a DCO. This is because:
- The Scheme comprises the alteration of a highway (refer to the Explanatory Memorandum (TR010064/APP/3.2) for further details).
 - The highway (when constructed) will wholly be in England.

- National Highways, the strategic highways company, will be the Strategic Highway Authority for the highway.
- The area of development is 85.7 hectares (ha), which exceeds the 15ha threshold which relates to the construction or alteration of a motorway.

1.3.2 National Highways has made an application for a DCO to the Secretary of State for Transport via the Inspectorate seeking consent for the Scheme. The Inspectorate, as the Examining Authority, will examine the DCO application and will make a recommendation to the Secretary of State on whether development consent for the Scheme should be granted or refused.

1.3.3 The Environmental Statement is part of a series of documents that comprise the DCO application submitted to the Inspectorate.

EIA Regulations

Requirement for an EIA

1.3.4 The Scheme falls under the EIA Regulations. It falls under Schedule 2, Section 10f, infrastructure projects, construction of roads unless included in Schedule 1. The selection criteria in Schedule 3 of the EIA Regulations have been used to screen the Scheme and this identified the potential for significant effects. The Scheme therefore requires a statutory EIA to support the DCO application.

Environmental scoping

1.3.5 An Environmental Scoping Report (TR010064/APP/6.6) was submitted to the Inspectorate on 2 July 2021 who in turn adopted a Scoping Opinion (TR010064/APP/6.7) on 12 August 2021 setting out the scope of the Environmental Statement (see Section 4.1 of Chapter 4: Environmental Assessment Methodology of this Environmental Statement (TR010064/APP/6.1) for more information).

Preliminary Environmental Information Report

1.3.6 A Preliminary Environmental Information Report (PEIR) was produced to support the Scheme's statutory consultation, which was held between 15 February 2023 and 28 March 2023. The PEIR presented preliminary results of the environmental assessment, undertaken to enable consultees to understand the likely significant environmental effects of the Scheme, based on the preliminary environmental information available at the time, to help inform their consultation responses. Further information on the statutory consultation is provided in Section 3.4 of Chapter 3: Assessment of Alternatives of this Environmental Statement (TR010064/APP/6.1), and the Consultation Report (TR010064/APP/5.1). The PEIR is included in Annex L of the Consultation Report Annexes (TR010064/APP/5.2).

Environmental Statement

- 1.3.7 This Environmental Statement builds on the PEIR (Annex L of the Consultation Report Annexes (TR010064/APP/5.2)) by taking into account design development and feedback received from the consultation, and presenting information on likely significant effects and mitigation from further detailed assessment. This Environmental Statement has been submitted as part of the DCO application.
- 1.3.8 Under Schedule 4 of the EIA Regulations certain information is required to be provided within the Environmental Statement. Table 1.2 lists the requirements and identifies where this information is located within Volume 6 of the DCO application.

Table 1.2 Information for inclusion in the Environmental Statement under the EIA Regulations, and its location within Volume 6 of the DCO application

Schedule 4 requirement	Location of information within Volume 6 of the DCO application
<p>1. A description of the development, including in particular—</p> <ul style="list-style-type: none"> a) a description of the location of the development; b) a description of the physical characteristics of the whole development, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases; c) a description of the main characteristics of the operational phase of the development (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used; d) an estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases). 	<p>a to c): Chapter 2: The Scheme of this Environmental Statement (TR010064/APP/6.1).</p> <p>d): Estimates of expected residues and emissions are provided within the relevant aspect chapters of this Environmental Statement (TR010064/APP/6.1). Heat and radiation are scoped out of the assessment (see Section 4.1 of Chapter 4: Environmental Assessment Methodology of this Environmental Statement (TR010064/APP/6.1) for further details).</p>
<p>2. A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.</p>	<p>Chapter 3: Assessment of Alternatives of this Environmental Statement (TR010064/APP/6.1).</p>

Schedule 4 requirement	Location of information within Volume 6 of the DCO application
<p>3. A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.</p>	<p>Chapters 5 to 15 of this Environmental Statement (TR010064/APP/6.1), in sub-sections titled 'Baseline conditions' and 'Future baseline'.</p>
<p>4. A description of the factors specified in regulation 5(2) likely to be significantly affected by the development: population, human health, biodiversity (for example fauna and flora), land (for example land take), soil (for example organic matter, erosion, compaction, sealing), water (for example hydromorphological changes, quantity and quality), air, climate (for example greenhouse gas emissions, impacts relevant to adaptation), material assets, cultural heritage, including architectural and archaeological aspects, and landscape.</p>	<p>Chapters 5 to 14 of this Environmental Statement (TR010064/APP/6.1).</p>
<p>5. A description of the likely significant effects of the development on the environment resulting from, <i>inter alia</i> —</p> <ul style="list-style-type: none"> a) the construction and existence of the development, including, where relevant, demolition works; b) the use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources; c) the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste; d) the risks to human health, cultural heritage or the environment (for example due to accidents or disasters); e) the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources; f) the impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change; g) the technologies and the substances used. 	<p>Likely significant effects are described within Chapters 5 to 15 of this Environmental Statement (TR010064/APP/6.1), and summarised in Chapter 16: Summary of this Environmental Statement (TR010064/APP/6.1).</p>

Schedule 4 requirement	Location of information within Volume 6 of the DCO application
<p>The description of the likely significant effects on the factors specified in regulation 5(2) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the development. This description should take into account the environmental protection objectives established at Union or Member State level which are relevant to the project, including in particular those established under Council Directive 92/43/EEC and Directive 2009/147/EC.</p>	
<p>6. A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.</p>	<p>General assessment assumptions and limitations are listed in Section 4.3 of Chapter 4: Environmental Assessment Methodology. Aspect-specific assumptions and limitations are outlined in Chapters 5 to 15 of this Environmental Statement (TR010064/APP/6.1).</p>
<p>7. A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases.</p>	<p>Mitigation and monitoring measures are described within Chapters 5 to 15 of this Environmental Statement (TR010064/APP/6.1). Mitigation measures are also listed in the REAC contained within the First Iteration EMP (TR010064/APP/6.5).</p>
<p>8. A description of the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to risks of major accidents and/or disasters which are relevant to the project concerned. Relevant information available and obtained through risk assessments pursuant to EU legislation such as Directive 2012/18/EU of the European Parliament and of the Council or Council Directive 2009/71/Euratom or UK environmental assessments may be used for this purpose provided that the requirements of this Directive are met. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.</p>	<p>Appendix 4.2: Major Accidents and Disasters of the Environmental Statement Appendices (TR010064/APP/6.3).</p>
<p>9. A non-technical summary of the information provided under paragraphs 1 to 8.</p>	<p>NTS (TR010064/APP/6.4).</p>

Schedule 4 requirement	Location of information within Volume 6 of the DCO application
10. A reference list detailing the sources used for the descriptions and assessments included in the environmental statement.	A reference list is included at the end of each chapter of this Environmental Statement (TR010064/APP/6.1) and each appendix in the Environmental Statement Appendices (TR010064/APP/6.3).

1.3.9 Table 1.3 indicates the location of environmental information required under Regulation 5 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

Table 1.3 Location of environmental information required under Regulation 5 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Regulation reference	Location of environmental information within Volume 6 of the DCO application
5.(2)(a) where applicable, the environmental statement required pursuant to the Infrastructure Planning (Environmental Impact Assessment) Regulation 2009 and any scoping or screening opinions or directions	This Environmental Statement has been submitted with the DCO application. The Inspectorate's Scoping Opinion is provided with the DCO application (TR010064/APP/6.7).
5.(2)(e) a copy of any flood risk assessment	Appendix 13.6: Flood Risk Assessment of the Environmental Statement Appendices (TR010064/APP/6.3).
5.(2)(f) a statement whether the proposal engages one or more of the matters set out in section 79 (statutory nuisances and inspections therefor) of the Environmental Protection Act 1990, and if so how the Applicant proposes to mitigate or limit them	Statement Relating to Statutory Nuisances (TR010064/APP/6.8).

Regulation reference	Location of environmental information within Volume 6 of the DCO application
<p>5.(2)(g) any report identifying any European site to which regulation 48 of the Conservation (Natural Habitats, &c.) Regulations 1994 applies, or any Ramsar site, which may be affected by the proposed development, together with sufficient information that will enable the Commission to make an appropriate assessment of the implications for the site if required by regulation 48(1)</p>	<p>Appendix 8.13: Habitats Regulations Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3).</p>
<p>5.2(l) where applicable, a plan with accompanying information identifying—</p> <p>(i) any statutory or non-statutory sites or features of nature conservation such as sites of geological or landscape importance</p> <p>(ii) habitats of protected species, important habitats or other diversity features</p> <p>(iii) water bodies in a river basin management plan</p> <p>together with an assessment of any effects on such sites, features, habitats or bodies likely to be caused by the proposed development</p>	<p>(i) Where applicable, plans with accompanying information identifying statutory or non-statutory sites or features of nature conservation – Figures 7.3, 7.4, 8.1 and 8.2 of the Environmental Statement Figures (TR010064/APP/6.2). Assessment of any effects on such sites and features likely to be caused by the Scheme – Chapter 7: Landscape and Visual and Chapter 8: Biodiversity of this Environmental Statement (TR010064/APP/6.1).</p> <p>(ii) Where applicable, plans with accompanying information identifying habitats of protected species, important habitats or other diversity features – Figures 8.1 to 8.3 of the Environmental Statement Figures (TR010064/APP/6.2). Assessment of any effects on such features and habitats likely to be caused by the Scheme – Chapter 8: Biodiversity of this Environmental Statement (TR010064/APP/6.1) and Appendix 8.13: Habitats Regulations Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3).</p> <p>(iii) Where applicable, plans with accompanying information identifying water bodies in a river basin management plan – Figure 13.1 of the Environmental Statement Figures (TR010064/APP/6.2). Assessment of any effects on such bodies likely to be caused by the Scheme – Chapter 13: Road Drainage and the Water Environment of this Environmental Statement (TR010064/APP/6.1).</p>

Regulation reference	Location of environmental information within Volume 6 of the DCO application
5.2(m) where applicable, a plan with accompanying information identifying any statutory or non statutory sites or features of the historic environment, including scheduled monuments, World Heritage sites, listed buildings and other historic structures, archaeological sites and registered battlefields, together with an assessment of any effects on such sites, features or structures likely to be caused by the proposed development	Plans with accompanying information identifying any statutory or non-statutory sites or features of the historic environment – Figures 6.1 to 6.3 of the Environmental Statement Figures (TR010064/APP/6.2). Assessment of any effects on such sites, features or structures likely to be caused by the Scheme – Chapter 6: Cultural Heritage of this Environmental Statement (TR010064/APP/6.1).

Policy

National policy

National Policy Statement for National Networks

1.3.10 Section 104 of the Planning Act 2008 requires applications to be decided in accordance with the relevant National Policy Statement (NPS). The NPS for National Networks (NPS NN) (DfT, 2014) sets out principles by which applications for road and rail schemes should be assessed. Paragraph 4.3 of the NPS NN states:

‘In considering any proposed development and in particular when weighing its adverse impacts against its benefits, the Examining Authority and the Secretary of State should take into account:

- *Its potential benefits including the facilitation of economic development, including job creation, housing and environmental improvement, and any long-term or wider benefits;*
- *Its potential adverse impacts, including any longer-term and cumulative adverse impacts, as well as any measures to avoid, reduce or compensate for any adverse impacts.’*

1.3.11 The Scheme has been assessed in accordance with the advice given in the NPS NN. Each environmental aspect chapter in this Environmental Statement sets out the key NPS NN provisions relevant to the aspect, including the information that the Environmental Statement should provide, the factors that the Secretary of State should consider in decision-making and mitigation considerations. Further details on the compliance of the Scheme with the NPS NN can be found in the NPS NN Accordance Tables (TR010064/APP/7.2).

- 1.3.12 The Government has published a draft of the NPS NN in March 2023 (DfT, 2023). The consultation closed in June 2023 and the draft NPS NN has not yet been designated. However, it is potentially capable of being an important and relevant consideration in the decision-making process. The Environmental Statement continues to reference the 2014 NPS NN though, as it remains the relevant Government policy. Each aspect chapter of this Environmental Statement (TR010064/APP/6.1) confirms how the assessment complies with the draft NPS NN. Further details on the compliance of the Scheme with the draft NPS NN can be found in the Draft NPS NN Accordance Tables (TR010064/APP/7.3).

National Planning Policy Framework

- 1.3.13 The National Planning Policy Framework (NPPF), originally published by the Ministry of Housing, Communities and Local Government (MHCLG), now the Department for Levelling Up, Housing and Communities (DLUHC), in 2012 and last revised in September 2023 (DLUHC, 2023), sets out the Government's planning policies for England and the requirements for the planning system. It provides a framework within which locally-prepared plans for housing and other development can be produced. Paragraph 5 of the NPPF confirms that *'the Framework does not contain specific policies for nationally significant infrastructure projects. These are determined in accordance with the decision making framework in the Planning Act 2008 (as amended) and relevant national policy statements for major infrastructure, as well as any other matters that are relevant (which may include the National Planning Policy Framework). National policy statements form part of the overall framework of national planning policy, and may be a material consideration in preparing plans and making decisions on planning applications'*.
- 1.3.14 Paragraph 1.18 of the NPS NN (DfT, 2014) states, *'The NPPF is also likely to be an important and relevant consideration in decisions on nationally significant infrastructure projects, but only to the extent relevant to that project.'* However, paragraph 1.19 goes on to say, *'the NPPF makes clear that it is not intended to contain specific policies for NSIPs where quite particular considerations can apply. The National Networks NPS will assume that function and provide transport policy which will guide individual development brought under it.'*
- 1.3.15 Paragraph 1.10 of the draft NPS NN (DfT, 2023) states:
'Under s104(2) there may be other important and relevant considerations, including other plans or frameworks (with a statutory footing as required by legislation outside of the Planning Act or otherwise) which are capable of being important and relevant considerations. The National Planning Policy Framework may be an important and relevant consideration in decisions on NSIPs, but only to the extent relevant to that project. The National Planning Policy Framework makes clear that it does not contain specific policies for NSIPs. This NPS will assume that function and provide transport policy which will guide individual development brought under it, taking precedence over the National Planning Policy Framework in areas of overlap.'

- 1.3.16 Although NSIPs are determined in accordance with the relevant NPS, the NPPF can be a material consideration in decisions relating to NSIPs, and has therefore been considered where relevant to the Scheme.
- 1.3.17 Further details regarding national planning policy can be found in Chapter 6 of the Case for the Scheme (TR010064/APP/7.1).

Local planning policy

- 1.3.18 Local planning authorities are prescribed consultees (as defined by section 43 of the 2008 Act) and are therefore key stakeholders throughout the DCO process. The host authority (a unitary council or lower-tier district council in which the Scheme is situated) will be asked to produce a Local Impact Report during the DCO examination giving details of the likely impact of the Scheme on the authority's area (or any part of that area), which must be taken into account by the Examining Authority and Secretary of State for Transport.
- 1.3.19 The Scheme is wholly located within the administrative boundary of Bury Metropolitan Borough Council and is close to Rochdale Borough Council, Salford City Council, Manchester City Council and Oldham Metropolitan Borough Council. Local planning authority boundaries are shown in Figure 1.1: Location Plan of the Environmental Statement Figures (TR010064/APP/6.2). Details of the local planning policy relevant to the Scheme are included in the each of the aspect chapters of this Environmental Statement (TR010064/APP/6.1) and in Chapter 6 of the Case for the Scheme (TR010064/APP/7.1).
- 1.3.20 Although local planning policy may be considered important and relevant, it does not have the status afforded to the NPS NN by Section 104 of the 2008 Act. If there is any conflict between a designated NPS and any local planning document, the policies in the NPS will prevail (Paragraph 3.4, Planning Inspectorate Advice Note 2, 2015).

Transport policy

Road Investment Strategy 2

- 1.3.21 In March 2020, Government published its second Road Investment Strategy (RIS 2), which covers investment in, and management of, the SRN from April 2020 to March 2025 (DfT, 2020). The Scheme is a committed scheme in RIS 2.
- 1.3.22 National Highways developed the following documents to respond to and align with RIS 2:
- Strategic Business Plan 2020-2025 (Highways England, 2020a) – this document provides the high-level direction for Road Period 2 (2020 to 2025), including the outcomes and the strategic priorities. The plan identifies the following environmental commitments:
 - Improving the health and wellbeing of people living near its roads
 - Supporting Government's ambition to achieve net zero UK carbon emissions by 2050
 - Maximising opportunities for sustainability

- Improving the natural, built and historic environment
- Creating a network resilient to a changing climate
- Delivery Plan 2020-2025 (Highways England, 2020b) – this document supports the Strategic Business Plan, providing the detail of specific funding, activities and projects to be delivered on the SRN over Road Period 2. It also includes a performance framework, which brings together commitments and performance indicators for RIS 2, including the following key performance indicators for environment:
 - Achieving no net loss of biodiversity across all National Highways activities by the end of Road Period 2
 - Reducing carbon emissions resulting from National Highways electricity consumption, fuel use and other day-to-day operational activities during Road Period 2
 - Bringing agreed sections of the SRN into compliance with legal nitrogen dioxide limit values as soon as possible
 - Delivering road noise mitigation for 7,500 households in noise important areas

1.3.23 Environmental commitments and key performance indicators contained within RIS 2 and its associated Strategic Business Plan and Delivery Plan have been considered throughout the Scheme design development and EIA process.

Other National Highways plans and strategies

1.3.24 Table 1.4 sets out other National Highways strategies and plans that have been considered as part of the Scheme design development and EIA process.

Table 1.4 Other National Highways plans and strategies

National Highways plan or strategy	Description
Highways England: Licence (DfT, 2015)	National Highways is a Government company that operates under a licence granted by the Secretary of State in April 2015 to Highways England (now National Highways). The licence sets out the Secretary of State’s statutory directions and guidance to National Highways and includes duties with regards to the environment and sustainable development and design.
Biodiversity Plan (Highways England, 2015)	The Biodiversity Plan aims to halt the decline in the vitality of habitats and plant and animal populations on and around the road network. The Biodiversity Plan contains five key outcomes, with a range of actions designed to achieve these outcomes:

National Highways plan or strategy	Description
	<ul style="list-style-type: none"> • Outcome 1: Highways England (now National Highways) and our suppliers are equipped to produce good biodiversity performance. • Outcome 2: The Strategic Road Network is managed to support biodiversity. • Outcome 3: We have delivered biodiversity enhancements whilst implementing a capital programme of network improvement. • Outcome 4: We have addressed the legacy of biodiversity problems on our network via a targeted programme of investment. • Outcome 5: We are fully transparent about our biodiversity performance.
Air Quality Strategy (Highways England, 2017a)	The Air Quality Strategy outlines National Highways' strategy to improve air quality on the SRN to deliver a cleaner network and improve the health of its neighbours and customers. The strategy includes four areas of action to improve air quality: policy; planning; monitoring; and operational management.
Environment Strategy (Highways England, 2017b)	The Environment Strategy outlines National Highways' approach to improving the environment particularly with respect to noise, air quality, biodiversity, landscape, water quality, flooding and cultural heritage.
Sustainable Development Strategy (Highways England, 2017c)	The Sustainable Development Strategy is designed to communicate the National Highways' approach and priorities for sustainable development to its key stakeholders. National Highways is keen to ensure its action in the future will further reduce the impact of its activities, seeking a long-term and sustainable benefit to the environment and the communities it serves.
Net Zero Highways: Our 2030 / 2040 / 2050 Plan (National Highways, 2021)	The Net Zero Highways: Our 2030 / 2040 / 2050 Plan sets out a road map to decarbonise highway emissions by 2050, including from corporate activities (net zero by 2030), construction and maintenance (net zero by 2040), and road users (net zero by 2050).
Environmental Sustainability Strategy (National Highways, 2023b)	<p>The Environmental Sustainability Strategy aims to deliver a road network that 'supports the country's transport needs' and 'protects and strengthens the natural environment and community wellbeing' by 2050.</p> <p>The strategy presents three strategic outcomes:</p> <ul style="list-style-type: none"> • Nature: protect, restore and enhance a richer, resilient and more biodiverse environment. • Carbon: deliver net zero corporate emissions by 2030, maintenance and construction emissions by 2040, and road user emissions by 2050.

National Highways plan or strategy	Description
	<ul style="list-style-type: none"> • Communities: support community wellbeing by tacking local environmental impacts and increasing climate resilience. <p>The strategy identifies nine priority areas where key commitments through short and medium-term actions will influence longer-term ambitions and visions for 2050. These priority areas are: Good road and environmental design; Managing our land for its environmental value; Nature-based solutions; Integrating our network into the wider landscape; Optimising resource and energy use; Leaner construction; Conserving and enhancing historic and cultural value; Mitigating pollution; and, Cleaner, quieter journeys.</p>

1.3.25 Other national transport and environmental policy documents which are relevant to highways developments are set out in the relevant aspect chapters of this Environmental Statement (TR010064/APP/6.1).

1.4 Competent expert evidence

1.4.1 In accordance with Regulation 14 (4)(a) of the EIA Regulations, the EIA has been undertaken by a team of ‘competent experts’. Competent expert evidence is set out in each of the aspect chapters of this Environmental Statement (TR010064/APP/6.1).

1.4.2 The EIA has been undertaken and reported by Jacobs on behalf of the Applicant. Jacobs holds the EIA Quality Mark awarded by the Institute of Environmental Management and Assessment (IEMA).

1.4.3 The competent expert with overall responsibility for the coordination of the Environmental Statement is a Senior Associate Director at Jacobs with a postgraduate degree in Environmental Technology and is a full member of the Institution of Environmental Sciences (IES). The EIA lead has over 30 years’ experience including coordination of EIAs for major highways infrastructure schemes.

Acronyms and initialisms

Acronym or initialism	Term
DCO	Development Consent Order
DfT	Department for Transport
DLUHC	Department for Levelling Up, Housing and Communities
DMRB	Design Manual for Roads and Bridges
EIA	Environmental Impact Assessment
EMP	Environmental Management Plan
ha	Hectare
IEMA	Institute of Environmental Management and Assessment
IES	Institute of Environmental Sciences
J	Junction
MHCLG	Ministry of Housing, Communities and Local Government
NGR	National Grid Reference
NPPF	National Planning Policy Framework
NPS	National Policy Statement
NPS NN	National Policy Statement for National Networks
NSIP	Nationally Significant Infrastructure Project
NTS	Non-Technical Summary
PEIR	Preliminary Environmental Information Report
REAC	Register of Environmental Actions and Commitments
RIS 1	Road Investment Strategy 1
RIS 2	Road Investment Strategy 2
SRN	Strategic Road Network

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