

M60/M62/M66 Simister Island Interchange

TR010064

7.2 NATIONAL POLICY STATEMENT FOR NATIONAL NETWORKS ACCORDANCE TABLES

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Forms and Procedure) Regulations 2009

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

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

**NATIONAL POLICY STATEMENT FOR NATIONAL NETWORKS
ACCORDANCE TABLES**

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CONTENTS

1	Introduction	1
1.1	Purpose of this Document.....	1

1 Introduction

1.1 Purpose of this Document

- 1.1.1 This National Policy Statement for National Networks (NPSNN) Accordance Table (this “Accordance Table”) relates to an application made by National Highways (the “Applicant”) to the Secretary of State for Transport via the Planning Inspectorate (the “Inspectorate”) under the Planning Act 2008 (the “2008 Act”) for a Development Consent Order (DCO). If made, the DCO would grant consent for the M60/M62/M66 Simister Island Interchange (the “Scheme”). A detailed description of the Scheme can be found in Chapter 2, The Scheme of the Environmental Statement (ES) (TR010064/APP/6.1)
- 1.1.2 The NPS NN sets out Government policies in respect of the delivery of Nationally Significant Infrastructure Projects (NSIPs) on the national road and rail networks in England. It provides planning guidance for promoters of NSIPs and the basis for the examination by the Examining Authority and decisions by the Secretary of State for Transport. Further details about the NPS NN can be found in the Case for the Scheme (TR010064/APP/7.1). A draft NPS NN was published by the Government for consultation in March 2023 which concluded in June 2023. The draft NPSNN has yet to be designated but may still be an important and relevant consideration by the Secretary of State for Transport when determining their decision. The Scheme’s compliance with the draft NPSNN can be found in the Draft NPS NN Accordance Table (TR010064/APP/7.3). This Accordance Table comprises part of a suite of application documentation and is included in the Application in compliance with Regulation 5(2)(q) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (“APFP Regulations”) which require: “5(2)(q) *any other documents considered necessary to support the application*”.
- 1.1.3 This Accordance Table provides an assessment of the Scheme’s strategic alignment and conformity with the NPSNN. The Accordance Table is set out as follows:
- Table 1: Scheme conformity with NPSNN Chapter 4 – Assessment principles; and
 - Table 2: Scheme conformity with NPSNN Chapter 5 – Generic impacts.
- 1.1.4 This Accordance Table references other relevant documentation submitted as part of the Application and provides a summary where appropriate. The following documents and assessments have been used to inform the completion of the Accordance Table:
- Draft Development Consent Order (TR010064/APP/3.1).
 - Consents and Agreement Position Statement (TR010064/APP/3.3).

- Consultation Report (TR010064/APP/5.1) and Consultation Report Annexes (TR010064/APP/ 5.2).
- Environmental Statement (TR010064/APP/6.1).
- Environmental Statement Figures (TR010064/APP/6.2).
- Environmental Statement Appendices (TR010064/APP/6.3).
- Flood Risk Assessment Report, Appendix 13.6 of the Environmental Statement Appendices (TR010064/APP/6.3).
- Habitats Regulations Assessment Report Appendix 8.13 of the Environmental Statement Appendices (TR010064/APP/6.3).
- Case for the Scheme (TR010064/APP/7.1).
- First Iteration Environmental Management Plan (TR010064/APP/6.5).
- Statement Relating to Statutory Nuisance (TR010064/APP/6.8).

Table 1: National Networks National Policy Statement Chapter 4

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNPS)	Compliance with the NNNPS
4	ASSESSMENT PRINCIPLES	
4.3 (General principles of assessment – Benefits and Adverse Impacts)	<p>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:</p> <ul style="list-style-type: none"> • 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. 	<p>The Scheme is identified in the Government Road Investment Strategy 2 (2020–2025) (RIS2) and National Highways corresponding delivery plan (further details can be found in the Funding Statement (TR010064/APP/4.2)) which sets out a long-term vision for the strategic highway network in the England.</p> <p>The main objectives of the Scheme are to:</p> <ul style="list-style-type: none"> • Improve the journey experience for users of this section of our network by: <ul style="list-style-type: none"> ○ Reducing congestion at peak times. ○ Reducing journey times. ○ Delivering more reliable journey times. • Provide a Scheme that is safe for all road users. • Minimise the impact of the Scheme on the surrounding environment including within Noise Important Areas and Air Quality Management Areas. • Support future economic growth across the Greater Manchester area by delivering against local aspirations set out in regional and local authorities transport strategies and local plans. <p>The benefits of the Scheme are:</p> <ul style="list-style-type: none"> • With the Scheme in place a reduction in delay and journey time is forecast for routes through the Scheme area. In turn this will attract some additional traffic to the Strategic Road Network (“SRN”) around the Scheme. These increases will be from a combination of reassignment from the Local Road Network (LRN”), traffic switching the junctions used to access the M60 and variable demand effects as traffic seeks to take advantage of the extra capacity provided by the Scheme.

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4	ASSESSMENT PRINCIPLES	<ul style="list-style-type: none"> • The Scheme will help relieve traffic congestion and improve the journey experience for motorists at M60 Junction 18. Traffic wanting to travel eastbound to southbound on the M60 will use the new Northern Loop instead of the M60 Junction 18 circulatory thereby significantly reducing traffic flows on the Junction 18 circulatory and freeing up capacity for other movements at the junction. • In addition, the Scheme will provide additional capacity between M60 Junction 17 and Junction 18 with the provision of a dual 5-lane motorway, providing five lanes in both directions and reducing delays associated with merging and diverging traffic. <p>The Case for the Scheme (TR010064/APP/7.1) provides further detail on how the Scheme meets the above objectives and the benefits the Scheme will bring.</p> <p>Do Minimum (without the Scheme) and Do Something (with the Scheme) traffic forecasts have been produced for forecast years 2029 (Opening Year), 2044 (Design Year) and 2061 (Future Year). The forecast models indicate that increases in traffic are forecast throughout the study area over time. Without the Scheme, the forecasted traffic growth will result in increased journey times and delays.</p> <p>Without the Scheme almost all journey times are forecast to increase over time due to traffic demand. This situation will be reversed with the Scheme in place, with most journey times forecast to improve. Traffic using the Northern Loop will save up to 1.5 minutes with the Scheme compared to the current junction layout. Further details are available in the Transport Assessment (TR010064/APP/7.4)</p> <p>Over the 60-year appraisal period, the Scheme is forecast to lead to a reduction in 9 accidents. However, the number of fatal, serious and slight casualties are forecast to increase slightly. This is due to the accidents that do occur having more casualties as drivers reroute from local roads to higher speed strategic roads to take advantage of the Scheme benefits.</p>

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4	ASSESSMENT PRINCIPLES	<p>As more people will use the Scheme this means overall there will be more users and more miles will be driven. The casualties per billion vehicle kilometres have been calculated across the assessment area, this shows that the risk of accident and the risk of a personal injury accident (PIA) is reduced for each driver due to the Scheme. Further details can be found in paragraph 6.4.8 of the Transport Assessment (TR010064/APP/7.4).</p> <p>The design of the Scheme has sought to minimise the impacts on the environment through:</p> <ul style="list-style-type: none"> • Delivery of Biodiversity Net Gain (BNG). The Scheme will deliver BNG (as set out in Appendix 8.12, Biodiversity Net Gain Report of the Environmental Statement Appendices (TR0010064/APP/6.3)). • Significant adverse effects for the construction and operational phases of the Scheme will be minimised through a comprehensive approach to mitigation. This is outlined throughout the topic specific chapters of the Environmental Statement (TR010064/APP/6.1). • Specific measures to minimise construction impacts are set out in a Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan (TR010064/APP/6.5). • Noise Important Areas (NIAs) are shown on Figure 11.2, Noise Sensitive Receptors of the Environmental Statement Figures (TR010064/APP/6.2) and predicted levels of noise change presented in Chapter 11, Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). There are five NIA's within 600m of the Order Limits. Three of them are directly adjacent to the motorway network, and the remaining two located adjacent to the local road network on Bury New Road and Higher Lane. There are predicted reductions of up to 5.1dB in road traffic noise levels for some receptors within the NIA reference number 1671 (which is adjacent to the M60 between Junction 17 and Junction 18) that, in the short-term, would be

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		<p>modelled human health receptors and on Limit Value and target compliance receptors from road transport for both the construction and operation of the Scheme.</p> <ul style="list-style-type: none"> An Outline Air Quality and Dust Management Plan at Appendix A of the First Iteration Environmental Management Plan (TR010064/APP/6.3) sets out the measures to be used during construction to manage dust other air quality effects which will reduce the impacts on sensitive human and ecologically receptors. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). <p>The Scheme is a Nationally Significant Infrastructure Project (NSIP) and will improve connectivity across the SRN network as well as across Greater Manchester. This aligns with the overall spatial strategy for the emerging Places for Everyone (which once adopted will form part of the local development plan), as it improves connectivity across the sub-region and provides additional capacity on the SRN to accommodate predicted future increases in traffic and support economic growth in the Greater Manchester Area.</p>
4.5	Applications for road and rail projects (with the exception of those for SRFIs, for which the position is covered in paragraph 4.8 below) will normally be supported by a business case prepared in accordance with Treasury Green Book principles. This business case provides the basis for investment decisions on road and rail projects. The business case will normally be developed based on the Department's	A business case has been prepared for the Scheme in line with the Treasury Green Book Principles and Department for Transport WebTAG guidance. The economic case for the Scheme (which forms part of the business case) considers the appraisal of economic, environmental and social impacts of the Scheme. Chapter 5 of the Case for the Scheme (TR010064/APP/7.1) sets out the transport and economic case included in the business case as well as the benefits of the Scheme. The economic appraisal of the Scheme has been prepared in accordance with the Green Book – Appraisal and Evaluation in Central Government (the Green Book). The economic appraisal undertaken by the Applicant is used to demonstrate whether the Scheme is likely to represent value for money. As set out in Chapter 5

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	<p>Transport Business Case guidance and WebTAG guidance. The economic case prepared for a transport business case will assess the economic, environmental and social impacts of a development. The information provided will be proportionate to the development. This information will be important for the Examining Authority and the Secretary of State's consideration of the adverse impacts and benefits of a proposed development. It is expected that NSIP schemes brought forward through the development consent order process by virtue of Section 35 of the Planning Act 2008, should also meet this requirement.</p>	<p>of the Case for the Scheme, the appraisal estimates the monetised benefits and disbenefits of the Scheme and compares them to the cost of the Scheme. This is presented in terms of a Benefit to Cost Ratio (BCR). Benefits and disbenefits that cannot be monetised are also assessed and taken into account when determining the Schemes overall value for money.</p> <p>Paragraph 5.6.1 of the Case for the Scheme (TR010064/APP/7.1) concludes that, taking account of the wider impacts of the Scheme and journey time reliability benefits, the Scheme has an adjusted BCR of 1.17 (which means that for £1 spent on the Scheme there will be a £1.17 return to society in benefits) when compared to a Present Value of Costs of £117.3 million. Impacts which cannot be monetised have also been considered. These include:</p> <ul style="list-style-type: none"> • Slight adverse impacts on landscape, historic environment and water environment. • A neutral impact on biodiversity, physical, security, severance and options and values. • Moderate and slight beneficial impacts for journey quality and access to services. <p>The Scheme is an NSIP as defined under s22(3) of the 2008 Act. Therefore, section 35 does not apply.</p>
4.6 (local transport model)	<p>Applications for road and rail projects should usually be supported by a local transport model to provide sufficiently accurate detail of the impacts of a project. The modelling will usually include national level factors around the key drivers of transport demand such as economic growth, demographic change, travel costs and labour market participation, as well as local factors. The Examining Authority and the Secretary of State do not need to be</p>	<p>A local transport model has been produced for the Scheme in line with Department for Transport guidelines. The modelling has considered key drivers of transport demand including economic growth, demographic change, travel costs and labour market participants. Core high growth (optimistic) and low growth (pessimistic) scenarios have been modelled. Further details can be found in the Transport Assessment (TR010064/APP/7.4).</p>

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4	ASSESSMENT PRINCIPLES	
	concerned with the national methodology and national assumptions around the key drivers of transport demand. We do encourage an assessment of the benefits and costs of schemes under high and low growth scenarios, in addition to the core case. The modelling should be proportionate to the scale of the scheme and include appropriate sensitivity analysis to consider the impact of uncertainty on project impacts.	
4.9 (Requirements)	The Examining Authority should only recommend, and the Secretary of State should only impose, requirements in relation to a development consent, that are necessary, relevant to planning, relevant to the development to be consented, enforceable, precise, and reasonable in all other respects. Guidance on the use of planning conditions or any successor to it, should be taken into account where requirements are proposed.	Schedule 2 of the draft Development Consent Order (TR010064/APP/3.1) includes requirements that are necessary, relevant to planning, enforceable, precise and reasonable in all other respects. The Explanatory Memorandum (TR010064/APP/3.2) explains the purpose and effect of each provision set out in the draft Development Consent Order.
4.10 (Planning Obligations)	Planning obligations should only be sought where they are necessary to make the development acceptable in planning terms, directly related to the proposed development and fairly and reasonably related in scale and kind to the development.	No planning obligations have been proposed and it is not anticipated that any will be required.
4.13 (Location of the Road Network)	This NPS does not identify locations at which development of the road and rail networks should be brought forward. However, the road and rail networks provide access for people,	See the response to NPS NN paragraph 4.3. The need for the Scheme is identified in the Governments RIS2.

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4	ASSESSMENT PRINCIPLES	
	business and goods between places and so the location of development will usually be determined by economic activity and population and the location of existing transport networks.	
4.15 (Environmental Impact Assessment)	All proposals for projects that are subject to the European Union’s Environmental Impact Assessment Directive and are likely to have significant effects on the environment, must be accompanied by an environmental statement (ES), describing the aspects of the environment likely to be significantly affected by the project. The Directive specifically requires an environmental impact assessment to identify, describe and assess effects on human beings, fauna and flora, soil, water, air, climate, the landscape, material assets and cultural heritage, and the interaction between them. Schedule 4 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 sets out the information that should be included in the environmental statement including a description of the likely significant effects of the proposed project on the environment, covering the direct effects and any indirect, secondary, cumulative, short, medium and long-term, permanent and temporary, positive and negative effects of the project, and also the measures envisaged for avoiding or mitigating significant adverse effects. Further	<p>The application is accompanied by an Environmental Statement (TR010064/APP/6.1) which details the likely significant effects of the Scheme on the environment and where necessary mitigation measures to avoid, prevent, reduce and, if possible, offset any identified adverse effects. Chapter 15, Cumulative Effects Assessment of the Environmental Statement assesses the combined effects of the Scheme with other developments. This meets the requirements of the European Union Directive.</p> <p>The scope of the Environmental Statement (TR010064/APP/6.1) complies with the Planning Inspectorate Scoping Opinion (TR010064/APP/6.7) for the Scheme.</p>

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	guidance can be found in the online planning portal... In this NPS, the terms 'effects', 'impacts' or 'benefits' should accordingly be understood to mean likely significant effects, impacts or benefits.	
4.16	When considering significant cumulative effects, any environmental statement should provide information on how the effects of the applicant's proposal would combine and interact with the effects of other development (including projects for which consent has been granted, as well as those already in existence).	Chapter 15, Assessment of Cumulative Effects of the Environmental Statement (TR010064/APP/6.1) provides an assessment of the likely significant effects of the Scheme in combination with other past, present and reasonably foreseeable developments.
4.17	The Examining Authority should consider how significant cumulative effects and the interrelationship between effects might as a whole affect the environment, even though they may be acceptable when considered on an individual basis with mitigation measures in place.	See the response above to NPS NN paragraph 4.16.
4.18	In some instances it may not be possible at the time of the application for development consent for all aspects of the proposal to have been settled in precise detail. Where this is the case, the applicant should explain in its application which elements of the proposal have yet to be finalised, and the reasons why this is the case.	<p>The Scheme design which forms the application for development consent is a 'preliminary design' to allow a reasonable degree of flexibility and may be subject to some design refinement as the detailed design is completed, in accordance with Requirement 2 of Schedule 2 of the draft Development Consent Order (TR010060/APP/3.1).</p> <p>The draft Development Consent Order (TR010060/APP/3.1) provides at Article 6 limits of deviation both laterally and vertically. These limits have been included to allow a necessary, but proportionate, degree of flexibility to facilitate the detailed design and construction phases of the Scheme. The limits of deviation have been considered when undertaking all technical assessments in relation to the Scheme.</p>

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4	ASSESSMENT PRINCIPLES	
		<p>This will minimise the need for the Applicant to seek a change to the made Development Consent Order, The Applicant recognises that, if such a change was required, there may be a need for this to be accompanied by environmental information.</p> <p>Chapter 4: Environmental Assessment Methodology of the Environmental Statement (TR010060/APP/6.1) sets out the assessment methodology and approach taken to prepare the environmental impact assessment. This includes details of how the Scheme has been assessed where information was not available to inform the assessment. In addition, each of the technical chapters gives a description of the assumptions made and the limitations of the assessment.</p>
4.19	Where some details are still to be finalised, applicants are advised to set out in the environmental statement, to the best of their knowledge, what the maximum extent of the proposed development may be (for example in terms of site area) and assess the potential adverse effects which the project could have to ensure that the impacts of the project as it may be constructed have been properly assessed.	See comments in relation to NPS NN paragraph 4.18 above.
4.20	Should the Secretary of State decide to grant development consent for an application where details are still to be finalised, this will need to be reflected in appropriate development consent requirements in the development consent order. If development consent is granted for a proposal and at a later stage the applicant wishes for technical or commercial reasons to construct it in such a way that it is	See the response to NPS NN paragraph 4.18.

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4	ASSESSMENT PRINCIPLES	
	outside the terms of what has been consented, for example because its extent will be greater than has been provided for in terms of the consent, it will be necessary to apply for a change to be made to the development consent. The application to change the consent may need to be accompanied by environmental information to supplement that which was included in the original environmental statement	
4.21	In cases where the EIA Directive does not apply to a project, and an environmental statement is not therefore required, the applicant should instead provide information proportionate to the project on the likely environmental, social and economic effects.	This is not applicable. The Scheme requires a comprehensive Environmental Impact Assessment (“EIA”) to support the application for development consent. The Environmental Statement (TR010064/APP/6.1) reports the findings of the EIA.

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4.22 (Habitats Regulations Assessment)	The applicant should seek the advice of Natural England and, where appropriate, for cross-boundary impacts, Natural Resources Wales and Scottish Natural Heritage to ensure that impacts on European sites in Wales and Scotland are adequately considered.	<p>The Applicant has consulted and engaged with Natural England regarding the Habitats Regulation Assessment (HRA) for the Scheme. Rochdale Canal Special Area of Conservation (SAC) was scoped into the assessment and Appendix 8.13, Habitats Regulation Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3) reports the results of the Stage 1 Screening, determining the likely significant effects on European sites, and the Stage 2 Statement to Inform an Appropriate Assessment, assessing adverse effects on the integrity of European sites as a result of the Scheme.</p> <p>The Stage 2 Statement to Inform an Appropriate Assessment concludes, beyond reasonable scientific doubt, that the Scheme will not adversely affect the integrity of the Rochdale Canal SAC during its construction or operational phases, either alone or in combination with other plans or projects.</p> <p>The Applicant has concluded there would be no adverse effects on the integrity of any European site, and accordingly there is no requirement for consideration of derogation at Stage 3.</p> <p>Appendix 8.13: Habitats Regulations Assessment Report of the ES Appendices (TR010064/APP/6.3) has been shared with Natural England for their review and feedback and Natural England have confirmed that they agree with the conclusions of the HRA and have no further comments.</p>
4.23	Applicants are required to provide sufficient information with their applications for development consent to enable the Secretary of State to carry out an Appropriate Assessment if required. This information should include details of any measures that are proposed to minimise or avoid any likely significant effects on a European site. The	See response in relation to NPS NN paragraph 4.22 above.

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4	ASSESSMENT PRINCIPLES	
	information provided may also assist the Secretary of State in concluding that an appropriate assessment is not required because significant effects on European sites are sufficiently unlikely that they can be excluded.	
4.26 (Alternatives)	<p>Applicants should comply with all legal requirements and any policy requirements set out in this NPS on the assessment of alternatives. In particular:</p> <ul style="list-style-type: none"> • The EIA Directive requires projects with significant environmental effects to include an outline of the main alternatives studied by the applicant and an indication of the main reasons for the applicant's choice, taking into account the environmental effects. • There may also be other specific legal requirements for the consideration of alternatives, for example, under the Habitats and Water Framework Directives. • There may also be policy requirements in this NPS, for example the flood risk sequential test and the assessment of alternatives for developments in National Parks, the Broads and Areas of Outstanding Natural Beauty (AONB). 	<p>Chapter 2 of the Case for the Scheme (TR010064/APP/7.1) and Chapter 3 Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1) set out the main Scheme alternatives that have been considered before determining the preferred option. The Consultation Report (TR010064/APP/5.1) sets out the options consulted on as part of the options consultation.</p> <p>Appendix 8.13, Habitats Regulation Assessment of the Environmental Statement Appendices (TR010064/APP/6.3) concludes that no likely significant effects on any sites within the National Site Network (the collective name for Special Conservation Areas, Special Protection Areas and Ramsar sites) are anticipated, when considered alone or in combination with "<i>other plans or projects</i>". Therefore, no consideration of alternatives is required.</p> <p>Through the assessment stages outlined in Appendix 13.1: Water Framework Directive Compliance Assessment Report of the Environmental Statement Appendices (TR/010064/APP/6.3) it is considered that the Scheme would be compliant with the Water Framework Regulations for all designated water bodies assessed. Through the implementation of mitigation measures during construction and operation of the Scheme, any adverse impacts are unlikely to lead to deterioration in classification and/or prevent the water quality elements from either achieving good classification or achieving their River Basin Management Plan objectives.</p> <p>A Flood Risk Assessment has been undertaken and can be found at Appendix 13.6 of the Environmental Statement Appendices (TR010064/APP/6.3). The assessment concluded that the Scheme is at a low risk of flooding and will not increase the risk of</p>

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		<p>flooding elsewhere. Therefore, the sequential test has been met and the exception text does not need to be applied.</p> <p>The Scheme is not within a nationally designated landscape.</p>
4.27	<p>All projects should be subject to an options appraisal. The appraisal should consider viable modal alternatives and may also consider other options (in light of the paragraphs 3.23 to 3.27 of this NPS). Where projects have been subject to full options appraisal in achieving their status within Road or Rail Investment Strategies or other appropriate policies or investment plans, option testing need not be considered by the examining authority or the decision maker. For national road and rail schemes, proportionate option consideration of alternatives will have been undertaken as part of the investment decision making process. It is not necessary for the Examining Authority and the decision maker to reconsider this process, but they should be satisfied that this assessment has been undertaken.</p>	<p>See response to NPS NN paragraph 4.26 above.</p> <p>The Scheme has been the subject of a full options appraisal prior to inclusion in the RIS2 including the assessment of alternative transport modes. The Case for the Scheme (TR010064/APP/7.1) outlines the history of the Scheme development including the options considered and determination of the preferred option which forms the application for development consent.</p>
4.28 - 4.29 (Criteria for “good design” for national network Infrastructure)	<p>Applicants should include design as an integral consideration from the outset of a proposal. Visual appearance should be a key factor in considering the design of new infrastructure, as well as functionality, fitness for purpose, sustainability and cost. Applying “good design”</p>	<p>The Scheme Design Report (TR010064/APP/7.6) explains that the design has been informed by the ten principles for good design as set out in the National Highways’ design document ‘The Road to Good Design’. The Scheme Design Report sets out in detail how each design principle has been met and how these align with the requirements of the NPS NN. The ten principles are:</p> <ul style="list-style-type: none"> • Makes roads safe and useful.

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4	ASSESSMENT PRINCIPLES	
	<p>to national network projects should therefore produce sustainable infrastructure sensitive to place, efficient in the use of natural resources and energy used in their construction, matched by an appearance that demonstrates good aesthetics as far as possible.</p>	<ul style="list-style-type: none"> • Is inclusive. • Makes roads understandable. • Fits in context. • Is restrained. • Is environmentally sustainable. • Is thorough. • Is innovative. • Is collaborative. • Is long-lasting. <p>The landscaping scheme as set out on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has taken the BMBC's Unitary Development Plan land use designations into account including the Special Landscape Area and the Green Belt and the Applicant has carefully designed groups of trees and shrubs to help integrate the Scheme into the surrounding vegetation pattern. The embankments gradients for the Northern Loop have been reduced to help the road integrate into the landscape setting. Also see the response to NPS NN paragraph 5.160.</p> <p>Measures which have been embedded within the design of the Scheme to reduce greenhouse gas (GHG) emissions and reduce the vulnerability of the Scheme to future changes in climate are described in Section 14.9 of Chapter 14, Climate of the Environmental Statement (TR010064/APP/6.1).</p> <p>The landscape design as shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has sought to go beyond just habitat creation required to compensate habitat loss and fragmentation by providing wider enhancement measures in the landscape. This has been achieved through planting of native trees and shrubs that link with existing woodland and wildlife corridors, to help provide greater connectivity in the landscape. For example, a linear belt of trees and shrubs, groups of trees and shrubs and</p>

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4	ASSESSMENT PRINCIPLES	<p>hedgerows will be provided on the north side of the M60/M62 in Whitefield and in the vicinity of Pike Fold Golf Course to connect with existing woodland, ponds and grasslands.</p> <p>Wherever possible, native hedgerows and tree lines have been incorporated along the highways boundary to create linear features that link areas of vegetation, improve biodiversity, strengthen the landscape pattern and help integrate the motorway infrastructure. Attenuation ponds will be planted with native marginal species, woodland and shrubs complimented by new shallow scrapes for wetland habitat creation.</p> <p>All grassland and wildflower seed mixes for areas that are deemed safety critical, such as sight lines, in front of signs and access areas, will be selected to allow proper establishment while maintaining safety critical requirements. Species would be selected following National Highways' 'Major Project Instruction: Low nutrient grassland - reducing maintenance and increasing biodiversity'. This policy, which was introduced in December 2020, specifies that new areas of grassland that are created as part of a major project, should no longer be covered in topsoil, leaving them as either bare substrate or bare subsoil and seeded with appropriate wildflower seeds for the geology of the site.</p> <p>This will address soft estate safety requirements whilst creating greater biodiversity. Seed mix selection would be cognisant of the short term to medium term challenges to successful establishment from climate change.</p> <p>The 'Net Zero Highways' (National Highways, 2021) sets out the Applicant's programme for achieving net zero GHG emissions for the SRN by 2050.</p> <p>Appendix O, the Outline Carbon Management Plan which is part of the First Iteration EMP (TR010064/APP/6.5) includes mitigation measures to reduce carbon in line with net zero targets for both construction and maintenance operations, such as:</p>

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4	ASSESSMENT PRINCIPLES	<ul style="list-style-type: none"> • Preparation and implementation of a Logistics Management Plan (or similar) to manage the transport to/from and onsite of employees and materials required for the construction of the Scheme. The Logistics Management Plan (or similar) will set out measures where practicable, to reduce distances travelled, optimise journeys and use low emission modes of transport (such as public transport) or vehicles (e.g. electric vehicles) to reduce GHG emissions associated with transport. • Seeking to source materials from local suppliers, where practical and cost-effective to do so, in order to reduce the travel distance of materials and associated GHG emissions. • Measures to reduce the magnitude of GHG emissions associated with the use of materials and waste. Appendix G, Outline Materials Management Plan is provided in the First Iteration EMP (TR010064/APP/6.5). <p>To support this, the Principal Contractor for the Scheme will adopt the following processes during construction:</p> <ul style="list-style-type: none"> • Not using CEM1 cement or standardised concrete mixes (ST1-5) unless technical reasons justify their use (concrete products represent 17% of annual Scope 3 carbon emissions). • Using warm mix asphalt in place of hot mix asphalt unless technical reasons justify its use (asphalt products represent 30% of annual Scope 3 carbon emissions). • Ensuring all concrete, steel and aggregate suppliers provide carbon data for their products for comparison during procurement. • The Principal Contractor mandates the use of Hydrotreated Vegetable Oil (HVO) in place of diesel for construction plant wherever feasible, reducing related carbon emissions by up to 90%.

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4	ASSESSMENT PRINCIPLES	
		<p>The Scheme design has provided solutions to overcome difficult design challenges, particularly as this part of the SRN is within a very dense urban setting which means there is limited land available to deliver the desired improvements. Therefore, innovative design approaches to overcome these challenges have been required to ensure the improvements meet all the Scheme objectives. This includes:</p> <ul style="list-style-type: none"> • The Scheme has been designed to accommodate a five lane cross section and full hard shoulder (i.e. 70% or more of a link length) which has required optimal design and use of innovative retaining structures and earthwork arrangements, all without requiring additional permanent land from adjacent landowners. • The Scheme has optimised the drainage provision through use of over-sized pipes in order to reduce land take. • Designing gantries to minimise the land required for their supports.
4.31	<p>A good design should meet the principal objectives of the scheme by eliminating or substantially mitigating the identified problems by improving operational conditions and simultaneously minimising adverse impacts. It should also mitigate any existing adverse impacts wherever possible, for example, in relation to safety or the environment. A good design will also be one that sustains the improvements to operational efficiency for as many years as is practicable, taking into account capital cost, economics and environmental impacts.</p>	<p>The Scheme Design Report (TR010064/APP/7.6) sets out the design principles that have been applied to the Scheme. See the response to NPS NN paragraph 4.28.</p>
4.32	<p>Scheme design will be a material consideration in decision making. The Secretary of State needs to be satisfied that</p>	<p>The Scheme Design Report (TR010064/APP/7.6) sets out the design principles that have been applied to the Scheme. See the response to NPS NN paragraph 4.28.</p>

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4	ASSESSMENT PRINCIPLES	
	national networks infrastructure projects are sustainable and as aesthetically sensitive, durable, adaptable and resilient as they can reasonably be (having regard to regulatory and other constraints and including accounting for natural hazards such as flooding)	
4.33	<p>The applicant should therefore take into account, as far as possible, both functionality (including fitness for purpose and sustainability) and aesthetics (including the scheme's contribution to the quality of the area in which it would be located). Applicants will want to consider the role of technology in delivering new national networks projects. The use of professional, independent advice on the design aspects of a proposal should be considered, to ensure good design principles are embedded into infrastructure proposals.</p>	<p>Figure 7.7, Photomontages of the Environmental Statement Figures (TR010064/APP/6.2) are provided to visualise the Scheme once it is operational. Viewpoints have been agreed through the Scoping Opinion (TR010064/APP/6.7) to reflect a broad range of views from four locations around the study area. The figures show the existing views and then the views with the Scheme in place to allow direct comparison. The landscape planting shown in the photomontages is included on Figure 2.3, Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2).</p> <p>The photomontages reflect two scenarios in different seasons:</p> <ul style="list-style-type: none"> • The worst case scenario (sheet 1) shown in winter in the first year of opening of the Scheme (Year 1, 2029) where the mitigation has only just been completed. More of the earthworks, structures, signage, as well as traffic will be visible in these views, therefore, reflecting views when the Scheme would be most visible. • The design year (sheet 2) is shown in summer, 15 years after completion (Year 15, 2044). This reflects the mitigation establishment. Native woodland, trees, shrubs and new hedgerows with hedgerow tree planting will have sufficiently established to help integrate the Scheme into the surrounding landscape and also provide screening for much of the Scheme. <p>As set out in Chapter 2, The Scheme of the Environmental Statement, the Scheme will upgrade existing intelligent transportation systems or install new systems where required. This includes variable mandatory speed limit (VMS) mounted on cantilever</p>

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4	ASSESSMENT PRINCIPLES	
		<p>and long span cantilever gantries, Advanced Motorway Indicator (AMI) above lane signals, Highways Agency Digital Enforcement and Compliance System (HADECS) and External Aspect Verification (EAV), Closed Circuit Television (CCTV), and Motorway Incident Detection and Automatic Signalling (MIDAS). The street lighting will use Light Emitting Diode (LED) technology as a result of the modification of the road layout and to upgrade the current high-pressure sodium lighting in keeping with the improvements to adjacent road networks.</p> <p>National Highways has created an independent Design Council of built environment experts to impartially evaluate Scheme design with a remit to constructively challenge design approach. This Design Council helped to provide Scheme specific observations and general recommendations that puts good design at the heart of network improvements.</p> <p>Through the role of the Design Council, a Design Panel of experts has reviewed the Scheme design. A Scheme briefing and site visit was carried out on 6 March 2023, with key attendees from the Design Panel and the Applicant in attendance. The Scheme briefing included a site walkover, panel discussion and presentation. The Design Panel prepared a confidential letter of advice for the Applicant. A summary of the advice received and how the Applicant considered this advice is provided in the Scheme Design Report (TR010064/APP/7.6).</p>
4.34	<p>Whilst the applicant may only have limited choice in the physical appearance of some national networks infrastructure, there may be opportunities for the applicant to demonstrate good design in terms of siting and design measures relative to existing landscape and historical character and function, landscape permeability, landform and vegetation.</p>	<p>The landscape design as shown on Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has sought to go beyond just habitat creation required to compensate habitat loss and fragmentation by providing wider enhancement measures in the landscape. This has been achieved through planting of native trees and shrubs that link with existing woodland and wildlife corridors, to help provide greater connectivity in the landscape. For example, a linear belt of trees and shrubs, groups of trees and shrubs and hedgerows will be provided on the north side of the M60/M62 in Whitefield and in the vicinity of Pike Fold Golf Course to connect with existing woodland, ponds and grasslands.</p>

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		<p>Wherever possible, native hedgerows and tree lines have been incorporated along the highways boundary to create linear features that link areas of vegetation, improve biodiversity, strengthen the landscape pattern and help integrate the motorway infrastructure. Attenuation ponds have been planted with native marginal species, woodland and shrubs complimented by new shallow scrapes for wetland habitat creation.</p> <p>All grassland and wildflower seed mixes for areas that are deemed safety critical, such as sight lines, in front of signs and access areas, will be selected to allow proper establishment while maintaining safety critical requirements. Species would be selected following National Highways' 'Major Project Instruction: Low nutrient grassland - reducing maintenance and increasing biodiversity'. This policy, which was introduced in December 2020, specifies that new areas of grassland that are created as part of a major project, should no longer be covered in topsoil, leaving them as either bare substrate or bare subsoil and seeded with appropriate wildflower seeds for the geology of the site.</p> <p>This will address soft estate safety requirements whilst creating greater biodiversity. Seed mix selection would be cognisant of the short term to medium term challenges to successful establishment from climate change.</p>
4.35	Applicants should be able to demonstrate in their application how the design process was conducted and how the proposed design evolved. Where a number of different designs were considered, applicants should set out the reasons why the favoured choice has been selected.	<p>See response to NPS NN paragraphs 4.26 & 4.27 above.</p> <p>The design has evolved through the following processes:</p> <ul style="list-style-type: none"> The Applicant has identified environmental constraints and opportunities at all stages of the design development and this has, for example, included collaborative working between the appointed design team and environmental specialists to minimise the impact of attenuation ponds through consideration of pond size, layout and location. The development of a mitigation and enhancement strategy that avoids unnecessary clearance of

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		<p>screening vegetation during the construction of the Scheme and specification of interplanting to reinforce existing and retained screening.</p> <ul style="list-style-type: none"> The Scheme design has also taken into account the outcomes of the options consultation in June 2020 to August 2020. Further details can be found in the Consultation Report (TR010064/APP/5.1). The Applicant has consulted, as part of the statutory consultation held between March and April 2023, with; affected land interests, prescribed consultees (such as Natural England), Local Planning Authorities, for example, Bury Metropolitan Borough Council, and specialist bodies (such as the Greater Manchester Archaeological Advisory Service) having regard to their responses as set out at Annex Q of the Consultation Report Annexes (TR010064/APP/5.2).
4.40 (Climate change adaptation)	New national networks infrastructure will be typically long-term investments which will need to remain operational over many decades, in the face of a changing climate. Consequently, applicants must consider the impacts of climate change when planning location, design, build and operation. Any accompanying environment statement should set out how the proposal will take account of the projected impacts of climate change.	The latest UK Climate Change Projections (UKCP18) have been used to understand possible changes in climate over the lifetime of the Scheme (up to the 2080s). The environmental impact assessment has therefore considered the effects of possible future changes in climate over a 60-year appraisal period. The potential impacts of these climatic changes on the Scheme are assessed in Chapter 14, Climate of the Environmental Statement (TR010064/APP/6.1) and mitigation measures identified. Based on the assessment undertaken, with the embedded and essential measures in place, the potential climate-related hazards and impacts identified during the operational phase are anticipated to be not significant.
4.41	Where transport infrastructure has safety-critical elements and the design life of the asset is 60 years or greater, the applicant should apply the UK Climate Projections 2009 (UKCP09) high emissions scenario (high impact, low likelihood) against the 2080 projections at the 50% probability level.	<p>In accordance with paragraph 3.28 of National Highways' Design Manual for Roads and Bridges (DMRB) LA 114, the latest available projections (i.e. UK Climate Projections 2018 (UKCP18)) have been used for the high emissions (i.e. Receptor Concentration Pathway (RCP) 8.5) scenario against the 2080 projections at the 50% probability level.</p> <p>UKCP18 supersede UKCP09 and is considered to provide a better estimate of future climate conditions.</p>

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4	ASSESSMENT PRINCIPLES	
4.42	The applicant should take into account the potential impacts of climate change using the latest UK Climate Projections available at the time and ensure any environment statement that is prepared identifies appropriate mitigation or adaptation measures. This should cover the estimated lifetime of the new infrastructure...	<p>As noted in the response to NPS NN paragraph 4.41 above, the UKCP18 projections are the latest available and have been used to understand possible changes in climate over the lifetime of the Scheme (i.e. up to the 2080s), as per paragraphs 3.31 and 3.32 of National Highways' DMRB LA 114.</p> <p>Based on these possible changes in climate, mitigation measures embedded within the design of the Scheme have been identified and presented within Section 14.9 of Chapter 14, Climate of the Environmental Statement (TR010064/APP/6.1).</p>
4.43	The applicant should demonstrate that there are no critical features of the design of new national networks infrastructure which may be seriously affected by more radical changes to the climate beyond that projected in the latest set of UK climate projections. Any potential critical features should be assessed taking account of the latest credible scientific evidence on, for example, sea level rise (e.g. by referring to additional maximum credible scenarios such as from the Intergovernmental Panel on Climate Change or Environment Agency) and on the basis that necessary action can be taken to ensure the operation of the infrastructure over its estimated lifetime through potential further mitigation or adaptation.	<p>Climate assessments have previously used the H++ climate scenarios (which provide, for example, estimates of sea level rises and river flood change beyond the likely change but within physical plausibility) to test the sensitivity of vulnerable safety-critical features (for example, structures), to ensure that such features would not be affected by more radical changes to the climate beyond that projected in the latest set of UK Climate Projections. The H++ scenarios cover heat waves, cold snaps, low and high rainfall, droughts, floods and windstorms. However, of these climate related events, the greatest risks to safety critical features are considered likely to be those associated with flooding.</p> <p>The H++ scenarios were developed using a set of climate change projections which have since been superseded (i.e. UKCP09); however, the Met Office does not propose to update these scenarios using UKCP18.</p> <p>Following the publication of updated guidance on climate change allowances (https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances), the H++ scenarios are, however, no longer used to inform peak river flow allowances on highway schemes. Instead, peak river flow allowances are based on percentiles which describe the proportion of potential scenarios that fall below an allowable level. These allowances are determined by Environment Agency management catchments which are sub-catchments of river basin districts. As discussed in Chapter 13: Road Drainage and the Water Environment of the Environmental</p>

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4	ASSESSMENT PRINCIPLES	
		<p>Statement (TR010064/APP/6.1), consideration has been given to potential changes to the risk of flooding should more radical changes in climate occur.</p> <p>It is, however, considered unlikely that any such future changes in rainfall intensity will substantially increase the risk of flooding to the Scheme. As the Scheme is located in Flood Zone 1 (at less than 0.1% chance of flooding in any year), hydraulic modelling has not been undertaken, nor an assessment of a H++ scenario.</p>
4.44	<p>Any adaptation measures should be based on the latest set of UK Climate Projections, the Government’s national Climate Change Risk Assessment and consultation with statutory consultation bodies.</p> <p>Any adaptation measures must themselves also be assessed as part of any environmental impact assessment and included in the environment statement, which should set out how and where such measures are proposed to be secured.</p>	<p>The UKCP18 projections are the latest available and have been used to understand possible changes in climate over the lifetime of the Scheme (i.e. up to the 2080s) within this chapter.</p> <p>The Independent Assessment of UK Climate Risk (Climate Change Committee, 2021), which provides advice to the Government to inform the UK’s third Climate Change Risk Assessment (CCRA3), has also been reviewed as part of this assessment (see Section 14.7 of Chapter 14, Climate of the Environmental Statement (TR010064/APP/6.1)).</p> <p>As noted in Chapter 13: Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1), climate change uplifts based on the latest published Environment Agency guidance (May 2022) have informed the design of the Scheme.</p> <p>Based on the above, mitigation measures embedded within the design of the Scheme have been identified and presented within Chapter 14, Climate of the Environmental Statement (TR010064/APP/6.1), along with essential mitigation measures, which are presented within the Register of Environmental Actions and Commitments (REAC), which is contained within the First Iteration Environmental Management Plan (EMP) (TR010064/APP/6.5).</p> <p>Examples of measures to help adapt to climate change that have been incorporated and are included in the Environmental Statement (TR010064/APP/6.1) include:</p>

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4	ASSESSMENT PRINCIPLES	
		<ul style="list-style-type: none"> • The highway drainage system is designed with allowances for climate change in line with the latest national Environment Agency Climate Change Guidance (https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances). This is set out in Appendix 13.7, Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3). • Positive drainage measures (measures which encourage water to drain away from an area rather than pooling) will be installed behind all retaining walls with accessible maintenance rodding points. Weepholes will also be provided as an additional drainage measure. • The detailed landscape design and plant species selection will be developed following best practice to address the effects of climate change. This will include diversifying planting species as much as practicable, including using drought tolerant species, whilst still having regard to the local character, and generally planting only native species, and using species more resilient to pests and diseases. The plant species mix, developed with Arboriculturists and Ecologists, is provided in Appendix N, Outline Landscape and Ecology Management Plan of the First Iteration EMP (TR010064/APP/6.5). Plant species will be reviewed during detailed design and included in the Second Iteration of the EMP and Landscape and Ecology Management Plan secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). • In terms of increased future flood risk, the landscape design will futureproof the Scheme by including species tolerant of flooding, such as willow and alder, on floodplains and next to watercourses. • The use of equipment resistant to high temperatures such as lighting which is designed to withstand temperatures equivalent to those experienced in the United Arab Emirates.
4,48 (Pollution control and other	Issues relating to discharges or emissions from a proposed project which affect air quality, water quality, land quality and the	Operational emissions from road schemes do not fall within environmental regulatory regimes and therefore the Scheme does not require permitting.

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
4	ASSESSMENT PRINCIPLES	
environmental protection Regimes)	marine environment, or which include noise and vibration, may be subject to separate regulation under the pollution control framework or other consenting and licensing regimes. Relevant permissions will need to be obtained for any activities within the development that are regulated under those regimes before the activities can be operated.	<p>At this point (submission of the application for development consent) the majority of consents and all powers required have been included, or addressed, in the draft Development Consent Order (TR010064/APP/3.1) as permitted by various provisions of the 2008 Act. However, not all consents/permits/licenses required to deliver the Scheme are included and the following will be sought outwith the draft Development Consent Order. The Consents and Agreements Position Statement (TR010064/APP/3.3) details the various consents that could be required as part of the construction of the Scheme:</p> <ul style="list-style-type: none"> • Agreement to use herbicide in or near water. • Waste exemptions (e.g. U1, T5). • Part B / mobile plant permit (Crushing or screening). • Environmental Permit for waste operations. • CL:aire Materials Management Plan. • Licence to work with Asbestos. • Section 61. • Great Crested Newt Licence. • Bat Licence. • Badger Licence. • S106 Foul sewer connection. • Trade effluent consent. • Environmental Permit Flood Risk Activity (FRAP). • Ordinary Watercourse Consent (temporary or permanent). • Water Abstraction (Temporary / Permanent). • Water Abstraction – Passive dewatering. • Water Transfer (during construction or operation). • Environmental Permit for water discharge.
4.49	The planning and pollution control systems are separate but complementary. The planning system controls the development and use of land in the public interest. It plays a key role in	The potential environmental effects of the Scheme are considered throughout the Environmental Statement (TR010064/APP/6.1).

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
4	ASSESSMENT PRINCIPLES	
	<p>protecting and improving the natural environment, public health and safety, and amenity, for example by attaching requirements to allow developments which would otherwise not be environmentally acceptable to proceed, and preventing harmful development which cannot be made acceptable even through requirements. Pollution control is concerned with preventing pollution through the use of measures to prohibit or limit the releases of substances to the environment from different sources to the lowest practicable level. It also ensures that ambient air and water quality meet standards that guard against impacts to the environment or human health. Environmental Permits cannot control impacts from sources outside the facility's boundary.</p>	<p>The First Iteration EMP (TR010064/APP/6.5) contains the REAC, which sets out the mitigation measures that will be provided to offset and manage the construction impacts of the Scheme.</p> <p>The First Iteration EMP (TR010064/APP/6.5) will be developed into the Second Iteration EMP to be implemented during construction and is secured by Requirement 4 of the draft DCO (TR010064/APP/3.1).</p> <p>The Third Iteration EMP will be developed on completion of the Scheme and set out those ongoing measures required for operation and maintenance. This is secured by Requirement 4 of the draft DCO (TR010064/APP/3.1).</p> <p>The First Iteration EMP (TR010064/APP/6.5) includes a number of outline management plans to control and limit the potential for pollution included as appendices:</p> <ul style="list-style-type: none"> • Appendix A - Outline Air Quality and Dust Management Plan. • Appendix B - Outline Noise and Vibration Management Plan. • Appendix C - Outline Site Waste Management Plan. • Appendix D - Outline General Ecology Management Plan. • Appendix E - Outline Invasive Species Management Plan. • Appendix F - Outline Soil Management Plan. • Appendix G - Outline Materials Management Plan. • Appendix H - Outline Surface and Ground Water Management Plan. • Appendix I - Outline Construction Compound Management Plan. • Appendix J - Outline Contaminated Land Management Plan. • Appendix K - Outline Energy & Resource use Management Plan. • Appendix L - Outline Emergency Procedures & Environmental Incidents. • Appendix M - Environmental Constraints Map. • Appendix N - Outline Landscape and Ecology Management Plan. • Appendix O - Outline Carbon Management Plan.

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
4	ASSESSMENT PRINCIPLES	
		The Consents and Agreements Position Statement (TR010064/APP/3.3) sets out the Applicant's intended strategy for obtaining the consents and associated agreements needed to implement the Scheme if the DCO is granted. See the response to NPS NN paragraph 4.48.
4.50	In deciding an application, the Examining Authority and the Secretary of State should focus on whether the development itself is an acceptable use of the land, and on the impacts of that use, rather than the control of processes, emissions or discharges themselves. They should assess the potential impacts of processes, emissions or discharges to inform decision making, but should work on the assumption that in terms of the control and enforcement, the relevant pollution control regime will be properly applied and enforced. Decisions under the Planning Act should complement but not duplicate those taken under the relevant pollution control regime.	<p>This accordance table sets out an assessment of the Scheme against the requirements of the NPSNN, including signposting to assessments contained within the relevant application documents. This is to assist the examining authority determine if the Scheme is an acceptable use of land against the relevant National Policy Statement, as required by section 104 of the 2008 Act.</p> <p>The Consents and Agreements Position Statement (TR010064/APP/3.3) sets out the Applicant's intended strategy for obtaining the consents and associated agreements needed to implement the Scheme if the Development Consent Order is made.</p>
4.52	There is a statutory duty on applicants to consult the Marine Management Organisation (MMO) on nationally significant projects which would affect, or would be likely to affect, any relevant marine areas as defined in the Planning Act (as amended by section 23 of the Marine and Coastal Access Act 2009.	The Scheme does not impact on any marine areas.
4.53	When an applicant applies for an Environmental Permit, the relevant regulator (the Environment Agency) requires that the application demonstrates that processes are in place to meet all relevant Environmental	Where an environmental permit is identified as being required, engagement with the relevant regulator will be undertaken to ensure that any application meets the Environmental Permit requirements. The Consents and Agreements Position Statement (TR010064/APP/3.3) sets out the Applicant's intended strategy for obtaining the consents and associated agreements needed to implement the

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
4	ASSESSMENT PRINCIPLES	
	Permit requirements.	Scheme if the Development Consent Order is made. Also see the response to NPS NN paragraph 4.48.
4.54	Applicants are encouraged to begin pre-application discussions with the Environment Agency as early as possible. It is however expected that an applicant will have first thought through the requirements as a starting point for discussion. Some consents require a significant amount of preparation; as an example, the Environment Agency suggests that applicants should start work towards submitting the permit application at least 6 months prior to the submission of an application for a Development Consent Order, where they wish to parallel track the applications. This will help ensure that applications take account of all relevant environmental considerations and that the relevant regulators are able to provide timely advice and assurance to the Examining Authority.	<p>Consultation and engagement with the Environment Agency have taken place during development of the Scheme. This has included engagement on technical matters such as flood risk, drainage and groundwater. The Scheme does not require an Environmental Permit that would need to be applied for in parallel to the Development Consent Order, although as set out at NPS NN paragraph 4.53 some other consents/permits/licenses may be required later if the Development Consent Order is made. The Consents and Agreements Position Statement (TR010064/APP/3.3) sets out the Applicant's intended strategy for obtaining the consents and associated agreements needed to implement the Scheme if the DCO is made. See the response to NPS NN paragraph 4.48 above.</p> <p>A Statement of Common Ground is being developed with the Environment Agency to record the matters agreed between both parties and identify any matters which still need to be agreed. The Statement of Common Ground will be submitted to the examining authority during the course of the examination of the application for development consent. This document will detail the applications for consents and permits that will be made by the Applicant to the Environment Agency (also refer to the response to NPS NN paragraph 4.55 below).</p>
4.55	The Secretary of State should be satisfied that development consent can be granted taking full account of environmental impacts. This will require close cooperation with the Environment Agency and/or the pollution control authority, and other relevant bodies, such as the MMO, Natural England, Drainage Boards, and water and sewerage undertakers, to ensure that in the case of potentially polluting developments:	<p>Chapter 13, Road Drainage and Water Environment of the Environmental Statement (TR010064/APP/6.1) sets out the consultation that has been undertaken with the Environment Agency and BMBC as the Local Lead Flood Authority (LLFA) and how the Scheme design responds to their responses.</p> <p>A list of all the potential consents/permits/licences which could be required to construct the Scheme are set out in the Consents and Agreements Position Statement (TR010064/APP/3.3). For the water environment, this includes:</p> <ul style="list-style-type: none"> • Agreement to use herbicide in or near water.

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4	ASSESSMENT PRINCIPLES	
	<ul style="list-style-type: none"> the relevant pollution control authority is satisfied that potential releases can be adequately regulated under the pollution control framework; and the effects of existing sources of pollution in and around the project are not such that the cumulative effects of pollution when the proposed development is added would make that development unacceptable, particularly in relation to statutory environmental quality limits. 	<ul style="list-style-type: none"> S106 Foul sewer connection. Trade effluent consent. Environmental Permit Flood Risk Activity (FRAP). Ordinary Watercourse Consent (temporary or permanent) Water Abstraction (Temporary / Permanent). Water Abstraction – Passive dewatering. Water Transfer (during construction or operation). Environmental Permit for Water Discharges.
4.56	The Secretary of State should not refuse consent on the basis of regulated impacts unless there is good reason to believe that any relevant necessary operational pollution control permits or licences or other consents will not subsequently be granted.	See the response to NPS NN paragraph 4.55. The Applicant does not anticipate that any additional consents outside the Development Consent Order process would be refused on these grounds.
4.58 (Statutory Nuisance)	It is very important that during the examination of a nationally significant infrastructure project, possible sources of nuisance under section 79(1) of the 1990 Act, and how they may be mitigated or limited are considered by the Examining Authority so they can recommend appropriate requirements that the Secretary of State might include in any subsequent order granting development consent. More information on the consideration of possible sources of nuisance is at paragraphs 5.81-5.89.	The draft Development Consent Order (TR010064/APP/3.1) and the Explanatory Memorandum (TR010064/APP/3.2) discusses statutory nuisance claims and provides a defence to those nuisances which may be of relevance to the Scheme. These are further detailed in the Statement Relating to Statutory Nuisances (TR010064/APP/6.8) provided as part of the application for development consent.

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
4	ASSESSMENT PRINCIPLES	
4.61 (Safety)	The applicant should undertake an objective assessment of the impact of the proposed development on safety including the impact of any mitigation measures. This should use the methodology outlined in the guidance from DfT (WebTAG) and from the Highways Agency.	The Transport Assessment (TR010064/APP/7.4) and the Case for the Scheme (TR010064/APP/7.1) provides an assessment of the overall impact of the Scheme on road safety in accordance with WebTAG and National Highways guidance.
4.62	They should also put in place arrangements for undertaking the road safety audit process. Road safety audits are a mandatory requirement for all trunk road highway improvement schemes in the UK (including motorways).	The requirements resulting from the road safety audit undertaken at preliminary design have been incorporated into the Scheme design where appropriate.
4.64	<p>The applicant should be able to demonstrate that their scheme is consistent with the Highways Agency's Safety Framework for the Strategic Road Network and with the national Strategic Framework for Road Safety. Applicants will wish to show that they have taken all steps that are reasonably required to:</p> <ul style="list-style-type: none"> • minimise the risk of death and injury arising from their development; • contribute to an overall reduction in road casualties; • contribute to an overall reduction in the number of unplanned incidents; and contribute to improvements in road safety for walkers and cyclists. 	<p>The Scheme has been designed in accordance with technical documents produced by the DfT and National Highways which include the DMRB and Manual for Contract of Highway Works (MCHW). Compliance with these have ensured operational risks have been identified and mitigated.</p> <p>The Construction, Design and Management (CDM) Regulations 2015 require due consideration for health and safety of all stakeholders through the Scheme lifecycle which has been applied throughout the Scheme design development.</p> <p>STATS 19 (road safety data issued by DfT) Personal Injury Accident (PIA) data for the latest available complete pre-Covid five-year period 2015-2019 was used to identify the level of existing accidents in the study area. Between 2015 and 2019 there were a total of 829 casualties, of which 83% were slight, 15% serious and 1% were fatal casualties. The number of casualties per year are relatively consistent, on average 165 casualties occurred per year.</p> <p>An assessment of accident impacts has been completed using Cost and Benefits to Accidents Light Touch (COBALT). The assessment forecasted a reduction in</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
4	ASSESSMENT PRINCIPLES	<p>accidents as a result of the Scheme calculated as the difference between the number of accidents in the without and with Scheme scenarios. Over the 60-year appraisal period, the Scheme is forecast to lead to a reduction in 9 accidents over the 60-year appraisal period. Further details are available in the Transport Assessment (TR010064/APP/7.4).</p> <p>Table 6-4 of the Transport Assessment (TR010064/APP/7.4) indicates that the SRN is forecast to experience an increase in accidents as more people are attracted to using the SRN as a result of better journey reliability once the Scheme is operational, as much of the additional SRN traffic reroutes from the local road network. As a result of the Scheme, 61 fewer PIAs are forecast on the local roads that are included in the COBALT assessment. Table 6-3 of the Transport Assessment (TR010064/APP/7.4) indicates that while there is a slight decrease in the overall volume of accidents, the number of fatal, serious and slight casualties increases slightly equivalent to 1.0, 1.2 and 12.7 additional fatal, serious and slight casualties over the 60-year appraisal period.</p> <p>However, M60 Junction 18 is forecast to experience 35 fewer PIAs over 60 years due to the Scheme removing traffic from Junction 18 onto the Northern Loop. Conversely the increased traffic flows using M60 Junction 17 taking advantage of the Scheme results in 14 additional PIAs forecast on this junction.</p> <p>As more people will use the Scheme this means overall there will be more users and more miles will be driven. The casualties per billion vehicle kilometres have been calculated across the assessment area, this shows that the risk of accident and the risk of a PIA is reduced for each driver due to the Scheme. Further details can be found in paragraph 6.4.8 of the Transport Assessment (TR010064/APP/7.4).</p> <p>The Scheme is to improve the existing motorway network. Any crossing points are already either underneath or above the motorway. As such an assessment of</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
4	ASSESSMENT PRINCIPLES	
		accidents for walkers and cyclists has not been undertaken as this group of users are prohibited from the motorway network.
4.65	They will also wish to demonstrate that: <ul style="list-style-type: none"> they have considered the safety implications of their project from the outset; and they are putting in place rigorous processes for monitoring and evaluating safety. 	See response to NPSNN paragraph 4.64 above. The Applicant has considered safety through the consideration of alternatives and the design evolution of the Scheme. Once the Scheme is operational a road safety audit will be undertaken to assess the safety and operational aspects of the Scheme. If any mitigation is then subsequently required, it will follow on from this assessment.
4.66	The Secretary of State should not grant development consent unless satisfied that all reasonable steps have been taken and will be taken to: <ul style="list-style-type: none"> minimise the risk of road casualties arising from the scheme; and contribute to an overall improvement in the safety of the Strategic Road Network. 	The Scheme has been designed to appropriate design standards and is fully compliant with all aspects of National Highways safety governance procedures. The evaluation of risk needs to document, in accordance with GG 104 of National Highways' DMRB, that the design meets the test of being safe, meaning risk has been reduced to a level 'As Low As Reasonably Practicable' (ALARP). This is complex as a test, since there is also a budgetary requirement on schemes, and the test needs to demonstrate compliance with a large set of sometimes-competing metrics. Part of the test of determining ALARP is about attempting to quantify risk, as described above. Another aspect is recording the evaluation of scope for mitigation, since this can potentially support meeting both budgetary and ALARP tests for a scheme. A variable speed limit is proposed when circumstances merit it, such as during periods of congestion, poor weather conditions or other hazards such as a broken-down vehicle or obstacles in the carriageway. The Scheme design includes numerous safety measures which include the provision of a hard shoulder, emergency phones and CCTV to ensure that emergencies are dealt with as quickly and as safely as possible. Nine new overhead gantries would be provided in total. The locations of new major structures and gantries are shown on Figure 2.2: Scheme Design of the Environmental Statement Figures (TR010064/APP/6.2). Three gantries will be provided on the M60 eastbound, two on the M60 westbound and four on the M66.

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
4	ASSESSMENT PRINCIPLES	<p>Two gantries (one for each direction on the M60) would span the entire motorway whereas the others would be specific to each side of the carriageway. The gantries will provide both fixed signage to direct motorists as well as presenting dynamic information such as a reduced speed limit, the closure of a lane or other service updates such as warning of closures elsewhere on the SRN network. The presentation of this information is designed to ensure that customers navigate this busy section of the SRN network as safely and as quickly as possible as well as to help manage driver stress by presenting up to date information on any impediments to people's journeys.</p> <p>As set out in Chapter 2, The Scheme of the Environmental Statement (TR010064/APP/6.1), the Scheme will also upgrade existing intelligent transportation systems or install new systems where required. This includes VMS mounted on cantilever and long span cantilever gantries, AMI above lane signals, HADECS and "EAV, CCTV, and MIDAS.</p> <p>The gantries will therefore provide both fixed signage to direct motorists as well as incorporating advanced technology to present dynamic information. This enables the SRN to be controlled and for rapid and dynamic response such as reducing the speed limit, the closure of a lane or other service updates such as warning of closures elsewhere on the SRN. The presentation of this information is designed to ensure that customers navigate this busy section of the SRN as safely and as quickly as possible as well as to help manage driver stress by presenting up to date information on any impediments to people's journeys. It also assists the emergency services respond to any incidents quickly.</p> <p>The area covered by the Scheme already has a notably lower Fatal Weighted Injury rate per billion vehicle miles than the SRN motorway average, however it has an overall collision rate higher than the SRN motorway average. The reduction in congestion will reduce the number of overall collisions to contribute to an overall improvement in the safety of the SRN, however those collision that may occur will be at higher speeds and the severity may therefore be increased.</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
4	ASSESSMENT PRINCIPLES	
		<p>The Scheme is required a congestion relief rather than a safety improvements and the area covered by the Scheme already has a notably lower Fatal Weighted Injury rate per billion vehicle miles than the SRN motorway average, however it has an overall collision rate higher than the SRN motorway average. The reduction in congestion will reduce the number of overall collisions to contribute to an overall improvement in the safety of the SRN, however those collision that may occur will be at higher speeds and the severity may therefore be increased.</p> <p>The Scheme would reduce collisions at Junction 18 when compared to the existing situation, but conversely more collisions would occur at Junction 17. The overall safety of the SRN is improved by the Scheme when considered proportionally against the total number of miles driven over the 60 year appraisal period.</p> <p>Overall, it is considered that all reasonable steps have been taken to minimise the risk of road casualties and to improve the overall safety of the SRN.</p>
4.76 - 4.77 (Security considerations)	Where national security implications have been identified, the applicant should consult with relevant security experts from CPNI (Centre for the Protection of National Infrastructure) and the Department for Transport, to ensure that physical, procedural and personnel security measures have been adequately considered in the design process and that adequate consideration has been given to the management of security risks. If CPNI and the Department for Transport (as appropriate) are satisfied that security issues have been adequately addressed in the project when the application is submitted, they will provide confirmation of this to the Secretary of State, and the Examining Authority should not need to give any further	No national security implications have been identified in developing the Scheme.

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
4	ASSESSMENT PRINCIPLES	
	<p>consideration to the details of the security measures during the examination.</p> <p>The applicant should only include such information in the application as is necessary to enable the Examining Authority to examine the development consent issues and make a properly informed recommendation on the application.</p>	
4.81 - 4.82 (Health)	<p>As described in the relevant sections of this NPS, where the proposed project has likely significant environmental impacts that would have an effect on human beings, any environmental statement should identify and set out the assessment of any likely significant adverse health impacts.</p> <p>The applicant should identify measures to avoid, reduce or compensate for adverse health impacts as appropriate. These impacts may affect people simultaneously, so the applicant, and the Secretary of State (in determining an application for development consent) should consider the cumulative impact on health.</p>	<p>Opportunities to limit adverse impacts on health and provide benefits have been identified within Chapter 12: Population and Human Health of the Environmental Statement (TR010064/APP/6.1). Chapter 12 Population and Human Health of the Environmental Statement provides an assessment of effects on human beings as a result of the Scheme, including the identification of potential adverse health impacts and sets out mitigation measures. The assessment identifies vulnerable groups where relevant. Any impacts will be temporary and there is an overall health benefit in terms of reduction to traffic noise as quantified in Tables 12.36 and 12.37 in Chapter 12, Population and Human Health. The cumulative impact on health is captured in Table 12.38 of Chapter 12 Population and Human Health, which considers how the combination of impacts on determinants such as access to green space, walking and cycling, noise, air pollution and lighting and interaction of construction impacts may combine and affect some communities to a greater or lesser extent than others. The results show that communities in Besses ward will be subject to a combination of adverse health effects from impacts on health determinants during construction. This would indicate a greater impact on quality of life for this community during construction. During operation, Besses ward will not be disproportionately affected.</p>

Table 2: National Networks National Policy Statement Chapter 5

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
5.6 - 5.9 (Air quality)	<p>Where the impacts of the project (both on and off-scheme) are likely to have significant air quality effects in relation to meeting EIA requirements and / or affect the UK's ability to comply with the Air Quality Directive, the applicant should undertake an assessment of the impacts of the proposed project as part of the environmental statement.</p> <p>The environmental statement should describe:</p> <ul style="list-style-type: none"> existing air quality levels; forecasts of air quality at the time of opening, assuming that the scheme is not built (the future baseline) and taking account of the impact of the scheme; and any significant air quality effects, their mitigation and any residual effects, distinguishing between the construction and operation stages and taking account of the impact of road traffic generated by the project. <p>Defra publishes future national projections of air quality based on evidence of future emissions, traffic and vehicle fleet. Projections are updated as the evidence base changes. Applicant's assessment should be consistent</p>	<p>Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) discusses existing baseline air quality levels, forecasted air quality both with the Scheme (Do Something) and without the Scheme (Do Minimum) in the context of the UK's ability to comply with the Air Quality Directive as well as other relevant air quality objectives. The chapter also discusses the methodology including use of national air quality projection data, road traffic data and projected road traffic emissions factors, and detailed modelling. The chapter concludes that there will be no residual significant air quality effects during construction or operation and that there is no risk of the Scheme affecting the UK's reported ability to comply with the Air Quality Directive Limit Values in the shortest timescale possible.</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	<p>with this but may include more detailed modelling to demonstrate local impacts.</p> <p>In addition to information on the likely significant effects of a project in relation to EIA, the Secretary of State must be provided with a judgement on the risk as to whether the project would affect the UK's ability to comply with the Air Quality Directive.</p>	
5.10	<p>The Secretary of State should consider air quality impacts over the wider area likely to be affected, as well as in the near vicinity of the scheme. In all cases the Secretary of State must take account of relevant statutory air quality thresholds set out in domestic and European legislation. Where a project is likely to lead to a breach of the air quality thresholds, the applicant should work with the relevant authorities to secure appropriate mitigation measures with a view to ensuring so far as possible that those thresholds are not breached.</p>	<p>Modelled air quality impacts within 200m of affected roads are presented in Appendix 5.2, Air Quality Results of the Environmental Statement Appendices (TR010064/APP/6.3). Affected roads are those where the traffic level changes are likely to result in a change in road traffic related air pollution concentration, locations beyond the affected roads are unlikely to result in a significant impact, The definition of the affected road network (ARN) is further explained in Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1).</p>
5.11	<p>Air quality considerations are likely to be particularly relevant where schemes are proposed:</p> <ul style="list-style-type: none"> • roads identified as being above Limit Values or nature conservation sites (including Natura 2000 sites and SSSIs, including those outside England); and within or adjacent to Air Quality Management Areas (AQMA); • where changes are sufficient to bring about 	<p>Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) includes an assessment of all relevant receptors, both human and ecological, including SSSI's, Natura 2000 sites, locations within Air Quality Management Areas (AQMA's) and locations identified as being at risk of exceeding the Limit Values, within 200m of affected roads (also see NPS NN paragraph 5.10 above).</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	the need for a new AQMA or change the size of an existing AQMA; or bring about changes to exceedences of the Limit Values, or where they may have the potential to impact on nature conservation sites.	
5.12	The Secretary of State must give air quality considerations substantial weight where, after taking into account mitigation, a project would lead to a significant air quality impact in relation to EIA and / or where they lead to a deterioration in air quality in a zone/agglomeration.	No significant effects are identified for air quality as discussed in section 5.10 of Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1), including in the context of Air Quality Directive Limit Values and the associated deterioration in air quality in a zone/agglomeration.
5.13	<p>The Secretary of State should refuse consent where, after taking into account mitigation, the air quality impacts of the scheme will:</p> <ul style="list-style-type: none"> • result in a zone/agglomeration which is currently reported as being compliant with the Air Quality Directive becoming non-compliant; or • affect the ability of a non-compliant area to achieve compliance within the most recent timescales reported to the European Commission at the time of the decision. 	No significant effects are identified for air quality as discussed in section 5.10 of Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1), including in the context of the Air Quality Directive Limit Values and the associated deterioration in air quality in a zone/agglomeration.
5.14 - 5.15	<p>The Secretary of State should consider whether mitigation measures put forward by the applicant are acceptable. A management plan may help codify mitigation at this stage.</p> <p>The proposed mitigation measures should</p>	No significant effects are identified for air quality as discussed in section 5.10 of Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1). Other than for construction dust (discussed below), no mitigation plan is necessary.

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	<p>ensure that the net impact of a project does not delay the point at which a zone will meet compliance timescales.</p> <p>Mitigation measures may affect the project design, layout, construction, operation and/or may comprise measures to improve air quality in pollution hotspots beyond the immediate locality of the scheme. Measures could include, but are not limited to, changes to the route of the new scheme, changes to the proximity of vehicles to local receptors in the existing route, physical means including barriers to trap or better disperse emissions, and speed control. The implementation of mitigation measures may require working with partners to support their delivery.</p>	<p>A REAC is included within the First Iteration EMP (TR010064/APP/6.5). An Outline Air Quality and Dust Management Plan has been produced and can be found at Appendix A of the First Iteration EMP (TR010064/APP/6.5), which covers dust mitigation. The Outline Air Quality and Dust Management Plan contains measures to control fugitive dust to avoid and reduce potential impacts during construction. Mitigation measures include the dampening down of surfaces, planning the site layout so that machinery and dust-causing activities occur as far from receptors as possible, erecting screens or barriers around the dust-causing activities or the site boundary, covering stockpiles to prevent entrainment by wind and undertaking regular monitoring. The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration EMP for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).</p>
5.16 (Carbon emissions)	<p>The Government has a legally binding framework to cut greenhouse gas emissions by at least 80% by 2050. As stated above, the impact of road development on aggregate levels of emissions is likely to be very small. Emission reductions will be delivered through a system of five year carbon budgets that set a trajectory to 2050. Carbon budgets and plans will include policies to reduce transport emissions, taking into account the impact of the Government's overall programme of new infrastructure as part of that.</p>	<p>The impact of the Scheme on GHG emissions is considered within Chapter 14, Climate of the Environmental Statement (TR010064/APP/6.1). The assessment makes reference to the Climate Change Act 2008 (as amended), which includes a legally binding target for the Government to cut GHG emissions to net zero, against the 1990 baseline, by 2050. This net zero target supersedes the previous 80% reduction by 2050 target referred to in the NPS NN. Relevant UK carbon budgets, plans and policies are also discussed.</p>
5.17	<p>Carbon impacts will be considered as part of the appraisal of scheme options (in the</p>	<p>In accordance with paragraphs 3.11 to 3.20 of National Highways' DMRB LA 114, changes in GHG emissions associated with the construction and operation of the</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	<p>business case), prior to the submission of an application for DCO. Where the development is subject to EIA, any Environmental Statement will need to describe an assessment of any likely significant climate factors in accordance with the requirements in the EIA Directive. It is very unlikely that the impact of a road project will, in isolation, affect the ability of Government to meet its carbon reduction plan targets. However, for road projects applicants should provide evidence of the carbon impact of the project and an assessment against the Government's carbon budgets.</p>	<p>Scheme have been estimated and compared to relevant UK carbon budgets in order to assess their significance (see Section 14.10 of Chapter 14, Climate of the Environmental Statement (TR010064/APP/6.1)).</p> <p>Whilst mitigation measures have been and will be implemented to reduce GHG emissions (e.g. through the implementation of the Outline Carbon Management Plan, which is included in Appendix O of the First Iteration EMP (TR010064/APP/6.5)), the Scheme is estimated to result in an increase in GHG emissions during both its construction and operation. The impact of the Scheme on climate (i.e. GHG emissions) is, however, considered to be not significant as it is considered unlikely to have a material impact on the ability of UK Government to meet its carbon reduction targets.</p>
5.17	<p>Carbon impacts will be considered as part of the appraisal of scheme options (in the business case) prior to the submission of an application for DCO. Where the development is subject to EIA, any Environmental Statement will need to describe an assessment of any likely significant climate factors in accordance with the requirements in the EIA Directive. It is very unlikely that the impact of a road project will, in isolation, affect the ability of Government to meet its carbon reduction plan targets. However, for road projects applicants should provide evidence of the carbon impact of the project and an assessment against the Government's carbon budgets.</p>	<p>In accordance with Paragraph 5.17 of the NPS NN, a carbon impact assessment of GHG emissions was undertaken as part of the appraisal of the Scheme and GHG emissions from construction of the Scheme have been calculated.</p>
5.18	The Government has an overarching national	See response to NPS NN paragraph 5.17 above.

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	<p>carbon reduction strategy (as set out in the Carbon Plan 2011) which is a credible plan for meeting carbon budgets. It includes a range of non-planning policies which will, subject to the occurrence of the very unlikely event described above, ensure that any carbon increases from road development do not compromise its overall carbon reduction commitments. The Government is legally required to meet this plan. Therefore, 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.</p>	
5.19	<p>Evidence of appropriate mitigation measures (incorporating engineering plans on configuration and layout, and use of materials) in both design and construction should be presented. The Secretary of State will consider the effectiveness of such mitigation measures in order to ensure that, in relation to design and construction, the carbon footprint is not unnecessarily high. The Secretary of State's view of the adequacy of the mitigation measures relating to design and construction will be a material factor in the decision making process.</p>	<p>Mitigation measures have been identified (see Section 14.9 of Chapter 14, Climate of the Environmental Statement (TR010064/APP/6.1)) which will reduce GHG emissions associated with the Scheme, both in terms of its design and its construction. These measures are considered likely to substantially reduce the carbon footprint of the Scheme.</p> <p>An Outline Carbon Management Plan has also been produced and can be found at Appendix O of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Carbon Management Plan includes mitigation measures to reduce carbon in line with net zero targets for both construction and future maintenance of the Scheme, such as:</p> <ul style="list-style-type: none"> • Preparation and implementation of a Logistics Management Plan (or similar) to manage the transport to/from and onsite of employees and materials

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	<p>required for the construction of the Scheme. The Logistics Management Plan (or similar) will set out measures where practicable, to reduce distances travelled, optimise journeys and use low emission modes of transport (such as public transport) or vehicles (e.g. electric vehicles) to reduce GHG emissions associated with transport.</p> <p>Seeking to source materials from local suppliers, where practical and cost-effective to do so, in order to reduce the travel distance of materials and associated GHG emissions. An Outline Materials Management Plan has also been produced at Appendix C of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Materials Management Plan sets out measures to reduce the magnitude of GHG emissions associated with the use of materials and waste.</p> <p>The Outline Carbon Management Plan and the Outline Materials Management Plan will be further developed as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).</p> <p>The results of Scheme specific soil surveys and ground investigations indicate that there are limited existing peaty soils within the Order Limits. However, as peaty soils are a carbon store, which if disturbed can result in emissions of GHGs, an Outline Soil Management Plan has been produced and can be found at Appendix F of the First Iteration Environmental Management Plan (TR010064/APP/6.5). The Outline Soils Management Plan outlines the strategy if peaty soils are encountered. Where peat excavation cannot be avoided through design alterations, alternative peat management techniques will be followed. The Outline Soils Management Plan will be developed into a Soils Management Plan as part of the Second Iteration Environmental Management Plan for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
5.22 - 5.23 (Biodiversity and ecological conservation)	<p>Where the project is subject to EIA the applicant should ensure that the environmental statement clearly sets out any likely significant effects on internationally, nationally and locally designated sites of ecological or geological conservation importance (including those outside England) on protected species and on habitats and other species identified as being of principal importance for the conservation of biodiversity and that the statement considers the full range of potential impacts on ecosystems.</p> <p>The applicant should show how the project has taken advantage of opportunities to conserve and enhance biodiversity and geological conservation interests.</p>	<p>Chapter 8, Biodiversity of the Environmental Statement (TR010064/APP/6.1) provides a full assessment of the effects of the construction and operation of the Scheme on designated sites, habitats and species which could be impacted by the Scheme. Likely significant effects on internationally, nationally and locally designated sites, habitats and species are considered in Section 8.10 of the chapter which concludes no significant adverse effects on any of these receptors.</p> <p>Embedded design measures, essential mitigation and enhancements have been identified to ensure that the Scheme will conserve and enhance biodiversity conservation interests as far as practicable as described in Section 8.9 of Chapter 8. Measures include:</p> <ul style="list-style-type: none"> • Clearance of existing vegetation within the temporary works areas will be minimised as far as practicable. Particular attention will be given to the retention of mature vegetation including individual trees, linear tree belts and woodlands. • New road verges will support low-nutrient grassland habitats which are of high ecological value. • Connectivity of habitats will be maximised through provision of new hedgerow planting, along new National Highway boundaries and around attenuation ponds. • Aquatic and marginal planting will be provided at the ponds and swales to improve biodiversity and landscape integration. • A lighting strategy will be developed for implementation across the Scheme in accordance with industry standards and good practice guidance on lighting with regards to protected species. • Best practice measures such as the use of an Ecological Clerk of Works, timing works and implementation of exclusion zones around sensitive features will be employed during construction.

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
		<ul style="list-style-type: none"> Precautionary method statements will be prepared to detail the control measures and methods required in relation to the removal of vegetation with potential to support protected species.
5.25	<p>As a general principle, and subject to the specific policies below, development should avoid significant harm to biodiversity and geological conservation interests, including through mitigation and consideration of reasonable alternatives. The applicant may also wish to make use of biodiversity offsetting in devising compensation proposals to counteract any impacts on biodiversity which cannot be avoided or mitigated. Where significant harm cannot be avoided or mitigated, as a last resort, appropriate compensation measures should be sought.</p>	<p>Section 8.9 of Chapter 8, Biodiversity of the Environmental Statement (TR010064/APP/6.1) details the embedded design measures and essential mitigation which have been identified to avoid significant harm to biodiversity arising from the construction and operation of the Scheme. These measures are listed in the REAC included in the First Iteration EMP (TR010064/APP/6.5). The First Iteration EMP will be developed into the Second Iteration EMP of which Implementation and compliance with is a condition of the granted DCO as secured by Requirement 4 of the draft DCO (TR010064/APP/3.1).</p> <p>The Environment Act 2021 sets out the mandatory provision of biodiversity net gain which should be at least a 10% gain in habitats of that lost to a Scheme. This is expected to be mandatory for all NSIPs by November 2025. There is currently no legal requirement for the Scheme to provide biodiversity net gain. Nevertheless, the Applicant has sought to maximise biodiversity delivery within the Order Limits through provision of new habitats within the landscaping scheme and enhancement of existing retained vegetation, forecasting an overall net gain of 3.68% for habitats and 58.50% for hedgerows on-site post-construction as detailed in Appendix 8.12, Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3). Enhancement measures relevant to biodiversity for the Scheme are described in Section 8.9 of Chapter 8, Biodiversity of the Environmental Statement (TR010064/APP/6.1) and include enhancements to woodland and grassland habitats.</p>
5.26	<p>In taking decisions, the Secretary of State should ensure that appropriate weight is attached to designated sites of international, national and local importance, protected</p>	<p>See the response to NPS NN paragraphs 5.22-5.23 and to NPS NN paragraph 5.25 above.</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	species, habitats and other species of principal importance for the conservation of biodiversity, and to biodiversity and geological interests within the wider environment.	
5.27	<p>The most important sites for biodiversity are those identified through international conventions and European Directives. The Habitats Regulations provide statutory protection for European sites⁷⁶ (see also paragraphs 4.22 to 4.25). The National Planning Policy Framework states that the following wildlife sites should have the same protection as European sites:</p> <ul style="list-style-type: none"> • potential Special Protection Areas and possible Special Areas of Conservation; • listed or proposed Ramsar sites;⁷⁷ and • sites identified, or required, as compensatory measures for adverse effects on European sites, potential Special Protection Areas, possible Special Areas of Conservation and listed or proposed Ramsar sites. 	<p>There are no European sites within the Order Limits but the Rochdale Canal SAC and Site of Scientific Interest (SSSI) is located close to the ARN to the east of the Scheme. The location of this SAC and SSSI is shown on Figure 8.13.1, Location of European Sites of Appendix 8.13 of the ES Appendices (TR010064/APP/6.3). Likely significant effects on internationally, nationally and locally designated sites, habitats and species are considered in Chapter 8, Biodiversity of the Environmental Statement (TR010064/APP/6.1) which concludes no significant adverse effects on any of these receptors.</p> <p>The Habitats Regulations Assessment Report (HRA) provided in Appendix 8.13, HRA of the ES Appendices (TR010064/APP/6.3) also assessed likely significant effects on internationally designated sites.</p> <p>A Stage 1 Screening Assessment concluded that likely significant effects could not be discounted for the Rochdale Canal SAC and SSSI, when considered alone or in combination with other plans and projects. This meant that a Stage 2, Statement to Inform an Appropriate Assessment, must be carried out. This concludes that the Scheme will not adversely affect the integrity of the Rochdale Canal SAC and SSSI during its construction or operational phases, either alone or in combination with other plans or projects and therefore Stage 2 of the HRA process is not required.</p> <p>The Applicant sought the advice of Natural England in producing the HRA through the statutory consultation in February 2023. This advice has been followed by progressing the HRA to Stage 2 appropriate assessment. Subsequent consultation with Natural England has been undertaken throughout 2023 under a Discretionary Advice Service contract and the Applicant has had due regard to Natural England's</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
		<p>feedback in completing the assessment. Appendix 8.13: Habitats Regulations Assessment Report of the ES Appendices (TR010064/APP/6.3) has been shared with Natural England for their review and feedback and Natural England have confirmed that they agree with the conclusions of the HRA and have no further comments.</p> <p>There are no potential Special Protection Areas (SPA), possible Special Areas of Conservation (SAC), listed or proposed Ramsar sites, or sites identified, or required, as compensatory measures for adverse effects on European sites, potential SPAs, possible SACs and listed or proposed Ramsar sites within the zone of influence of the Scheme.</p>
5.28 (Biodiversity-SSSIs)	<p>Many Sites of Special Scientific Interest (SSSIs) are also designated as sites of international importance and will be protected accordingly. Those that are not, or those features of SSSIs not covered by an international designation, should be given a high degree of protection. All National Nature Reserves are notified as SSSIs.</p>	<p>Chapter 8, Biodiversity of the Environmental Statement (TR010064/APP/6.1) identifies SSSI within the zone of influence of the Scheme.</p> <p>There are no SSSIs located within 2km of the Order Limits, however Ashclough SSSI and Nob End SSSI are hydrologically connected to the Scheme via the River Irwell, the River Roch and various tributaries of the River Roch, and Rochdale Canal SSSI (and SAC) is located within 200m of the ARN.</p> <p>A Stage 1 Screening Assessment concluded that likely significant effects could not be discounted for the Rochdale Canal SAC and SSSI, when considered alone or in combination with other plans and projects. This meant that a Stage 2, Statement to Inform an Appropriate Assessment, must be carried out. This concludes that the Scheme will not adversely affect the integrity of the Rochdale Canal SAC and SSSI during its construction or operational phases, either alone or in combination with other plans or projects and therefore Stage 2 of the HRA process is not required.</p> <p>The Applicant sought the advice of Natural England in producing the HRA through the statutory consultation in February 2023. This advice has been followed by progressing the HRA to Stage 2 appropriate assessment. Subsequent consultation with Natural England has been undertaken throughout 2023 under a Discretionary</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
		<p>Advice Service contract and the Applicant has had due regard to Natural England's feedback in completing the assessment. Appendix 8.13: Habitats Regulations Assessment Report of the ES Appendices (TR010064/APP/6.3) has been shared with Natural England for their review and feedback and Natural England have confirmed that they agree with the conclusions of the HRA and have no further comments.</p> <p>Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) provides a detail assessment of the potential impacts to those SSSI with hydrological connectivity to the Scheme due to construction and operation of the Scheme and concludes there will be no significant adverse effects on any of the SSSI identified.</p>
5.29	<p>Where a proposed development on land within or outside a SSSI is likely to have an adverse effect on an SSSI (either individually or in combination with other developments), development consent should not normally be granted. Where an adverse effect on the site's notified special interest features is likely, an exception should be made only where the benefits of the development at this site clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest, and any broader impacts on the national network of SSSIs. The Secretary of State should ensure that the applicant's proposals to mitigate the harmful aspects of the development and, where possible, to ensure the conservation and enhancement of the site's biodiversity or geological interest, are acceptable. Where necessary, requirements and/or planning</p>	<p>As reported in Chapter 8, Biodiversity of the Environmental Statement (TR010064/APP/6.1) no likely significant adverse effects arising from the construction and operation of the Scheme have been identified for any SSSI.</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	obligations should be used to ensure these proposals are delivered.	
5.32 (Biodiversity - Irreplaceable habitats including ancient woodland and veteran trees)	Ancient woodland is a valuable biodiversity resource both for its diversity of species and for its longevity as woodland. Once lost it cannot be recreated. The Secretary of State should not grant development consent for any development that would result in the loss or deterioration of irreplaceable habitats including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the national need for and benefits of the development, in that location, clearly outweigh the loss. Aged or veteran trees found outside ancient woodland are also particularly valuable for biodiversity and their loss should be avoided. Where such trees would be affected by development proposals, the applicant should set out proposals for their conservation or, where their loss is unavoidable, the reasons for this.	No veteran trees or ancient woodland are impacted by the Scheme, either directly or indirectly. The assessment in Appendix 8.2, Designated Sites Air Quality Assessment of the Environmental Statement Appendices (TR010064/APP/6.3) concludes that there will be no significant effect on the veteran or ancient trees.
5.35 (Biodiversity - Protection of other habitats and species)	Other species and habitats have been identified as being of principal importance for the conservation of biodiversity in England and Wales and therefore requiring conservation action. The Secretary of State should ensure that applicants have taken measures to ensure these species and habitats are protected from the adverse effects of development. Where appropriate, requirements or planning obligations may be	The Applicant has engaged with Natural England regarding impacts to peat, mitigation measures and protected species licencing for badgers and great crested newts (using the district level licence scheme). A district level licence (DLL) will be obtained for great crested newt (GCN). The Applicant has secured an Impact Assessment and Conservation Payment Certificate (IACPC) which has been countersigned by Natural England (see Appendix 8.15: GCN District Level Licence Impact Assessment & Conservation Payment Certificate of the Environmental Statement Appendices (TR010064/APP/6.3)).

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	<p>used in order to deliver this protection. The Secretary of State should refuse consent where harm to the habitats or species and their habitats would result, unless the benefits of the development (including need) clearly outweigh that harm.</p>	<p>A licence will be required to interfere with (close) badger setts. A draft badger licence has been prepared and agreed with Natural England. The Applicant is seeking a Letter of No Impediment (LONI) from Natural England with respect to badger. Further details are included in the Consents and Agreements Position Statement (TR010064/APP/3.3)</p> <p>The REAC contained within the First Iteration EMP (TR010065/APP/6.5) sets out the mitigation measures the Scheme will deliver to offset the impacts on habitats and species as a result of the Scheme. The First Iteration EMP will be developed into the Second Iteration EMP for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).</p>
5.36 (Biodiversity – Mitigation)	<p>Applicants should include appropriate mitigation measures as an integral part of their proposed development, including identifying where and how that:</p> <ul style="list-style-type: none"> during construction, they will seek to ensure that activities will be confined to the minimum areas required for the works; during construction and operation, best practice will be followed to ensure that risk of disturbance or damage to species or habitats is minimised (including as a consequence of transport access arrangements); habitats will, where practicable, be restored after construction works have finished; developments will be designed and landscaped to provide green corridors and 	<p>Chapter 8, Biodiversity of the Environmental Statement (TR010064/APP/6.1) presents an assessment of the effects on species and habitats of principal importance for biodiversity (priority habitats and species). Data searches and field surveys have been used to identify protected and notable habitats and species within the zone of influence (the area over which ecological features may be affected by changes as a result of the Scheme). Impacts as a result of the Scheme have been assessed and, where necessary, measures to avoid, reduce and mitigate these impacts are included. Mitigation measures including protected species licensing are included Appendix N, Outline Landscape and Ecology Management Plan within of the First iteration MP (TR010064/APP/6.5). The Outline Landscape and Ecology Management Plan will be developed into the Landscape and Ecology Management Plan as part of the Second Iteration EMP for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).</p> <p>Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has been designed to provide green corridors and minimize habitat fragmentation. New road verges will support low-nutrient grassland habitats which are of high ecological value. On the inherently linear road verges of the Scheme, the creation of low-nutrient grasslands will provide an important wildlife</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	<p>minimise habitat fragmentation where reasonable;</p> <ul style="list-style-type: none"> opportunities will be taken to enhance existing habitats and, where practicable, to create new habitats of value within the site landscaping proposals, for example through techniques such as the 'greening' of existing network crossing points, the use of green bridges and the habitat improvement of the network verge. 	<p>corridor, as under these conditions native wildflowers have space to germinate and thrive amid reduced competition.</p> <p>In addition, connectivity of habitats will be maximised through provision of new hedgerow planting, along new National Highway boundaries and around attenuation ponds (commitment LV5 of the REAC contained within the First Iteration EMP (TR010064/APP/6.5)). New hedgerow tree planting will also be provided to strengthen new and existing hedgerows (commitment LV6 of the REAC contained within the First Iteration EMP).</p> <p>Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) sets out measures which will provide enhancements both of habitats, and for protected and notable species. Implementation of Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) will provide a net gain in the biodiversity value of the site, with a 3.68% gain in habitats and a 58.50% gain in hedgerows as measured by Metric 3.1 (see Appendix 8.12 Biodiversity Net Gain Report of the Environmental Statement Appendices (TR010064/APP/6.3)).</p>
5.37	<p>The Secretary of State should consider what appropriate requirements should be attached to any consent and/or in any planning obligations entered into in order to ensure that mitigation measures are delivered.</p>	<p>The REAC contained within the First Iteration EMP (TR010065/APP/6.5) sets out the mitigation measures the Scheme will deliver to offset the impacts on habitats and species as a result of the Scheme. The First Iteration EMP will be developed into the Second Iteration EMP for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).</p>
5.38	<p>The Secretary of State will need to take account of what mitigation measures may have been agreed between the applicant and Natural England and/or the MMO, and whether Natural England and/or the MMO has granted or refused, or intends to grant or refuse, any relevant licences, including protected species mitigation licences.</p>	<p>See the response to NPS NN paragraph 5.35.</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
5.42 (Waste management)	<p>The applicant should set out the arrangements that are proposed for managing any waste produced. The arrangements described should include information on the proposed waste recovery and disposal system for all waste generated by the development. The applicant should seek to minimise the volume of waste produced and the volume of waste sent for disposal unless it can be demonstrated that the alternative is the best overall environmental outcome.</p>	<p>Chapter 10: Material Assets and Waste of the Environmental Statement (TR010064/APP/6.1) sets out the arrangements for managing waste produced during the construction of the Scheme.</p> <p>Section 10.9 (Design, mitigation and enhancement measures) of Chapter 10 Material Assets and Waste of the Environmental Statement (TR010064/APP/6.1) sets out how the Applicant intends to minimise both the quantity of waste produced and the disposal of waste to landfill during the construction of the Scheme.</p> <p>The Applicant’s environment team has worked in close collaboration with its infrastructure design team to avoid or prevent waste through the Scheme design. This includes the consideration of the following design measures, amongst others:</p> <ul style="list-style-type: none"> • Optimising the cut-fill balance to reduce materials and waste • The location and extent of carriageway widening • The alignment of the new offline carriageway • Retention of existing highway structures and assets <p>An Outline Site Waste Management Plan at Appendix C of the First Iteration EMP (TR010064/APP/6.5) sets out how the Scheme will plan, implement, monitor and review waste reduction and management during the detailed design and construction stages of the Scheme.</p> <p>The Outline Site Waste Management Plan includes outline information on the waste recovery and disposal system for all waste to be generated during the construction of the Scheme (i.e. as is commensurate with the preliminary design stage).</p> <p>The Outline Site Waste Management Plan will be developed into the Site Waste Management Plan as part of the Second Iteration EMP for implementation during construction and is secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).</p> <p>The Site Waste Management Plan will be updated on a regular basis during the construction of the Scheme, and it will be used to forecast waste arisings and enable</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
		<p>practical decisions to be taken at detailed design and construction regarding waste prevention and the segregation of materials on-site for reuse, recycling, recovery or disposal.</p> <p>In order to promote sustainable reuse of soil and other excavated arisings within the Scheme, an Outline Materials Management Plan has also been prepared in line with the protocols within the CL:AIRE Definition of Waste (2011) guidance so that excavated materials are reused appropriately and sustainably.</p> <p>The Outline Materials Management Plan, which can be found in Appendix G of the First Iteration EMP (TR010064/APP/6.5), will be developed into the Materials Management Plan as part of the Second Iteration EMP secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).</p>
5.43	<p>The Secretary of State should consider the extent to which the applicant has proposed an effective process that will be followed to ensure effective management of hazardous and non-hazardous waste arising from the construction and operation of the proposed development. The Secretary of State should be satisfied that the process sets out:</p> <ul style="list-style-type: none"> • any such waste will be properly managed, both on-site and off-site; • the waste from the proposed facility can be dealt with appropriately by the waste infrastructure which is, or is likely to be, available. Such waste arisings should not have an adverse effect on the capacity of existing waste management facilities to deal with other waste arisings in the area; <p>and</p> <ul style="list-style-type: none"> • adequate steps have been taken to minimise 	See the response to NPS NN paragraph 5.42.

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	the volume of waste arisings, and of the volume of waste arisings sent to disposal, except where an alternative is the most sustainable outcome overall.	
5.55 - 5.58 (Civil and military aviation and defence interests)	<p>Where the proposed development may have an effect on civil or military aviation and/or other defence assets, an assessment of potential effects should be carried out. The applicant should consult the MoD, CAA, National Air Traffic Services (NATS) and any aerodrome – licensed or otherwise – likely to be affected by the proposed development in preparing an assessment of the proposal on aviation or other defence interests.</p> <p>Any assessment on aviation or other defence interests should include potential impacts during construction and operation of the project upon the operation of CNS infrastructure, flight patterns (both civil and military), other defence assets and aerodrome operational procedures.</p> <p>If any relevant changes are made to proposals for an NSIP during the pre-application period or before the end of the examination of an application , it is the responsibility of the applicant to ensure that the relevant aviation and defence consultees are informed as soon as reasonably possible.</p>	<p>The Applicant has consulted with the Ministry of Defence, Civil Aviation Authority and National Air Traffic Services, the details of which a in the Consultation Report (TR010064/APP/5.1). The Applicant has also engaged with Manchester Airport Group, who operate Manchester Airport. The Scheme is not considered to have any effects on civil or military aviation.</p>
5.62	Where, after reasonable mitigation,	The Scheme is not considered to have any effects on civil or military aviation.

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	<p>operational changes and planning obligations and requirements have been proposed, development consent should not be granted if the Secretary of State considers that:</p> <ul style="list-style-type: none"> • a development would prevent a licensed aerodrome from maintaining its licence; • the benefits of the proposed development are outweighed by the harm to aerodromes serving business, training or emergency service needs; or • the development would significantly impede or compromise the safe and effective use of defence assets or significantly limit military training. 	
5.71- 5.74 (Coastal change)	<p>Applications for development in a Coastal Change Management Area (CCMA) should make it clear why there is a need for it to be located in a CCMA. For developments in a CCMA, applicants should undertake an assessment of the vulnerability of the proposed development to coastal change, taking account of climate change, during the project's operational life.</p> <p>For any projects involving dredging or disposal into the sea, the applicant should consult the Marine Management Organisation (MMO), and where appropriate, for cross-boundary impacts,</p>	The Scheme is not located in a coastal area.

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	<p>Natural Resource Wales and Scottish Natural Heritage, at an early stage. The applicant should also consult the MMO on projects which could impact on coastal change, since the MMO may also be involved in considering other projects which may have related coastal impacts.</p> <p>The applicant should examine the broader context of coastal protection around the proposed project, and the influence in both directions, i.e. coast on project, and project on coast.</p> <p>The applicant should be particularly careful to identify any effects of physical changes on the integrity and special features of Marine Conservation Zones, candidate marine Special Areas of Conservation (SACs), coastal SACs and candidate coastal SACs, coastal Special Protection Areas (SPAs) and potential coastal SPAs, Ramsar sites, Sites of Community Importance (SCIs) and potential SCIs and sites of Special Scientific Interest. For any projects affecting the above marine protected areas, the applicant should consult Natural England and where appropriate, for cross-boundary impacts, Natural Resource Wales and Scottish Natural Heritage, at an early stage.</p>	
5.82 (Statutory Nuisance)	Because of the potential effects of these emissions and in view of the availability of the defence of statutory authority against nuisance claims 90 s.104 of the Planning Act 2008 63 described previously, it is important that the	<p>The Applicant considers that the only matters prescribed in Section 79(1) of the Environmental Protection Act (EPA) that could potentially occur as a result of the Scheme either during construction or operation are:</p> <p>(d) any dust arising on business and residential properties.</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	<p>potential for these impacts is considered by the applicant in their application, by the Examining Authority in examining applications and by the Secretary of State in taking decisions on development consents.</p>	<p>(fb) artificial light from premises. (g) noise emitted from premises. (ga) noise emitted from or caused by a vehicle, machinery or equipment in the street.</p> <p>The Statement Relating to Statutory Nuisance (TR010064/APP/6.8) concludes that the construction and operational activities relating to the Scheme that have the potential to create a nuisance will be controlled through mitigation as set out in the First Iteration EMP (TR010064/APP/6.5) which will be developed into the Second Iteration EMP for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR00064/APP/3.1) . The First Iteration EMP contains the REAC and a number of Outline Management Plans, which sets out the mitigation measures that would be provided to offset and manage the construction impacts of the Scheme.</p> <p>The Third Iteration EMP will be developed when the Scheme is completed and set out those ongoing measures required for operation and maintenance and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1).</p> <p>With mitigation in place, none of the statutory nuisances identified in Section 79(1) of the EPA are predicted to arise during the construction or operation of the Scheme.</p>
<p>5.84 - 5.86 (Dust, odour, artificial light, smoke, steam)</p>	<p>Where the development is subject to an Environmental Impact Assessment, the applicant should assess any likely significant effects on amenity from emissions of odour, dust, steam, smoke and artificial light and describe these in the Environmental Statement.</p> <p>In particular, the assessment provided by the</p>	<p>Chapter 5, Air Quality of the Environmental Statement (TR010064/APP/6.1) states the risk of construction dust is considered to be ‘high’. Sensitive receptors within 200m of the Order Limits (human health and designated ecological sites) are shown on Figure 5.7, Construction Dust Results of the Environmental Statement Figures (TR010064/APP/6.2) and outlined in Table 5.21 of Chapter 5 Air Quality, of the Environmental Statement (TR010064/APP/6.1). There are around 2000 sensitive receptors within this distance. The level and distribution of construction dust emissions will depend on where within the Order Limits the dust raising activity takes place, the nature of the activity and controls and weather conditions.</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	<p>applicant should describe:</p> <ul style="list-style-type: none"> the type and quantity of emissions; aspects of the development which may give rise to emissions during construction, operation and decommissioning; premises or locations that may be affected by the emissions; effects of the emission on identified premises or locations; and measures to be employed in preventing or mitigating the emissions. <p>The applicant is advised to consult the relevant local planning authority and, where appropriate, the Environment Agency about the scope and methodology of the assessment.</p>	<p>Measures to mitigate the impacts of dust during construction are set out in the Outline Air Quality and Dust Management at Appendix A of the First Iteration EMP (TR010064/APP/6.5).</p> <p>The Outline Air Quality and Dust Management Plan will be developed into the Air Quality and Dust Management Plan as part of the Second Iteration EMP for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1). The mitigation measures are also listed in the REAC within the First Iteration EMP (TR010064/APP/6.5). The Outline Air Quality and Dust Management Plan will be discussed with BMBC as part of the detailed design stage.</p> <p>In terms of any impacts from artificial light, the Landscape and Visual Assessment in Chapter 7, Landscape and Visual of the Environmental Statement (TR010064/APP/6.1), considers likely significant visual effects during both construction and operation of the Scheme. Effects on aesthetic and perceptual qualities from light pollution effects, including effects on dark skies, local amenity and tranquility, are acknowledged within the assessment of landscape and visual effects.</p> <p>Figure 2.3, the Environmental Masterplan of the Environmental Figures (TR010064/APP/6.2) indicates mitigation measures to address adverse effects from a combination of environmental topics/aspects, including lighting.</p> <p>The Applicant has produced a Statement Relating to Statutory Nuisance (TR010064/APP/6.8) which sets out whether the Scheme triggers a statutory nuisance as defined under the Environmental Protection Act 1990 which includes emissions of odour, dust, steam, smoke and artificial light. It concludes, that with mitigation measures in place the Scheme will not trigger a statutory nuisance.</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
		In respects of emissions of odour, smoke and steam, these are not addressed in the Environmental Statement (TR00064/APP/6.1) as the Scheme will not result in any of these emissions that would require an assessment.
5.88	If development consent is granted for a project, the Secretary of State should consider whether there is a justification for all of the authorised project (including any associated development) being covered by a defence of statutory authority against nuisance claims. If the Secretary of State cannot conclude that this is justified, then the defence should be disapplied, in whole or in part, through a provision in the Development Consent Order.	See the response to NPS NN paragraph 5.82 above.
5.89	The Secretary of State should ensure the applicant has provided sufficient information to show that any necessary mitigation will be put into place. In particular, the Secretary of State should consider whether to require the applicant to abide by a scheme of management and mitigation concerning emissions of odour, dust, steam, smoke, artificial light from the development to reduce any loss to amenity which might arise during the construction and operation of the development. A construction management plan may help codify mitigation.	See response to NPS NN paragraph 5.84-5.86 above.
5.91 (Flood risk)	The National Planning Policy Framework (paragraphs 100 to 104) makes clear that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk.	A Flood Risk Assessment has been undertaken and can be found at Appendix 13.6 of the Environmental Statement Appendices (TR010064/APP/6.3) and the conclusions summarised in Chapter 13, Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The main findings of the assessment are:

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	<p>But where development is necessary, it should be made safe without increasing flood risk elsewhere. The guidance supporting the National Planning Policy Framework explains that essential transport infrastructure (including mass evacuation routes), which has to cross the area at risk, is permissible in areas of high flood risk, subject to the requirements of the Exception Test.</p>	<ul style="list-style-type: none"> • The Scheme is located within Flood Zone 1 and therefore at low risk of flooding from Main Rivers. • The overall flood risk from Ordinary Watercourses to the Scheme is considered to be moderate due to the areas of surface water flood risk shown on the Risk of Flooding from Surface Water map that could be due to Ordinary Watercourses flooding. • The overall flood risk from surface water flooding is considered to be moderate. • There are areas within the Scheme, around the Northern Loop that have potential for groundwater flooding to occur at the surface. However, with mitigation measures in place groundwater flood risk is considered to be low. • There is low risk of flooding from water-retaining infrastructure. • Flood risk from sewers and artificial drainage systems to the Scheme is low. • The Sequential Test is met and therefore the Exception Test is not required.
5.92 - 5.93	<p>Applications for projects in the following locations should be accompanied by a flood risk assessment (FRA):</p> <ul style="list-style-type: none"> • Flood Zones 2 and 3, medium and high probability of river and sea flooding; • Flood Zone 1 (low probability of river and sea flooding) for projects of 1 hectare or greater, projects which may be subject to other sources of flooding (local watercourses, surface water, groundwater or reservoirs), or where the Environment Agency has notified the local planning authority that there are critical drainage problems. 	<p>Appendix 13.6, Flood Risk Assessment of the Environmental Statement Appendices (TR010064/APP/6.3) shows that the Order Limits are wholly within Flood Zone 1, and that susceptible elements of the Scheme have been located within areas at low risk of surface water and groundwater flooding. Therefore, the Scheme passes the Sequential Test based on being located in the area of lowest flood risk, and application of the Exception Test is not required.</p> <p>Climate change has been considered as part of the assessment, with 0.1% (1 in 1000) Annual Exceedance Probability (AEP) event flood extents from surface water flood mapping used as part of the assessment. It is considered likely that the 0.1% (1 in 1000) AEP flood extents give a reasonable approximation of potential future 1% (1 in 100) AEP extents in a credible maximum climate change scenario.</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	This should identify and assess the risks of all forms of flooding to and from the project and demonstrate how these flood risks will be managed, taking climate change into account.	
5.94	<p>In preparing an FRA the applicant should:</p> <ul style="list-style-type: none"> consider the risk of all forms of flooding arising from the project (including in adjacent parts of the United Kingdom), in addition to the risk of flooding to the project, and demonstrate how these risks will be managed and, where relevant, mitigated, so that the development remains safe throughout its lifetime; take the impacts of climate change into account, clearly stating the development lifetime over which the assessment has been made; consider the vulnerability of those using the infrastructure including arrangements for safe access and exit; include the assessment of the remaining (known as 'residual') risk after risk reduction measures have been taken into account and demonstrate that this is acceptable for the particular project; consider if there is a need to remain operational during a worst case flood event over the development's lifetime; 	<p>A Flood Risk Assessment has been undertaken and can be found at Appendix 13.6 of the Environmental Statement Appendices (TR010064/APP/6.3) and the conclusions summarised in Chapter 13, Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1). The main finding of the assessment are:</p> <ul style="list-style-type: none"> The Scheme is located within Flood Zone 1 and therefore at low risk of flooding from Main Rivers. The overall flood risk from Ordinary Watercourses to the Scheme is considered to be moderate due to the areas of surface water flood risk shown on the Risk of Flooding from Surface Water) map that could be due to Ordinary Watercourses flooding. The overall flood risk from surface water flooding is considered to be moderate. There are areas within the Scheme, around the Northern Loop, that have potential for groundwater flooding to occur at the surface. However, with mitigation measures in place the groundwater flood risk is considered to be low. There is low risk of flooding from water-retaining infrastructure. Flood risk from sewers and artificial drainage systems to the Scheme is low. Following the implementation of all the mitigation measures outlined in Chapter 13: Road Drainage and the Water Environment of the Environmental Statement (TR010064/APP/6.1) it is anticipated that the residual risks on flooding are not significant, with the Scheme mitigating the effects from surface water flooding. <p>Climate change has been considered as part of the assessment, with the 0.1% (1</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	<ul style="list-style-type: none"> provide the evidence for the Secretary of State to apply the Sequential Test and Exception Test, as appropriate. 	in 1000) AEP event flood extents from surface water flood mapping used as part of the assessment. It is considered likely that the 0.1% (1 in 1000) AEP flood extents give a reasonable approximation of potential future 1% (1 in 100) AEP extents in a credible maximum climate change scenario.
5.96	Applicants for projects which may be affected by, or may add to, flood risk are advised to seek sufficiently early pre-application discussions with the Environment Agency, and, where relevant, other flood risk management bodies such as lead local flood authorities, Internal Drainage Boards, sewerage undertakers, highways authorities and reservoir owners and operators. Such discussions can be used to identify the likelihood and possible extent and nature of the flood risk, to help scope the FRA, and identify the information that will be required by the Secretary of State to reach a decision on the application once it has been submitted and examined. If the Environment Agency has concerns about the proposal on flood risk grounds, the applicant is encouraged to discuss these concerns with the Environment Agency and look to agree ways in which the proposal might be amended, or additional information provided, which would satisfy the Environment Agency's concerns, preferably before the application for development consent is submitted.	The Consultation Report (TR010064/APP/5.1) and Consultation Report Annexes (TR010064/APP/5.1) sets out the engagement that has taken place to date with BMBC (as the LLFA) and the Environment Agency. Statements of Common Ground with BMBC and the Environment Agency will be prepared and submitted during the course of the examination.
5.97	For local flood risk (surface water, groundwater and ordinary watercourse	See the response to NSP NN paragraph 5.91 above.

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	flooding), local flood risk management strategies and surface water management plans provide useful sources of information for consideration in Flood Risk Assessments. Surface water flood issues need to be understood and then account of these issues can be taken, for example flow routes should be clearly identified and managed.	
5.99	When determining an application the Secretary of State should be satisfied that flood risk will not be increased elsewhere and only consider development appropriate in areas at risk of flooding where (informed by a flood risk assessment, following the Sequential Test and, if required, the Exception Test), it can be demonstrated that: <ul style="list-style-type: none"> • within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location; and • development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and priority is given to the use of sustainable drainage systems. 	See the response to NSP NN paragraph 5.92-5.93
5.100	For construction work which has drainage implications, approval for the project's drainage system will form part of any development consent issued by the Secretary of State. The Secretary of State will therefore	The Drainage Strategy Report Appendix 13.7 of the Environmental Statement Appendices (TR010064/APP/6.3) sets out how the Scheme design has considered a variety of options for the mitigation of potential surface water drainage and flood risk impacts. Where practicable, sustainable drainage systems (SuDS), flow conveyance and attenuation features (attenuation ponds, swales, filter drains, etc.)

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	<p>need to be satisfied that the proposed drainage system complies with any National Standards published by Ministers under Paragraph 5(1) of Schedule 3 to the Flood and Water Management Act 2010.93 In addition, the development consent order, or any associated planning obligations, will need to make provision for the adoption and maintenance of any Sustainable Drainage Systems (SuDS), including any necessary access rights to property. The Secretary of State, should be satisfied that the most appropriate body is being given the responsibility for maintaining any SuDS, taking into account the nature and security of the infrastructure on the proposed site. The responsible body could include, for example, the applicant, the landowner, the relevant local authority, or another body such as the Internal Drainage Board.</p>	<p>will be used to reduce the impact of surface water runoff being discharged on the natural environment, thereby reducing flood risk and improving water quality.</p> <p>SuDS drainage will have a service life of 60 years and sufficient capacity to accommodate additional runoff associated with an increase in rainfall intensity due to climate change of 30%. There will be no increase in discharge rate from the SuDS as the additional runoff will be managed through the implementation of attenuation solutions, coupled with flow controls within all drainage networks.</p> <p>All SuDS and drainage networks would be fully maintained and managed as per standard National Highways guidance and practice in accordance with the SuDS Manual C753 (Construction Industry Research and Information Association ((CIRIA), 2015a).</p>
5.101	<p>If the Environment Agency continues to have concerns and objects to the grant of development consent on the grounds of flood risk, the Secretary of State can grant consent, but would need to be satisfied before deciding whether or not to do so that all reasonable steps have been taken by the applicant and the Environment Agency to try and resolve the concerns.</p>	<p>The Consultation Report (TR010064/APP/5.1) sets out the engagement that has taken place to date with the Environment Agency. A Statement of Common Ground with the Environment Agency will be prepared and submitted during the course of the examination.</p>
5.102	<p>The Secretary of State should expect that reasonable steps have been taken to avoid,</p>	<p>See the response to NSP NN paragraph 5.94</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	limit and reduce the risk of flooding to the proposed infrastructure and others. However, the nature of linear infrastructure means that there will be cases where: <ul style="list-style-type: none"> • upgrades are made to existing infrastructure in an area at risk of flooding; • infrastructure in a flood risk area is being replaced; • infrastructure is being provided to serve a flood risk area; and • infrastructure is being provided connecting two points that are not in flood risk areas, but where the most viable route between the two passes through such an area. 	
5.103	The design of linear infrastructure and the use of embankments in particular, may mean that linear infrastructure can reduce the risk of flooding for the surrounding area. In such cases the Secretary of State should take account of any positive benefit to placing linear infrastructure in a flood-risk area.	Within the Order Limits new areas of wet woodland, that are typical to the area, will be created. The wet woodland will be located in low points within the Scheme, typically below embankments. This will help retain surface water as well as improving the biodiversity of the area. Appendix 13.6, Flood Risk Assessment of the Environmental Statement Appendices (TR010064/APP/6.3) assesses the impact to and from the Scheme on all sources of flood risk and commits to mitigation to manage flood risk. This concludes that the Scheme will be acceptable and not result in unacceptable levels of flooding or increase flooding elsewhere.
5.104	Where linear infrastructure has been proposed in a flood risk area, the Secretary of State should expect reasonable mitigation measures to have been made, to ensure that the infrastructure remains functional in the event of predicted flooding.	The Scheme is in Flood Zone 1. See the response to NSP NN paragraph 5.94.
5.105	Preference should be given to locating projects in Flood Zone 1. If there is no reasonably	The Scheme is in Flood Zone 1. See the response to NSP NN paragraph 5.94

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	<p>available site in Flood Zone 1, then projects can be located in Flood Zone 2. If there is no reasonably available site in Flood Zones 1 or 2, then national networks infrastructure projects can be located in Flood Zone 3, subject to the Exception Test. If the development is not essential transport infrastructure that has to cross the area at risk, it is not appropriate in Flood Zone 3b, the functional floodplain where water has to flow and be stored in times of flood.</p>	
5.106	<p>If, following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives, for the project to be located in zones of lower probability of flooding than Flood Zone 3a, the Exception Test can be applied. The test provides a method of managing flood risk while still allowing necessary development to occur.</p>	<p>See the response to NSP NN paragraph 5.92-5.93.</p>
5.107	<p>The Exception Test is only appropriate for use where the Sequential Test alone cannot deliver an acceptable site, taking into account the need for national networks infrastructure to remain operational during floods.</p>	<p>See the response to NSP NN paragraph 5.92-5.93.</p>
5.108	<p>Both elements of the test will have to be passed for development to be consented. For the Exception Test to be passed:</p> <ul style="list-style-type: none"> • it must be demonstrated that the project provides wider sustainability benefits to the community that outweigh flood risk; and 	<p>See the response to NSP NN paragraph 5.92-5.93.</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	<ul style="list-style-type: none"> a FRA must demonstrate that the project will be safe for its lifetime, without increasing flood risk elsewhere and, where possible, will reduce flood risk overall. 	
5.109	In addition, any project that is classified as 'essential infrastructure' and proposed to be located in Flood Zone 3a or b should be designed and constructed to remain operational and safe for users in times of flood; and any project in Zone 3b should result in no net loss of floodplain storage and not impede water flows.	The Scheme is not located in Flood Zone 3a or b. See the response to NSP NN paragraph 5.94.
5.110	To satisfactorily manage flood risk and the impact of the natural water cycle on people, property and ecosystems, good design and infrastructure may need to be secured using requirements or planning obligations. This may include the use of sustainable drainage systems but could also include vegetation to help to slow runoff, hold back peak flows and make landscapes more able to absorb the impact of severe weather events.	See the response to NPS NN paragraph 5.111 below.
5.111	In this document the term Sustainable Drainage Systems (SuDS) is frequently used and taken to cover the whole range of sustainable approaches to surface water drainage management including: <ul style="list-style-type: none"> source control measures including rainwater recycling and drainage; infiltration devices to allow water to soak into the ground, that can include individual 	SuDS have been incorporated into the drainage design. Details of the SuDS measures included in the Scheme are included in the Drainage Strategy Report (Appendix 13.7 of the Environmental Statement Appendices (TR010064/APP/6.3)). During operation, the Scheme will result in an increase in impermeable area due to the additional carriageway. Runoff from such areas will drain to new attenuation ponds that will restrict outflows to rates that do not increase flood risk (as detailed in the Drainage Strategy Report (Appendix 13.7 of the Environmental Statement Appendices (TR010064/APP/6.3))), therefore ensuring no increase to flood risk and no significant adverse effect. The Scheme drainage will mitigate any significant

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	soakaways and communal facilities; <ul style="list-style-type: none"> • filter strips and swales, which are vegetated features that hold and drain water downhill mimicking natural drainage patterns; • filter drains and porous pavements to allow rainwater and run-off to infiltrate into permeable material below ground and provide storage if needed; • basins and ponds to hold excess water after rain and allow controlled discharge that avoids flooding; and • flood routes to carry and direct excess water through developments to minimise the impact of severe rainfall flooding. basins and ponds to hold excess water after rain and allow controlled discharge that avoids flooding.	effects from surface water.
5.112 - 5.115 (Flood risk - mitigation)	Site layout and surface water drainage systems should cope with events that exceed the design capacity of the system, so that excess water can be safely stored on or conveyed from the site without adverse impacts. The surface water drainage arrangements for any project should be such that the volumes and peak flow rates of surface water leaving the site are no greater than the rates prior to the proposed project, unless specific off-site arrangements are made and result in the same net effect.	See response to NPS NN paragraph 5.91 above. The drainage design has been developed taking into account future potential increases in flooding. In accordance with National Highways' DMRB CG 501, a climate change allowance of 20% is applied together with a sensitivity test of 40% for uplifts to peak rainfall intensity. Latest Environment Agency guidance ('Flood risk assessments: climate change allowances (May 2022) states that a 30% uplift should be applied. Both climate change allowances (30% for design and 40% for sensitivity test) have been applied to the assessment of the drainage design for the 1-year return period event. The Scheme design has considered a variety of options for the mitigation of potential surface water drainage and flood risk impacts. The Scheme design consists of six separate road drainage catchments for road runoff (although note

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	<p>It may be necessary to provide surface water storage and infiltration to limit and reduce both the peak rate of discharge from the site and the total volume discharged from the site.</p> <p>There may be circumstances where it is appropriate for infiltration attenuation storage to be provided outside the project site, if necessary through the use of a planning obligation.</p> <p>The sequential approach should be applied to the layout and design of the project. Vulnerable uses should be located on parts of the site at lower probability and residual risk of flooding. Applicants should seek opportunities to use open space for multiple purposes such as amenity, wildlife habitat and flood storage uses. Opportunities can be taken to lower flood risk by improving flow routes, flood storage capacity and using SuDS.</p>	<p>only four attenuation ponds and one treatment pond are required). Attenuation storage will be provided in the form of the five attenuation ponds, swales, and oversized pipes depending on the site constraints. Where practicable, SuDS, flow conveyance and attenuation features (attenuation ponds, swales, filter drains, etc.) have been used to reduce the impact of surface water runoff being discharged on the natural environment, thereby reducing flood risk and improving water quality.</p> <p>Where required, discharge rates during operation of the Scheme will be restricted to achieve the allowable discharge rates and ensure no increase in flood risk. The associated attenuation storage would be sized for the 1% (1 in 100) AEP storm event. This includes an allowance for climate change as described in Appendix 13.7, Drainage Strategy Report of the Environmental Statement Appendices (TR010064/APP/6.3).</p> <p>Where practicable, ponds are the preferred method of attenuation storage as they also provide a water quality treatment function. An additional permanent water depth of 0.3m is designed at the bottom of the attenuation ponds (below the attenuation pond outlet pipe invert level) to create a permanently wet pond. This will provide water quality treatment and biodiversity benefits. SuDS drainage will have a service life of 60 years and sufficient capacity to accommodate additional runoff associated with an increase in rainfall intensity due to climate change of 30%. However, there will be no increase in discharge rate from the SuDS as the additional runoff will be managed through the implementation of attenuation solutions, coupled with flow controls within all drainage networks.</p> <p>An additional permanent water depth of 0.3m is designed at the bottom of the attenuation ponds to create a permanently wet pond. This will provide water quality treatment and biodiversity benefits.</p>
5.116 (Land instability)	The effects of land instability may result in landslides, subsidence or ground heave. Failing to deal with this issue could cause harm	The impact of this risk has been mitigated through the measures set out in the response to NPS NN paragraph 5.117-5.118 below.

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	to human health, local property and associated infrastructure, and the wider environment. They occur in different circumstances for different reasons and vary in their predictability and in their effect on development.	
5.117 - 5.118	<p>Where necessary, land stability should be considered in respect of new development, as set out in the National Planning Policy Framework and supporting planning guidance. Specifically, proposals should be appropriate for the location, including preventing unacceptable risks from land instability. If land stability could be an issue, applicants should seek appropriate technical and environmental expert advice to assess the likely consequences of proposed developments on sites where subsidence, landslides and ground compression is known or suspected. Applicants should liaise with the Coal Authority if necessary.</p> <p>A preliminary assessment of ground instability should be carried out at the earliest possible stage before a detailed application for development consent is prepared. Applicants should ensure that any necessary investigations are undertaken to ascertain that their sites are and will remain stable or can be made so as part of the development. The site needs to be assessed in context of surrounding areas where subsidence, landslides and land compression could threaten the development during its</p>	<p>Ground Investigation surveys have been undertaken and the outcome can be found in the Geotechnical Investigation Report at Appendix 9.3 of the Environmental Statement Appendices (TR010064/APP/6.3). This has informed Chapter 9 Geology and Soils of the Environmental Statement (TR010064/APP/6.1) which confirms the following:</p> <ul style="list-style-type: none"> • Where low strength soils are present underlying the Scheme footprint, these may potentially have an impact on slope stability. Consideration will be made at detailed design stage to mitigate any stability risks associated with earthworks slopes and is likely to include the need for ground improvement techniques. • The earthwork design will consider the findings of the ground investigation as set out in Appendix 9.3 Geotechnical Investigation Report of the Environmental Statement Appendices (TR010064/APP/6.3) to determine appropriate slope gradients considering the geology, hydrogeology, pore pressure ratio, earthwork height, available land take boundary and all the constraints including but not limited to the requirements for; Vehicle Restraint Systems (VRS), drainage and maintenance access. • Mitigation in relation to ground stability will be documented in a Geotechnical Design Report which will be produced during the detailed design stage.

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	anticipated life or damage neighbouring land or property. This could be in the form of a land stability or slope stability risk assessment report.	
5.122 The historic environment)	Those elements of the historic environment that hold value to this and future generations because of their historic, archaeological, architectural or artistic interest are called 'heritage assets'. Heritage assets may be buildings, monuments, sites, places, areas or landscapes. The sum of the heritage interests that a heritage asset holds is referred to as its significance. Significance derives not only from a heritage asset's physical presence, but also from its setting	The status of all known heritage assets has been addressed in Chapter 6, Cultural Heritage of the Environmental Statement (TR010064/APP/6.1) with setting having been taken into account with respect to the degree to which it contributes to asset values.
5.123	Some heritage assets have a level of significance that justifies official designation. Categories of designated heritage assets are: World Heritage Sites; Scheduled Monuments; Listed Buildings; Protected Wreck Sites; Protected Military Remains; Registered Parks and Gardens; and Registered Battlefields; Conservation Areas	All heritage designations have been considered in the historic environment assessment. Measures to identify the presence of heritage assets at risk of harm from construction or operation of the Scheme have included desk-based assessments, aerial investigation and mapping studies. These are reproduced or summarised in Appendix 6.1, Cultural Heritage Desk-Based Assessment of the Environmental Statement Appendices (TR010064/APP/6.3).
5,124	Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to Scheduled Monuments, should be considered subject to the policies for designated heritage assets. The absence of designation for such heritage assets does not indicate lower significance.	Non-designated archaeological remains were assessed in Chapter 6, Cultural Heritage of the Environmental Statement (TR010064/APP/6.1) and a value attributed to them based on the publicly available existing information and professional judgement. No non-designated archaeological remains within the Order Limits or near them were identified as having a high (national) value.
5.125	The Secretary of State should also consider the impacts on other nondesignated heritage	Non-designated historic properties were accounted for in the historic environment assessment through an examination of the local Historic Environment Record,

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	assets (as identified either through the development plan process by local authorities, including 'local listing', or through the nationally significant infrastructure project examination and decision making process) on the basis of clear evidence that the assets have a significance that merit consideration in that process, even though those assets are of lesser value than designated heritage assets.	through examination of aerial images and a site walkover survey.
5.126 - 5.127	<p>Where the development is subject to EIA the applicant should undertake an assessment of any likely significant heritage impacts of the proposed project as part of the Environmental Impact Assessment and describe these in the environmental statement.</p> <p>The applicant should describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant Historic Environment Record should have been consulted and the heritage assets assessed using appropriate expertise. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, the applicant should include an appropriate desk-based assessment and, where necessary, a field evaluation.</p>	<p>An assessment has been undertaken to identify likely significant heritage impacts from the Scheme and to identify appropriate mitigation measures. This has utilised all publicly available sources such as the local Historic Environment Record. The methodology and findings of the assessment are presented in Chapter 6, Cultural Heritage of the Environmental Statement (TR010064/APP/6.1).</p> <p>The determination of asset significance is central to understanding to what degree the historic assets will be affected by the changes arising from the Scheme. Appendix 6.1, Cultural Heritage Desk-Based Assessment of the Environmental Statement Appendices (TR010064/APP/6.3) sets out the detail about the heritage assets affected and has determined their value through a series of processes including the extent to which setting contributes to the assets in question. The desk-based assessment has been compiled in accordance with the Standard and Guidance provided by the Chartered Institute for Archaeologists (CIfA).</p> <p>Asset significance has been assessed along with the level of contribution it makes to asset value. Significant assets were identified in the study area, but none would undergo changes to their setting that will result in negative significant effects.</p> <p>Archaeological assets were identified from the local Historic Environment Record and their asset value determined using their likely date and archaeological importance on a local, regional and national level. Those known assets within the Order Limits were identified as having a low value using the criteria. The mitigation identified are based on national criteria for investigation to inform the need for and scope of mitigation as</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
		stated in NPS NN paragraph 5.127. Archaeological trial trench investigation of known assets has been agreed with the Greater Manchester Archaeological Advisory Service, and that work together with any follow-up mitigation work will be carried out to approved Written Schemes of Investigation (WSI).
5.128	<p>In determining applications, the Secretary of State should seek to identify and assess the particular significance of any heritage asset that may be affected by the proposed development (including by development affecting the setting of a heritage asset), taking account of the available evidence and any necessary expertise from:</p> <ul style="list-style-type: none"> • relevant information provided with the application and, where applicable, relevant information submitted during examination of the application; • any designation records; • the relevant Historic Environment Record(s), and similar sources of information;100 • representations made by interested parties during the examination; and • expert advice, where appropriate, and when the need to understand the significance of the heritage asset demands it. 	<p>The following sources were utilised to determine the value of heritage assets:</p> <ul style="list-style-type: none"> • National Heritage List for England (NHLE) for information of designated cultural heritage assets • The Greater Manchester Historic Environment Record (HER) for information on non-designated cultural heritage assets, previous archaeological interventions and Historic Landscape Characterisation (HLC) • Archaeological Data Service (ADS) for relevant unpublished archaeological reports (Archaeological Data Service Library, accessed June 2021 and June 2022) • British History Online (2021). The parish of Prestwich with Oldham: Prestwich. • Bury County Council (2021). Bury – A brief history. • Greater Manchester HER for information on non-designated heritage assets and previous archaeological investigations • Greater Manchester Urban Historic Landscape Characterisation (HLC) Project for information on the historic landscape character • Historic England Archive (HEA) for relevant unpublished archaeological reports (Historic England Archive, accessed June 2021 and June 2022) • Historic England website (National Heritage List for England (NHLE), accessed January 2023) for the latest datasets for designated heritage assets (scheduled monuments, listed buildings, registered parks and

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
		<p>gardens, registered battlefields, conservation areas, World Heritage Sites, and protected wrecks)</p> <ul style="list-style-type: none"> • Historic mapping (Ordnance Survey (OS) and non-OS) and aerial imagery available online and from purchased datasets • Ian Famer Associates (2022) M60/M62/M66 Simister Island Interchange 2021 Ground Investigation. Factual Report on Ground Investigation • Prestwich Heritage Society website. A Short History of Prestwich. • A site walkover survey • Aerial images
5.129	<p>In considering the impact of a proposed development on any heritage assets, the Secretary of State should take into account the particular nature of the significance of the heritage asset and the value that they hold for this and future generations. This understanding should be used to avoid or minimise conflict between their conservation and any aspect of the proposal.</p>	<p>The significance of each heritage asset has been assessed using the publicly available sources and professional judgement.</p> <p>Sufficient assessment has been carried out for the Secretary of State to have confidence in the value of the heritage assets at risk from the Scheme.</p>
5.130	<p>The Secretary of State should take into account the desirability of sustaining and, where appropriate, enhancing the significance of heritage assets, the contribution of their settings and the positive contribution that their conservation can make to sustainable communities – including their economic vitality. The Secretary of State should also take into account the desirability of new development</p>	<p>The embedded design measures will ensure the Scheme will result in no significant adverse effects on the setting of heritage assets, including historic parks and gardens, historic buildings and archaeology.</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	making a positive contribution to the character and local distinctiveness of the historic environment. The consideration of design should include scale, height, massing, alignment, materials, use and landscaping (for example, screen planting).	
5.131	<p>When considering the impact of a proposed development on the significance of a designated heritage asset, the Secretary of State should give great weight to the asset's conservation. The more important the asset, the greater the weight should be. Once lost, heritage assets cannot be replaced and their loss has a cultural, environmental, economic and social impact. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Given that heritage assets are irreplaceable, harm or loss affecting any designated heritage asset should require clear and convincing justification. Substantial harm to or loss of a grade II Listed Building or a grade II Registered Park or Garden should be exceptional. Substantial harm to or loss of designated assets of the highest significance, including World Heritage Sites, Scheduled Monuments, grade I and II* Listed Buildings, Registered Battlefields, and grade I and II* Registered Parks and Gardens should be wholly exceptional.</p>	<p>Figure 6.2, Built Heritage Assets of the Environmental Statement Figures (TR010064/APP/6.2) shows the location of Brick Farmhouse, Cold Gate Farm and Droughts Farm. The conclusions from Appendix 6.1, Cultural Heritage Desk-Based Assessment of the Environmental Statement Appendices (TR010064/APP/6.3) on those assets are described below.</p> <p>Temporary slight adverse effects have been identified on Brick Farmhouse during construction of the Scheme due to adverse changes in setting. This effect will be not significant. During operation of the Scheme Brick Farmhouse will not experience any adverse effects.</p> <p>Cold Gate Farm and Droughts Farm have been identified as non-listed historic properties where construction noise levels will negatively affect the setting of the houses during some of the construction phase, amounting to slight adverse effects. These effects will be not significant given the changes to setting already present from the existing road layout and whilst the changes will be adverse they will stop short of being significant. No other historic properties, listed or non-listed, have been identified as experiencing adverse operational effects.</p> <p>Permanent land take to construct the Scheme on the north side of Junction 18 to enable the proposed junction improvements will affect the setting of Cold Gate Farm more than Droughts Farm, during operation, given the extent to which the highway boundary will be brought closer to the former than the latter. Cold Gate Farm will experience a slight adverse effect whilst the effect on Droughts Farm will be neutral. These levels of effect will not be significant.</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
		<p>Landscaping mitigation will reduce the visual effects of the Scheme. Whilst the visual setting change during operation will affect the two non-designated properties negatively, the Scheme has to be considered in the context of the great extents to which their setting has already been changed by the existing motorway infrastructure.</p> <p>Chapter 6, Cultural Heritage of the Environmental Statement (TR010064/APP/6.1) sets out the potential impacts to the Heaton Park Registered Park and Garden during construction will be temporary visual intrusion which will affect views from the northern part of the designated park.</p> <p>During operation of the Scheme the additional road infrastructure will result in small negative changes to the setting of Heaton Park Registered Park and Garden resulting in a slight adverse effect. This effect will not be significant.</p> <p>Unsworth Moss historic landscape character unit (HGM7712) will undergo the greatest degree of change owing to the Northern Loop. The magnitude of impact will be neutral during operation of the Scheme, given this part of the Moss has no significant peat remains and therefore a negligible archaeological potential. On the other parcels of land adjacent to the motorway, small scale impacts will be experienced amounting to negligible adverse, resulting in a neutral effect. This is due to the fact that the minimal land take will be on land already disturbed by previous construction activity. Overall, only minor effects are anticipated on heritage as a result of the Scheme.</p>
5.132	Any harmful impact on the significance of a designated heritage asset should be weighed against the public benefit of development, recognising that the greater the harm to the significance of the heritage asset, the greater the justification that will be needed for any loss.	No operational adverse effects were identified that will result in any substantial harm to heritage assets. No designated asset will be affected physically during construction or operation.
5.133	Where the proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, the Secretary	<p>See the response to NPS NN paragraph 5.131 above.</p> <p>Measures to identify the presence of heritage assets at risk of harm from construction or operation of the Scheme have included desk-based assessments, aerial</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	<p>of State should refuse consent unless it can be demonstrated that the substantial harm or loss of significance is necessary in order to deliver substantial public benefits that outweigh that loss or harm, or alternatively that all of the following apply:</p> <ul style="list-style-type: none"> the nature of the heritage asset prevents all reasonable uses of the site; and no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and the harm or loss is outweighed by the benefit of bringing the site back into use. 	<p>investigation and mapping studies. These are reproduced or summarised in Environmental Statement Appendix 6.1 Cultural Heritage Desk-Based Assessment.</p> <p>The need for archaeological mitigation on one possible archaeological site is set out in the REAC contained within the First Iteration EMP (TR010064/APP/6.5), with the remaining need for and scope of mitigation determined through archaeological trial trench investigation of previously undisturbed areas of Scheme land-take. All such work will be secured through approved WSIs.</p> <p>The exact scope of the investigation work required above will be agreed with the Greater Manchester Archaeological Advisory Service in advance of fieldwork and will be subject to approved WSIs) prepared by an archaeological contractor. This will commence at the detailed design stage of the Scheme phase if the Development Consent Order is made by the Secretary of State for Transport. The WSI is secured by Requirement 9 of the draft Development Consent Order (TR010064/APP/3.1).</p>
5.134	Where the proposed development will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.	The less than substantial harm identified for designated heritage assets relates to changes to the setting of a single heritage asset: the Heaton Park Historic Park and Garden. The designation has undergone a number of different episodes of change since its creation, including the development of a golf course in the 1920's within which context the Scheme has been assessed.
5.138	Where there is evidence of deliberate neglect of or damage to a heritage asset the Secretary of State should not take its deteriorated state into account in any decision.	No assets identified as relevant to the Scheme were identified as being of a deteriorated state and the asset values assigned reflected this in the assessment.
5.140	Where the loss of the whole or part of a	Archaeological assets have been identified in the assessment as being liable to be

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	<p>heritage asset's significance is justified, the Secretary of State should require the applicant to record and advance understanding of the significance of the heritage asset before it is lost (wholly or in part). The extent of the requirement should be proportionate to the importance and the impact. Applicants should be required to deposit copies of the reports with the relevant Historic Environment Record. They should also be required to deposit the archive generated in a local museum or other public depository willing to receive it.</p>	<p>lost or degraded as part of the Scheme. These impacts will occur from land-take and impacts arising from temporary construction zones.</p> <p>The relevant assets will be targeted with archaeological trial trenches to inform the need for and scope of mitigation to be applied.</p>
5.141	<p>The Secretary of State may add requirements to the development consent order to ensure that this is undertaken in a timely manner in accordance with a written scheme of investigation that meets the requirements of this section and has been agreed in writing with the relevant Local Authority (or, where the development is in English waters, with the Marine Management Organisation and English Heritage) and that the completion of the exercise is properly secured.</p>	<p>All work, whether investigation or mitigation, will be carried out to detailed method statements (WSI as defined above) approved in advance of implementation by the Greater Manchester Archaeological Advisory Service.</p>
5.142	<p>Where there is a high probability that a development site may include as yet undiscovered heritage assets with archaeological interest, the Secretary of State should consider requirements to ensure that appropriate procedures are in place for the identification and treatment of such assets discovered during construction.</p>	<p>The archaeological trial trench investigation will be carried out in areas of land affected by the Scheme where known archaeological remains are not present.</p> <p>This will test for the presence of unknown archaeological remains and inform the need for and scope of archaeological mitigation.</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
5.143 Landscape and visual impacts)	The landscape and visual effects of proposed projects will vary on a case by case basis according to the type of development, its location and the landscape setting of the proposed development. In this context, references to landscape should be taken as covering seascape and townscape, where appropriate.	Chapter 7, Landscape and Visual of the Environmental Statement (TR010064/APP/6.1) refers to the European Landscape Convention ELC 2000 widely adopted definition of landscape which recognises: a) landscape as a resource inclusive of townscape. This is reiterated in National Highways' DMRB LA 107 Landscape and visual effects.
5.144 - 5.146	Where the development is subject to EIA the applicant should undertake an assessment of any likely significant landscape and visual impacts in the environmental impact assessment and describe these in the environmental assessment. A number of guides have been produced to assist in addressing landscape issues. The landscape and visual assessment should include reference to any landscape character assessment and associated studies, as a means of assessing landscape impacts relevant to the proposed project. The applicant's assessment should also take account of any relevant policies based on these assessments in local development documents in England. The applicant's assessment should include any significant effects during construction of the project and/or the significant effects of the completed development and its operation on	As part of the Environmental Impact Assessment (EIA), a Landscape and Visual Impact Assessment (LVIA) has been undertaken for the construction and operational phases (year 1 (2029) and year 15(2044)) of the Scheme as reported in Chapter 7, Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). The assessment has followed the standards set out in National Highways' DMRB LA 104 Environmental Assessment and Monitoring and DMRB LA 107 Landscape and Visual Effects. The chapter has referred to the current local landscape character assessment (the Greater Manchester Landscape Character and Sensitivity Assessment (2018)). An assessment of townscape effects has been made on townscape areas defined by the competent expert for landscape and visual assessment following the Landscape Institute's 'Townscape Character Assessment Technical Information Note 05/2017'. The assessment includes impacts to people's views, as well and the influence of the existing motorway infrastructure and has reviewed and takes into account the relevant policies in the Bury Unitary Development Plan (1997), the current local development documents. Effects on aesthetic and perceptual qualities from light pollution, including

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	<p>landscape components and landscape character (including historic landscape characterisation).</p> <p>The assessment should include the visibility and conspicuousness of the project during construction and of the presence and operation of the project and potential impacts on views and visual amenity. This should include any noise and light pollution effects, including on local amenity, tranquillity and nature conservation.</p>	<p>effects on local amenity and tranquility, are also included within the LVIA.</p> <p>Chapter 11: Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) separately assess the effects of noise.</p>
5.147- 5.148	<p>Any statutory undertaker commissioning or undertaking works in relation to, or so as to affect land in a National Park or Areas of Outstanding Natural Beauty, would need to comply with the respective duties in section 11A of the National Parks and Access to Countryside Act 1949 and section 85 of the Countryside and Rights of Way Act 2000.</p> <p>For significant road widening or the building of new roads in National Parks and the Broads applicants also need to fulfil the requirements set out in Defra's English national parks and the broads: UK government vision and circular 2010 or successor documents. These requirements should also be complied with for significant road widening or the building of new roads in Areas of Outstanding Natural Beauty.</p>	<p>As stated in Chapter 7, Landscape and Visual of the Environmental Statement (TR010064/APP6.1) there are no nationally designated National Parks or National Landscapes (formerly known as Areas of Outstanding Natural Beauty (AONBs)) within 5km of the Scheme and the Scheme will have no impact on such areas.</p>
5.156	Outside nationally designated areas, there are	The Bury Unitary Development Plan includes Policy EN9/1: Special Landscape

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	<p>local landscapes that may be highly valued locally and protected by local designation. Where a local development document in England has policies based on landscape character assessment, these should be given particular consideration. However, local landscape designations should not be used in themselves as reasons to refuse consent, as this may unduly restrict acceptable development.</p>	<p>Area. The Scheme is within the Special Landscape Area where it extends north-eastwards from M60 J18. The Special Landscape Area is within LCA 26: Prettywood, Pilsworth and Unsworth Moss.</p> <p>Particular attention has been given to avoid, reduce or remediate (offset) potential effects on the Special Landscape Area, for example the Northern Loop eastern embankment will be designed with a shallower gradient within the Special Landscape Area. Figure 2.3, the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) sets out this mitigation. The landscape design has also been developed to reduce the visibility of the Scheme and the existing motorway infrastructure within the SLA.</p>
5.157	<p>In taking decisions, the Secretary of State should consider whether the project has been designed carefully, taking account of environmental effects on the landscape and siting, operational and other relevant constraints, to avoid adverse effects on landscape or to minimise harm to the landscape, including by reasonable mitigation.</p>	<p>Chapter 7 Landscape and Visual and Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) provides a full assessment of the effects of the construction and operation of the Scheme on landscape character, visual amenity, wildlife and the habitats they rely upon. The chapters detail the embedded and essential mitigation required to offset impacts. These measures are set out within the REAC within the First Iteration (TR010064/APP/6.5) and will be incorporated into working practices.</p> <p>The construction of the Scheme will result in impacts on landscape features, including some biodiversity losses; these losses have been offset by essential environmental mitigation as shown in Figure 2.3, Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2). The Scheme, achieves a net gain of biodiversity.</p> <p>An Arboricultural Impact Assessment (AIA) has been undertaken and is included in Appendix 7.5, Arboricultural Impact Assessment of the Environmental Statement Appendices (TR010064/APP/6.3). An iterative process has been undertaken to refine the Scheme to avoid tree loss where possible. The AIA covers trees and woodland that could be affected by the Scheme and Figure 7.5.1 Tree Constraints Plan and Figure 7.5.2, Tree Removal Plan, Annex A of Appendix 7.5 of the</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
		<p>Environmental Statement Appendices (TR010064/APP/6.3) show the locations of trees within the Order Limits, and those currently at risk of removal. Commitment LV3 in the REAC contained within the First Iteration EMP (TR010064/APP/6.5) will minimise loss of trees and woodland. The commitment will be implemented through the preparation of an Arboricultural Method Statement (AMS).</p>
5.158	<p>The Secretary of State will have to judge whether the visual effects on sensitive receptors, such as local residents, and other receptors, such as visitors to the local area, outweigh the benefits of the development. Coastal areas are particularly vulnerable to visual intrusion because of the potential high visibility of development on the foreshore, on the skyline and affecting views along stretches of undeveloped coast, especially those defined as Heritage Coast.</p>	<p>Chapter 7 Landscape and Visual of the Environmental Statement (TR010064/APP/6.1) has identified that there will be impacts on views as a result of the Scheme during construction and operation of the Scheme. However, impacts will reduce once construction is complete and will continue to reduce as mitigation planting establishes. The assessment shows that there will be no residual significant visual effects by year 15, (2044) with the exception of one location in the vicinity of M60 Junction 17 where it has not been possible to reinstate tall vegetation adjoining the M60 boundary on Warwick Close due to the easements for utilities and the narrow width of the M60 verge. Whilst vegetation will be replaced, this will not grow tall. There WILL be beneficial effects (improvements on existing views) in some locations around M60 Junction 18.</p> <p>A series of visualisations, shown in Figure 7.7, Photomontages of the Environmental Statement Figures (TR010064/APP/6.2), have been developed, including for the Northern Loop, which have modelled the Scheme and mitigation planting at year 1 (2029) and year 15 (2044). The heights of the modelled trees and shrubs are based on experience from other road schemes and are described in detail in Appendix 7.1, [Landscape and Visual Impact Assessment Methodology] of the Environmental Statement Appendices (TR010064/APP/6.3).</p>
5.159	<p>Reducing the scale of a project or making changes to its operation can help to avoid or mitigate the visual and landscape effects of a proposed project. However, reducing the scale or otherwise amending the design or changing the operation of a proposed development may result in a significant operational constraint and</p>	<p>Chapter 3, Assessment of Alternatives of the Environmental Statement (TR010064/APP/6.1), describes the process of changes to the highway design and benefits of change to the design.</p> <p>Figure 2.3, the Environmental Masterplan in the Environmental Statement Figures (TR010064/APP/6.2) indicates mitigation measures to address adverse effects from a combination of environmental topics.</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	reduction in function. There may, be exceptional circumstances, where mitigation could have a very significant benefit and warrant a small reduction in scale or function. In these circumstances, the Secretary of State may decide that the benefits of the mitigation to reduce the landscape effects outweigh the marginal loss of scale or function.	
5.160	Adverse landscape and visual effects may be minimised through appropriate siting of infrastructure, design (including choice of materials), and landscaping schemes, depending on the size and type of proposed project. Materials and designs for infrastructure should always be given careful consideration.	<p>Figure 2.3, the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) shows the mitigation measures to address adverse effects from a combination of environmental topics. Design work has been undertaken to improve biodiversity, and also to integrate the Scheme into the landscape, and reduce the effects on people's views, which is described in Chapter 7, Landscape and Visual of the Environmental Statement (TR010064/APP/6.1). Measures to reduce these effects are contained within the EAC and also in Appendix N, the Outline Landscape and Ecology Management Plan of the First Iteration EMP (TR010064/APP/6.5).</p> <p>Following the principles of The Road to Good Design (Highways England, 2018) Scheme scale, design and materials have been applied in the following way (further details are included in the Scheme Design Report (TR010064/APP/7.6):</p> <ul style="list-style-type: none"> The Simister Pike Fold Viaduct and Simister Pike Fold Bridge are prominent new structures and have been subject to a design process aimed at providing structures that acknowledge the potential impacts on the wider landscape. A combination of concrete and weathering steel will be implemented for the bridge spans. The combination of weathering steel and planting along the structure embankments will be visually attractive and will help to physically integrate the structures into the landscape.

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
		<ul style="list-style-type: none"> • The existing raised earth mound in the north-east quadrant has been used in the configuration of the Simister Pike Fold Viaduct and Simister Pike Fold Bridge embankments and Northern Loop to limit landscape change the Special Landscape Area. • New embankments required for the Northern Loop are designed with a shallower gradient than typical highway embankments, and the landscape design developed to further help integrate the road into the 'pattern' of the Special Landscape Area. • Existing linear tree belts necessitating removal for carriageway widening will be reinstated with a higher percentage of feathered trees and some standard trees to improve visual screening in the early years. • Tree and shrub species will provide similar or improved habitat type to that removed. Species shall be native, or non-native in certain focus locations, and of a similar or improved species mix, overseen by competent expert ecologists and arboriculturists. • The five ponds have been shaped for optimum attenuation and flow, and fit within their urban fringe context, whilst providing greater opportunities for habitat creation including wetland habitat.
5.161	Depending on the topography of the surrounding terrain and areas of population it may be appropriate to undertake landscaping off site, although if such landscaping was proposed to be consented by the development consent order, it would have to be included within the order limits for that application. For example, filling in gaps in existing tree and hedge lines would mitigate the impact when	All landscape mitigation, presented within Chapter 7, Landscape and Visual of the Environmental Statement (TR010064/APP/6.1), is incorporated within the extents of the Order Limits and no off-site landscaping is required.

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	viewed from a more distant vista.	
5.162	Access to high quality open spaces and the countryside and opportunities for sport and recreation can be a means of providing necessary mitigation and/or compensation requirements. Green infrastructure can also enable developments to provide positive environmental and economic benefits.	The Scheme will not result in any permanent loss of high quality open spaces and no new sport or recreation land is required to directly compensate for any losses or to provide mitigation for any losses.
5.165 - 5.167 (Land use including open space, green infrastructure and Green Belt)	<p>The applicant should identify existing and proposed land uses near the project, any effects of replacing an existing development or use of the site with the proposed project or preventing a development or use on a neighbouring site from continuing. Applicants should also assess any effects of precluding a new development or use proposed in the development plan. The assessment should be proportionate.</p> <p>Existing open space, sports and recreational buildings and land should not be developed unless the land is surplus to requirements or the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location. Applicants considering proposals which would involve developing such land should have regard to any local authority's assessment of need for such types of land and buildings.</p> <p>During any pre-application discussions with</p>	<p>A cumulative assessment which assesses the impact of the Scheme in combination with other developments can be found in Chapter 15, Cumulative Effects Assessment, of the Environmental Statement (TR010064/APP/6.1). This is supported by Appendix 15.1 Inter Project Cumulative Effects of the Environmental Statement Appendices (TR010064/APP/6.3). This assessment has been carried out in accordance with the Planning Inspectorate's (2019) Advice Note Seventeen: Cumulative Effects Assessment. The assessment sets out how the effects of the Scheme will combine and interact with the effects of other development projects, whether existing, awaiting consent, already consented or otherwise reasonably foreseeable.</p> <p>BMBC is producing a combined local plan Places for Everyone (with nine other Greater Manchester local planning authorities (Bolton Council, Bury Council, Manchester City Council, Oldham Council, Rochdale Borough Council, Salford City Council, Tameside Metropolitan Borough, Trafford Council and Wigan Council).</p> <p>The most relevant strategic land allocation in the emerging Places for Everyone is the Northern Gateway allocation at Heywood/Pilsworth. This is a mixed-use development with a primary focus on creating 1.2 million square meters of industrial and warehousing and 1,200 additional homes. This is located to the north and east of the M60, M62 and M66 motorways and is within Bury Metropolitan Borough and Rochdale Borough.</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	<p>the applicant, the local planning authority should identify any concerns it has about the impacts of the application on land-use, having regard to the development plan and relevant applications, and including, where relevant, whether it agrees with any independent assessment that the land is surplus to requirements. These are also matters that local authorities may wish to include in their Local Impact Report which can be submitted after an application for development consent has been accepted.</p>	<p>The conclusion from the assessment of cumulative impacts between the Scheme and other planned developments, including the Northern Gateway, is that no significant effects are anticipated.</p> <p>The impacts of the Scheme on the Northern Gateway have been discussed with BMBC. The Scheme is considered by BMBC as a vital component of the overall strategy to facilitate economic growth, including for the Northern Gateway.</p> <p>Impacts on open space/recreational space as a result of the Scheme are considered in Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1).</p> <p>Whitefield Golf Course, Prestwich Forest Park and Philips Park are large areas of greenspace to the west of the Order Limits. Prestwich Forest Park encompasses Philips Park and comprises woodland, scrub and some amenity grass areas. It is an important area for outdoor recreation, including mountain biking.</p> <p>Pike Fold Golf Course is within the Order Limits. To the south-east of the Order limits, there is Heaton Park which covers over 240ha.</p> <p>Education facilities with playing fields include St Margarets Church of England Primary School and Unsworth academy.</p> <p>Prestwich Heys Football Club is located to the south of the Order Limit.</p> <p>There will be no impacts on Prestwich Forest Park, Philips Park and Whitefield Golf Club from the Scheme.</p> <p>To accommodate the Scheme, part of the Pike Fold Golf Course will need to be reconfigured to maintain an 18-hole course. The Scheme does not require any permanent acquisition of land from the Golf Club and work to redesign and implement changes will be undertaken separately by the Golf Course. Within the Order Limits, the Scheme will carry out relatively minor earthworks, drainage and landscaping within the area occupied by the Golf Course. Discussions have taken place with Pike</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	<p>Fold Golf Club as referenced in the Consultation Report (TR010064/APP/5.1) and Consultation Report Annexes (TR010064/APP/5.2).</p> <p>Prestwich Heys Football Club is located to the south of the Order Limits. No impact on the ability to use the pitches at Prestwich Heys Football Club is anticipated during construction of the Scheme. The REAC in the First Iteration EMP (TR010064/APP/6.5) includes measures to ensure access is maintained during construction. The First Iteration EMP will be developed into the Second Iteration EMP for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1)</p> <p>Education facilities with playing fields include St Margarets Church of England Primary School and Unsworth academy. Temporary possession of land of an area of approximately 2 ha which falls between two pitches on Unsworth Academy playing fields will be required to facilitate drainage improvement works. Chapter 12, Population and Human Health of the Environmental Statement (TR010064/APP/6.1) states that approximately 6% (0.3ha) of playing fields area is to be used to allow for drainage works and a permanent right of access will be in place. The land take will be in the form of one strip of land along the southern boundary of the field. No physical impact is anticipated on the marked pitches themselves and therefore the sports function of the playing fields will be generally maintained. Discussions that have taken place with Unsworth Academy as set out in the Consultation Report (TR010064/APP/5.1) and Consultation Report Annexes (TR010064/APP/5.2).</p> <p>Access to Simister Allotments and Eden Garden Allotments will be maintained throughout construction of the Scheme.</p> <p>There is no permanent loss of any open space or recreational land which falls under the definition set out within sections 131 and 132 of the 2008 Act in relation to Special Category Land . The Unsworth Academy Playing Fields are leased and are ultimately owned by Bury Metropolitan Borough Council. They are not classified as Special Category Land for the purposes of the 2008 Act.</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
		An assessment against the policies of the adopted Bury Unitary Development Plan and the emerging Places for Everyone, including social and economic policies, is provided in Chapter 6 of the Case for the Scheme (TR010064/APP/7.1).
5.168	<p>Applicants should take into account the economic and other benefits of the best and most versatile agricultural land (defined as land in grades 1, 2 and 3a of the Agricultural Land Classification). Where significant development of agricultural land is demonstrated to be necessary, applicants should seek to use areas of poorer quality land in preference to that of a higher quality. Applicants should also identify any effects, and seek to minimise impacts, on soil quality, taking into account any mitigation measures proposed. Where possible, developments should be on previously developed (brownfield) sites provided that it is not of high environmental value. For developments on previously developed land, applicants should ensure that they have considered the risk posed by land contamination and how it is proposed to address this.</p>	<p>Chapter 9, Geology and Soils of the Environmental Statement (TR010064/APP/6.1) provides an assessment of the likely significant effects of the Scheme with respect to soil resources (mostly agricultural).</p> <p>Agricultural land is present within the Order Limits. Agricultural land is graded using the Agricultural Land Classification (ALC) system. This system classifies land into five grades according to the extent to which physical or chemical characteristics impose long term limitations on the agricultural use of a site for food production. Within the Order Limits the land classification is:</p> <ul style="list-style-type: none"> • 0.4 hectares (0.5% of the Order Limits) of agricultural land is classified as Grade 2. • 4.5 hectares (5.3% of the Order Limits) is classified as Grade 3a. • 26.2 hectares (30.6% of the Order Limits) is classified as Grade 3b. • 2.2 hectares (2.6% of the Order Limit) is classified as grade 4. • Land that could not be surveyed is 4.1ha (4.8%) of the Order Limits. • Non-agricultural land is 48.3 hectares (56.4% of the Order Limits). • The total area of the Order Limits is 85.7 ha. <p>Most agricultural land and the associated agricultural land holdings are located on the land surrounding M60 Junction 18. Figure 9.3, Agricultural Land Classification and Figure 12.2, Agricultural Land Holdings of the Environmental Statement Figures (TR010064/APP/6.2) shows this land.</p> <p>It is anticipated that approximately 23.1 ha (27% of the Order Limits) of agricultural land, including 2.3 ha (2.7% of the Scheme area) of Best Most Versatile (BMV) land (this is land classified as Grade 2 and 3a) would be permanently developed or otherwise lost to agricultural production as a result of the Scheme. An additional 11.1</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
		<p>ha of agricultural land (no BMV land) is anticipated to be temporarily possessed for the Scheme but will be reinstated following completion.</p> <p>The permanent sealing or wastage of topsoil will be avoided as far as practicable via stripping and sustainable reuse elsewhere. In addition, by following best practice soil management measures, degradation during stripping, handling and storage would either be avoided or will only be temporary in nature. Measures to ensure the sustainable use of soils are highlighted in Chapter 9, Geology and Soils of the Environmental Statement (TR010064/APP/6.1). An Outline Materials Management Plan at Appendix G and an Outline Contaminated Land Management Plan at Appendix J of the First Iteration EMP (TR010064/APP/6.5) outlines the management of soils including the completion of a soil resource survey prior to construction and stripping of top soil for re-use. The Outline Management Plans will be developed into the Materials Management Plan and Contaminated Land Management Plan as part of the Second Iteration EMP for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010065/APP/3.1).</p>
5.169	Applicants should safeguard any mineral resources on the proposed site as far as possible.	<p>Chapter 10, Material Assets and Waste of the Environmental Statement (TR010064/APP/6.1) considers the requirement to safeguard mineral resources.</p> <p>The construction of the Scheme requires land to be permanently acquired and used outside the existing highway boundary which could result in the partial sterilisation of Mineral Safeguarding Areas (MSA) and superficial peaty soils / horizons.</p> <p>Notwithstanding this, both mineral safeguarding sites and peat resources have been scoped out of this assessment on the basis that they are not resources that could be worked / extracted as confirmed by the Scoping Opinion (TR010064/APP/6.7).</p> <p>Where reasonably practicable, the Scheme has reduced the unnecessary sterilisation of MSAs, and there are no mineral safeguarding sites nor peat resources within the Order Limits.</p>
5.170 - 5.171	The general policies controlling development	Currently, approximately 68 hectares of land within the Order Limits surrounding

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	<p>in the countryside apply with equal force in Green Belts but there is, in addition, a general presumption against inappropriate development within them. Such development should not be approved except in very special circumstances. Applicants should therefore determine whether their proposal, or any part of it, is within an established Green Belt and, if so, whether their proposal may be considered inappropriate development within the meaning of Green Belt policy. Metropolitan Open Land, and land designated as Local Green Space in a local or neighbourhood plan, are subject to the same policies of protection as Green Belt, and inappropriate development should not be approved except in very special circumstances.</p> <p>Linear infrastructure linking an area near a Green Belt with other locations will often have to pass through Green Belt land. The identification of a policy need for linear infrastructure will take account of the fact that there will be an impact on the Green Belt and as far as possible, of the need to contribute to the achievement of the objectives for the use of land in Green Belts.</p>	<p>M60 Junction18 is within the Green Belt. If Places for Everyone is adopted in its current form, then the land to the north east of the Order Limits will be removed from the Green Belt therefore reducing the overall amount of Green Belt in the Order Limits by approximately 19ha. However, parts of the Order Limits to the west, north and south of the M60 and west of the M66 will still be within Green Belt.</p> <p>Chapter 6 of the Case for the Scheme (TR010064/APP/7.1) provides an assessment of the Scheme against the purposes of Green Belt Policy, having regard to both the NPS NN and the National Planning Policy Framework (NPPF).</p> <p>Overall, it is concluded that the Scheme is not classed as local transport infrastructure and although it is an engineering operation, the scale and permanence of the Scheme will impact on the openness of the Green Belt.</p> <p>As such, on balance, it is considered that very special circumstances must be demonstrated to evidence that other considerations outweigh any potential harm to the Green Belt.</p> <p>The Applicant consider the very special circumstances to include:</p> <p><i>The Need for the Scheme.</i></p> <p>The Scheme improves national infrastructure and is part of a national investment strategy for the SRN in England. This is consistent with the overall objectives for National Networks set out in the NPS NN.</p> <p><i>The Benefits of the Scheme:</i></p> <p>The Scheme provides future capacity for the forecast growth in traffic to deliver national networks which are resilient and meet the long-term needs. A key objective of the Scheme is to address the problem of congestion, which causes slow and unreliable journeys and reduces economic efficiency.</p> <p>As set out in Section 4 of the Case for the Scheme (TR010064/APP/7.1), the most significant benefit of the Scheme is due to travel time savings. The Scheme will alleviate congestion that will otherwise worsen without the Scheme. As a result of the</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
		<p>Scheme, this part of the SRN will operate within capacity up to and beyond 2044 and traffic using the M60 Junction 18 will save up to 1.5 minutes compared to current journey times during normal traffic conditions.</p> <p>As set out in Section 5 of the Case for the Scheme (TR010064/APP/7.1), the overall economic benefits of the Scheme provide a Present Value of Benefits of £137.5 million.</p> <p><i>The lack of alternatives with less impact on the Green Belt:</i></p> <p>Given that the purpose of the Scheme is to improve an existing section of the SRN, it is not possible to pursue an option which is outside the Green Belt, unless the surrounding motorway network is relocated entirely.</p>
5.174	<p>The Secretary of State should not grant consent for development on existing open space, sports and recreational buildings and land, including playing fields, unless an assessment has been undertaken either by the local authority or independently, which has shown the open space or the buildings and land to be surplus to requirements, or the Secretary of State determines that the benefits of the project (including need) outweigh the potential loss of such facilities, taking into account any positive proposals made by the applicant to provide new, improved or compensatory land or facilities.</p>	<p>See response to NPS NN paragraph 5.165 - 5.167 above.</p> <p>There is no permanent loss of any open space or recreational land which would mean sections 131 and 132 of the 2008 Act would become applicable (some types of open space or recreational land are classed as Special Category Land (SCL). As the Unsworth Academy Playing Fields are leased from BMBC as the Local Authority who own this land, they are not classified as SCL for the purposes of the 2008 Act. This is explained further in Chapter 6 of the Case for the Scheme (TR010064/APP/7.1).</p>
5.182	<p>Where a proposed development has an impact on a Mineral Safeguarding Area (MSA), the Secretary of State should ensure that the applicant has put forward appropriate mitigation measures to safeguard mineral</p>	<p>See the response to NPS NN paragraph 5.169 above.</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	resources.	
5.184-5.185	<p>Public rights of way, National Trails, and other rights of access to land (e.g. open access land) are important recreational facilities for walkers, cyclists and equestrians. Applicants are expected to take appropriate mitigation measures to address adverse effects on coastal access, National Trails, other public rights of way and open access land and, where appropriate, to consider what opportunities there may be to improve access. In considering revisions to an existing right of way consideration needs to be given to the use, character, attractiveness and convenience of the right of way. The Secretary of State should consider whether the mitigation measures put forward by an applicant are acceptable and whether requirements in respect of these measures might be attached to any grant of development consent.</p>	<p>National Cycle Network Route 6 is outside of the study area of the Scheme but is likely to be a destination for cyclists crossing the study area. The NCN passes through Prestwich Forest Park and passes over the M60 via a foot/cycle bridge to the west of the Scheme. This route is not impacted by the Scheme.</p> <p>There are further Transport for Greater Manchester Cycle Network links on Bury New Road, between Thatch Beach Lane and Albert Road near Whitefield Community Primary School and Ribble Road near two further primary schools in Whitefield, as well as along Heywood Road, Prestwich linking St Margaret’s Church of England Primary School and Parrenthorn High School with Simister and Castle Road and Aviation Road in Unsworth. There are also a variety of mountain bike trails within Prestwich Forest Park and along the River Irwell. These routes also provide access to open space to the north. These cycle routes are not impacted by the Scheme.</p> <p>Chapter 12, Population and Human Health of the Environmental Statement (TR010064/APP/6.1), outlines effects on WCH as a result of the Scheme including mitigation measures.</p> <p>Replacement routes will be provided for the existing Public Rights of Way (PRoW) affected by the Scheme, including any Public Footpaths where they are affected by new drainage ponds, wetlands or swales. A replacement PRoW is being included where the Northern Loop footprint will impact on an existing PRoW and is being realigned around the Northern Loop. There are also two PRoW south of Junction 18 which are being extinguished and a replacement route through the biodiversity mitigation area provides a better quality route to the extinguished path.</p> <p>Existing routes and any changes as a result of the Scheme are set out at Schedule 4 of the draft Development Consent Order (TR010064/APP/3.1) and shown on the Streets, Rights of Way and Access Plans (TR010064/APP/2.5). They are also</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
		shown on Figure 2.2, the Scheme Design and Figure 2.3, the Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2).
5.186 (Noise and vibration)	Excessive noise can have wide-ranging impacts on the quality of human life and health (e.g. owing to annoyance or sleep disturbance), use and enjoyment of areas of value (such as quiet places) and areas with high landscape quality. The Government's policy is set out in the Noise Policy Statement for England. It promotes good health and good quality of life through effective noise management. Similar considerations apply to vibration, which can also cause damage to buildings. In this section, in line with current legislation, references below to "noise" apply equally to assessment of impacts of vibration.	<p>The assessment in Chapter 12, Population and Human Health of the Environmental Statement (TR010064/APP/6.1) considers health impacts.</p> <p>There are no areas valued for their tranquillity, acoustic character, and/or quiet areas identified within the noise and vibration study areas.</p> <p>The assessment presented within Chapter 11, Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) considers impacts associated with vibration as well as with noise.</p>
5.187	Noise resulting from a proposed development can also have adverse impacts on wildlife and biodiversity. Noise effects of the proposed development on ecological receptors should be assessed in accordance with the Biodiversity and Geological Conservation section of this NPS.	The Applicant has consulted Natural England as detailed in Section 8.4 of Chapter 8, Biodiversity of the Environmental Statement (TR010064/APP/6.1). The assessment of noise impacts on biodiversity, arising during both the construction and operational phase, is also presented in Chapter 8). It includes consideration of disturbance to protected species as a result of changes in noise levels.
5.188	Factors that will determine the likely noise impact include: <ul style="list-style-type: none"> • construction noise and the inherent operational noise from the proposed development and its characteristics; • the proximity of the proposed development to noise sensitive premises (including residential properties, schools and hospitals) and noise 	The assessment presented within Chapter 11, Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) includes: <ul style="list-style-type: none"> • The potential impacts associated with both construction and operational noise. • Identification of noise sensitive receptors within the noise and vibration study areas that include residential properties, schools and hospitals as well as outdoor community facilities that include some parks.

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	sensitive areas (including certain parks and open spaces); <ul style="list-style-type: none"> the proximity of the proposed development to quiet places and other areas that are particularly valued for their tranquility, acoustic environment or landscape quality such as National Parks, the Broads or Areas of Outstanding Natural Beauty; and the proximity of the proposed development to designated sites where noise may have an adverse impact on the special features of interest, protected species or other wildlife. 	<ul style="list-style-type: none"> There are no National Parks or Areas of Outstanding Natural Beauty identified within the noise and vibration study areas. The assessment of the Scheme on protected species or other wildlife is considered in Chapter 8, Biodiversity of the Environmental Statement (TR010064/APP/6.1).
5.189	Where a development is subject to EIA and significant noise impacts are likely to arise from the proposed development, the applicant should include the following in the noise assessment, which should form part of the environment statement: <ul style="list-style-type: none"> a description of the noise sources including likely usage in terms of number of movements, fleet mix and diurnal pattern. For any associated fixed structures, such as ventilation fans for tunnels, information about the noise sources including the identification of any distinctive tonal, impulsive or low frequency characteristics of the noise. identification of noise sensitive premises and noise sensitive areas that may be affected. 	The impact of noise as a result of the Scheme is assessed in Chapter 11, Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). The location of noise sensitive receptors is shown on Figure 11.2, Noise Sensitive Receptors in the Environmental Statement Figures (TR010064/APP/6.2). This includes during the construction and operational phases of the Scheme. These assessments show that although construction noise and vibration will be mitigated for many noise sensitive receptors, the Scheme will result in the following residual negative adverse effects during construction: <ul style="list-style-type: none"> Temporary significant adverse effect for up to 275 receptors during daytime construction works. Temporary significant adverse effect for up to 647 receptors during night-time construction works. Measures to reduce the noise from construction activities are included in the First Iteration EMP (TR010064/APP/6.5) and incorporated into working practices. The First Iteration EMP includes an Outline Noise and Vibration Management Plan which details the management and monitoring processes to be introduced across all

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	<ul style="list-style-type: none"> the characteristics of the existing noise environment. a prediction on how the noise environment will change with the proposed development: In the shorter term such as during the construction period; in the longer term during the operating life of the infrastructure at particular times of the day, evening and night as appropriate. an assessment of the effect of predicted changes in the noise environment on any noise sensitive premises and noise sensitive areas. measures to be employed in mitigating the effects of noise. Applicants should consider using best available techniques to reduce noise impacts. the nature and extent of the noise assessment should be proportionate to the likely noise impact. 	<p>construction sites and compounds. The First Iteration EMP contains a REA), that includes measures to reduce noise from construction activities, as summarised below. . I</p> <ul style="list-style-type: none"> The use of Best Practicable Means (BPM) during construction. Appropriate selection of plant and construction methods. Choice of routes and timings for the transport of construction materials, waste materials and personnel to reduce the risk of increased noise and vibration impacts due construction. Community liaison will keep residents updated about upcoming works that will directly impact them via letter, email or a virtual information hub. During the noisiest phases of night-time works the contractor will review the temporal scope to aim to reduce adverse impacts to be within 10 or more nights in any consecutive 15 nights, or a total of more than 40 nights in any consecutive 6-month period for noise levels above Significant Observed Adverse Effect Level (SOAEL) at receptors where this is practicable. For diversion routes used during construction the contractor will keep the timetable for full closures under review and aim to keep the number of night closures to below the temporal scope of 10 or more nights in any consecutive 15 nights, or a total of more than 40 nights in any consecutive 6-month period. During preparation of areas for compounds and the attenuation ponds there is often a layer of topsoil that needs to be stripped off before the location can be used. It may be practicable to stockpile this material so it can act as noise screening for nearby receptors. The provision of temporary noise screening at the edge of working areas where an existing road traffic noise barrier needs to be temporarily removed to allow access to construction plant to working areas. Examine measures to limit the magnitude of vibration during piling of retaining walls.

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
		<p>Once the Scheme is operational, the road surface will be better in terms of noise reducing properties than a conventional Low Noise Surface. The road surface is a factor in the amount of noise that is produced by the interaction of the tyres with the road, and the better performing surface will have a Road Surface Influence (“RSI”) of -6.0 dB compared to -3.5 dB for a conventional LNRS. This reduces road traffic noise at source therefore reducing road traffic noise for all receptors, also removing locations where significant adverse effects may have otherwise been predicted. However, the way in which noise improvements are calculated means that they cannot be classed as beneficial over the long-term, although in quantitative terms more receptors experience a reduction in noise than would experience an increase.</p>
5.190	<p>The potential noise impact elsewhere that is directly associated with the development, such as changes in road and rail traffic movements elsewhere on the national networks, should be considered as appropriate.</p>	<p>As discussed in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) the study area for the assessment of road traffic noise includes consideration of changes in road traffic noise for all road links where a significant change in noise is predicted, regardless of whether they are close to the Scheme or at a greater distance.</p> <p>The assessment of road traffic noise concludes that there are no significant adverse or beneficial effects on road traffic noise as a result of the Scheme.</p>
5.191	<p>Operational noise, with respect to human receptors, should be assessed using the principles of the relevant British Standards and other guidance. The prediction of road traffic noise should be based on the method described in Calculation of Road Traffic Noise. For the prediction, assessment and management of construction noise, reference should be made to any relevant British Standards and other guidance which also give examples of mitigation strategies.</p>	<p>Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) assesses operational noise and the predictions of road traffic noise. The assessment has been undertaken following the calculation methodology provided in Calculation of Road Traffic Noise (Department of Transport and Welsh Office, 1988). The assessments of construction noise and vibration have been undertaken with reference to BS 5228 Part 1 (BSI, 2014a) and Part 2 (BSI, 2014b).</p> <p>For operational noise, Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1) concludes that there are:</p> <ul style="list-style-type: none"> • No overall permanent significant beneficial effects identified. • No significant adverse effects identified.

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
5.192	<p>The applicant should consult Natural England with regard to assessment of noise on designated nature conservation sites, protected landscapes, protected species or other wildlife. The results of any noise surveys and predictions may inform the ecological assessment. The seasonality of potentially affected species in nearby sites may also need to be taken into account.</p>	<p>Likely significant effects on internationally, nationally and locally designated sites, habitats and species are considered in Chapter 8, Biodiversity of the Environmental Statement (TR010064/APP/6.1) which concludes no significant adverse effects on any of these receptors.</p> <p>The HRA provided in Appendix 8.13 of the Environmental Statement Appendices (TR010064/APP/6.3) also assesses likely significant effects on internationally designated sites. A Stage 1 Screening Assessment concluded that likely significant effects could not be discounted for the Rochdale Canal SAC and SSSI, when considered alone or in-combination with other <i>'plans and projects'</i>. Therefore, a Stage 2 Statement to Inform Appropriate Assessment must be carried out. This concluded that the Scheme will not adversely affect the integrity of the Rochdale Canal SAC and SSSI during its construction or operational phases, either alone or in combination with other <i>'plans or projects'</i>.</p> <p>The Applicant sought the advice of Natural England in February 2023. This advice has been followed through the provision of additional air quality information as part of the assessment and by progressing the Stage 2 Statement to Inform Appropriate Assessment.</p>
5.193	<p>Developments must be undertaken in accordance with statutory requirements for noise. Due regard must have been given to the relevant sections of the Noise Policy Statement for England, National Planning Policy Framework and the Government's associated planning guidance on noise.</p>	<p>This is assessed in Chapter 11 Noise and Vibration of the Environmental Statement (TR010064/APP/6.1). This presents the assessment of impacts from noise and vibration using standard methodology in National Highways' DMRB LA 111. It is therefore considered that the Scheme can be measured against the policy requirements of the Noise Policy Statement for England and the National Planning Policy Framework.</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
5.194	<p>The project should demonstrate good design through optimisation of scheme layout to minimise noise emissions and, where possible, the use of landscaping, bunds or noise barriers to reduce noise transmission. The project should also consider the need for the mitigation of impacts elsewhere on the road and rail networks that have been identified as arising from the development, according to Government policy.</p>	<p>This is assessed in Chapter 11, Noise and Vibration of the Environmental Statement (TR010064/APP/6.1).</p> <p>In the early design of the Scheme, the route alignment was considered in order to avoid or minimise impacts on communities or individual receptors. As the design progressed, this has been optimised with the consideration of noise barriers and low noise surfacing.</p>
5.195	<p>The Secretary of State should not grant development consent unless satisfied that the proposals will meet, the following aims, within the context of Government policy on sustainable development:</p> <ul style="list-style-type: none"> • avoid significant adverse impacts on health and quality of life from noise as a result of the new development; • mitigate and minimise other adverse impacts on health and quality of life from noise from the new development; and • contribute to improvements to health and quality of life through the effective management and control of noise, where possible. • 	<p>See response to NPS NN paragraph 5.189 above.</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
5.199	<p>For most national network projects, the relevant Noise Insulation Regulations will apply. These place a duty on and provide powers to the relevant authority to offer noise mitigation through improved sound insulation to dwellings, with associated ventilation to deal with both construction and operational noise. An indication of the likely eligibility for such compensation should be included in the assessment. In extreme cases, the applicant may consider it appropriate to provide noise mitigation through the compulsory acquisition of affected properties in order to gain consent for what might otherwise be unacceptable development. Where mitigation is proposed to be dealt with through compulsory acquisition, such properties would have to be included within the development consent order land in relation to which compulsory acquisition powers are being sought.</p>	<p>The Noise Insulation Regulations 1973 protect residents subject to increases in traffic noise at or above a specified level arising directly from the use of new or altered roads, by making available grants for noise insulation work to be carried out on their homes. The eligibility criteria are described in Appendix 11.2, Noise and Vibration Assessment Guidance and Standards of the Environmental Statement Appendices (TR010064/APP/6.3).</p> <p>In summary, to be eligible a dwelling must be within 300m of the Scheme, have a noise level above 68dB LA10,18h, and experience a 1dB(A) increase in long-term noise levels. There are no dwellings that have been identified as being potentially eligible for noise insulation from increases in road traffic noise as a result of the Scheme.</p>
5.200	<p>Applicants should consider opportunities to address the noise issues associated with the Important Areas as identified through the noise action planning process.</p>	<p>The NIAs are shown on Figure 11.1a (Noise Study Areas, Noise Important Areas and Existing Noise Barriers) as well as Figure 2.1, Environmental Constraints of the Environmental Statement Figures (TR010064/APP/6.2). There are five NIA's within 600m of the Order Limits. Three of them are directly adjacent to the motorway network and the remaining two are located adjacent to the local road network on Bury New Road and Higher Lane.</p> <p>There are predicted reductions of up to 5.1decibels dB) in road traffic noise levels for some receptors within the NIA 1671 (adjacent to the M60 between Junction 17 and Junction 18) that, in the short-term, will be noticeable and considered to be a likely short-term significant beneficial effect, reducing to not significant over the long</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
		<p>term.</p> <p>There are no other changes in road traffic noise of greater than 1dB predicted within other NIAs.</p>
<p>5.203 - 5.205 (Impacts on transport networks)</p>	<p>Applicants should have regard to the policies set out in local plans, for example, policies on demand management being undertaken at the local level.</p> <p>Applicants should consult the relevant highway authority, and local planning authority, as appropriate, on the assessment of transport impacts.</p> <p>Applicants should consider reasonable opportunities to support other transport modes in developing infrastructure. As part of this, consistent with paragraph 3.19-3.22 above, the applicant should provide evidence that as part of the project they have used reasonable endeavours to address any existing severance issues that act as a barrier to nonmotorised users.</p>	<p>The Scheme has taken into account the relevant policies of the local development plan including the BMBC Unitary Development Plan and the emerging Places for Everyone. An assessment of how the Scheme meets development policies is included in Chapter 6 of the Case for the Scheme (TR010060/APP/7.1).</p> <p>Transport impacts, including changes to anticipated traffic on local roads are assessed in the Transport Assessment (TR010060/APP/7.4).</p> <p>Through the junction and capacity improvements the Scheme will improve journey time reliability for a number of bus routes that serve both the local community and longer journeys towards Bury to the north and Manchester city centre to the south. Two routes which use the M60 junction 18 are the X41 service connecting Manchester city centre with Accrington, and the X43 service which connects Manchester city centre with Burnley. An assessment of alternative modes was undertaken during the early development of the Scheme. Both assessments concluded that there are no alternative modes which can reasonably solve the identified problems and meet the Scheme objectives.</p> <p>The Scheme does not give rise to any new severance. As the purpose of the Scheme is to upgrade an existing motorway, it does not support other transport modes except where public transport uses the motorway.</p> <p>The Streets, Rights of Way and Access Plans (TR010060/APP/2.5) show how PRoWs, permissive paths, local roads and private means of access will be maintained during construction and operation of the Scheme.</p>
5.206	For road and rail developments, if a development is subject to EIA and is likely to	The Environmental Statement (TR010064/APP/6.1) has been prepared for the Scheme which documents the outcome of the environmental impact assessment

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	<p>have significant environmental impacts arising from impacts on transport networks, the applicant's environmental statement should describe those impacts and mitigating commitments. In all other cases the applicant's assessment should include a proportionate assessment of the transport impacts on other networks as part of the application.</p>	<p>and describes the impacts and mitigation using a proportionate approach.</p> <p>The Transport Assessment (TR010060/APP/7.4) provides detail of likely transport impacts of the operation of the Scheme on the wider strategic road network.</p>
5.208	<p>Where appropriate, the applicant should prepare a travel plan including management measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by public transport and sustainable modes where relevant, to reduce the need for any parking associated with the proposal and to mitigate transport impacts.</p>	<p>As the Scheme is to upgrade an existing motorway, a specific travel plan has not been prepared. An Outline Traffic Management Plan (TR010060/APP/7.5) has been produced which sets out how construction traffic will be managed to minimise negative effects on surrounding communities. The Outline Traffic Management Plan will be developed into the Traffic Management Plan for implementation during construction and secured by Requirement 10 of the draft Development Consent Order (TR010064/APP/3.1)</p>
5.209	<p>For schemes impacting on the Strategic Road Network, applicants should have regard to DfT Circular 02/2013 The Strategic Road Network and the delivery of sustainable development (or prevailing policy) which sets out the way in which the highway authority for the Strategic Road Network, will engage with communities and the development industry to deliver sustainable development and, thus, economic growth, whilst safeguarding the primary function and purpose of the Strategic Road Network.</p>	<p>An extensive programme of statutory and options public consultations has been carried out, as set out in the Consultation Report (TR010064/APP/5.1) and Consultation Report Annexes TR010064/APP/5.2).</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
5.210	<p>If new transport infrastructure is proposed, applicants should discuss with network providers the possibility of co-funding by Government for any third-party benefits. Guidance has been issued in England which explains the circumstances where this may be possible. The Government cannot guarantee in advance that funding will be available for any given uncommitted scheme at any specified time, and cannot provide financial support to a scheme that solely mitigates the impacts of a specific development. Any decisions on co-funded transport infrastructure will need to be taken in the context of the Government's wider policy of transport improvements.</p>	<p>Third party funding is not required as the Scheme has funding committed through the Government's RIS. Funding sources are described in the Funding Statement (TR010064/APP/4.2).</p>
5.216	<p>Where development would worsen accessibility such impacts should be mitigated so far as reasonably possible. There is a very strong expectation that impacts on accessibility for non-motorised users should be mitigated.</p>	<p>Chapter 12, Population and Human Health of the Environmental Statement assesses the impacts on WCH. (TR010064/APP/6.1). Effects on WCH during operation of the Scheme have been assessed as not significant. The Scheme includes a modest enhancement for recreational walkers through the inclusion of a new route through an area of ecological mitigation. It would not cause any severance of existing routes for WCH There will be some temporary effects on Public Rights of Way experienced during construction, but suitable temporary diversion routes will be put in place. These routes are shown on the Streets, Rights of Way and Access Plans (TR010064/APP.7.1).</p>
5.220 (Water quality and resources)	<p>Where applicable, an application for a development consent order has to contain a plan with accompanying information identifying water bodies in a River Basin Management Plan.</p>	<p>The detailed assessments of the impact of the Scheme on water quality are included in Appendix 13.1, Water Framework Directive Compliance Assessment and Appendix 13.2 Water Quality Assessment of the Environmental Statement Appendices (TR010064/APP/6.3). These detailed compliance assessments comply with the requirements of the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 (the "WFD Regulations").</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
		<p>The Environment Agency, as competent authority in England, must exercise its relevant functions so as to secure compliance with the WFD Regulations so as best to secure the achievement of the following environmental objectives:</p> <ul style="list-style-type: none"> • Measures will be put in place to prevent deterioration of the surface water status or groundwater status of a body of water (subject to the application of Regulations 18 and 19). • Measures will otherwise support the achievement of the environmental objectives set for a body of water (subject to the application of Regulations 16 to 19). <p>Some of the construction and operation activities will lead to localised negative changes to water quality elements. However, with the implementation of mitigation, these impacts are unlikely to lead to deterioration in classification and/or prevent the water quality elements from either achieving good classification or achieving the Environment Agency’s River Basement Management Plan objectives. This is set out in Table 6.7 Appendix 13.2 Water Quality Assessment of the Environmental Statement Appendices (TR010064/APP/6.3). It is considered that at a water body scale, the Scheme will be compliant for all designated water bodies assessed.</p>
5.221	<p>Applicants should make early contact with the relevant regulators, including the Environment Agency, for abstraction licensing and with water supply companies likely to supply the water. Where a development is subject to EIA and the development is likely to have significant adverse effects on the water environment, the applicant should ascertain the existing status of, and carry out an assessment of the impacts of the proposed project on water quality, water resources and physical characteristics as part of the</p>	<p>See the response to NPS NN paragraph 5.220 above.</p> <p>The Scheme will not have a negative impact on the water environment.</p> <p>Measures to manage the risks of pollution during construction are set out in the REAC within the First Iteration EMP (TR010064/APP/6.5). They are also set out within Appendix H, Outline Surface Water Management Plan and Appendix L, Outline Emergency Procedures and Environmental Incidents of the First Iteration EMP. The Outline Management Plans will be developed into the Surface Water Management Plan and Emergency EMP for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1)</p>

NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NNNPS)	Compliance with the NNNPS
5	GENERIC IMPACTS	
	environmental statement.	<p>No abstraction of water is proposed.</p> <p>A list of all the potential consents/permits/licences which may be required to construct the Scheme are set out in the Consents and Agreements Position Statement (TR010064/APP/3.3). For the water environment, this includes:</p> <ul style="list-style-type: none"> • Agreement to use herbicide in or near water. • S106 Foul sewer connection. • Trade effluent consent. • Environmental Permit Flood Risk Activity (FRAP). • Ordinary Watercourse Consent (temporary or permanent) • Water Abstraction (Temporary / Permanent). • Water Abstraction – Passive dewatering. • Water Transfer (during construction or operation). • Environmental Permit for water discharge.
5.222	For those projects that are improvements to the existing infrastructure, such as road widening, opportunities should be taken, where feasible, to improve upon the quality of existing discharges where these are identified and shown to contribute towards Water Framework Directive commitments.	<p>Routine runoff assessments and spillage risk assessments have been undertaken. Full details of the methodology, data used and results are presented in Appendix 13.2: Water Quality Assessment Report of the Environmental Statement Appendices (TR010064/APP/6.3). The results of the assessment have been used to inform the magnitude of impact.</p> <p>With mitigation measures incorporated into the assessment, all discharge outfalls achieve the required standards. As such, the magnitude of impact on water quality, with embedded mitigation, is negligible for all outfalls except for two existing outfalls (outfall 1 and 2), where the quality of water discharges will be improved as water quality treatment is not currently present. Therefore, incorporating designing treatment measures for these two drainage catchments leads to a minor beneficial magnitude of impact, resulting in a slight beneficial effect.</p>
5.223	Any environmental statement should describe: the existing quality of waters affected by the proposed project;	The existing quality of waters, water resources and physical characteristics of the water environment are described in Chapter 13, Road Drainage and Water Environment of the Environmental Statement (TR010064/APP/6.1).

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5	GENERIC IMPACTS	
	<ul style="list-style-type: none"> existing water resources affected by the proposed project and the impacts of the proposed project on water resources; existing physical characteristics of the water environment (including quantity and dynamics of flow) affected by the proposed project, and any impact of physical modifications to these characteristics; any impacts of the proposed project on water bodies or protected areas under the Water Framework Directive and source protection zones (SPZs) around potable groundwater abstractions; and any cumulative effects. 	<p>Impacts on water bodies or protected areas under the Water Framework Directive and source protection zones (SPZs) around potable groundwater abstractions are assessed in Chapter 13, Road Drainage and Water Environment of the Environmental Statement (TR010064/APP/6.1).</p> <p>Cumulative effects on water environment receptors (for example from contamination and vegetation clearance) are assessed in Chapter 13, Road Drainage and Water Environment of the Environmental Statement (TR010064/APP/6.1).</p> <p>Cumulative effects arising from the Scheme in combination with other reasonably foreseeable developments are assessed in Chapter 15: Assessment of Cumulative Effects of the Environmental Statement (TR010064/APP/6.1).</p>
5.226	<p>The Secretary of State should be satisfied that a proposal has had regard to the River Basin Management Plans and the requirements of the Water Framework Directive (including Article 4.7) and its daughter directives, including those on priority substances and groundwater. The specific objectives for particular river basins are set out in River Basin Management Plans. In terms of Water Framework Directive compliance, the overall aim of projects should be no deterioration of ecological status in watercourses, ensuring that Article 4.7 of the Water Framework Directive Regulations does not need to be applied.</p>	<p>Appendix 13.1: Water Framework Directive Compliance Assessment Report of the Environmental Statement Appendices (TR/010064/APP/6.3) determines the Scheme compliance with the Water Framework Directive and its daughter directives ensuring that the Scheme does not cause deterioration of a surface water or ground water body and supports the achievement of environmental objectives set out in the North West River Basin District River Basin Management Plan.</p> <p>Through the assessment stages outlined in Appendix 13.1, Water Framework Directive Compliance Assessment Report of the Environmental Statement Appendices (TR/010064/APP/6.3) it is considered that the Scheme will be compliant with the Water Framework Regulations for all designated water bodies assessed. Through the implementation of mitigation measures during construction and operation, any adverse impacts are unlikely to lead to deterioration in classification and/or prevent the water quality elements from either achieving good classification</p>

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5.227	<p>The Examining Authority and the Secretary of State should consider proposals put forward by the applicant to mitigate adverse effects on the water environment and whether appropriate requirements should be attached to any development consent and/or planning obligations. If the Environment Agency continues to have concerns and objects to the grant of development consent on the grounds of impacts on water quality/resources, the Secretary of State can grant consent, but will need to be satisfied before deciding whether or not to do so that all reasonable steps have been taken by the applicant and the Environment Agency to try to resolve the concerns, and that the Environment Agency is satisfied with the outcome.</p>	<p>or achieving their River Basin Management Plan objectives.</p> <p>The potential effects of the Scheme for construction and operation are considered throughout the Environmental Statement (TR010064/APP/6.1).</p> <p>The First Iteration EMP (TR010064/APP/6.5) contains the REAC which sets out the mitigation measures that will be provided to offset and manage the construction impacts of the Scheme. The First Iteration EMP will be developed into the Second Iteration EMP for implementation during construction and secured by Requirement 4 of the draft Development Consent Order (TR010064/APP/3.1)</p> <p>The Consents and Agreements Position Statement (TR010064/APP/3.3) sets out the Applicants intended strategy for obtaining the consents and associated agreements needed to implement the Scheme.</p>
5.229	<p>The Secretary of State should consider whether the mitigation measures put forward by the applicant which are needed for operation and construction (and which are over and above any which may form part of the project application) are acceptable. A construction management plan may help codify mitigation.</p>	<p>See the response to NPS NN paragraph 5.227 above.</p>