



Our ref: TR010064/ExA Rule 9 Letter 17/06/24

By Email

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05/07/2024

Dear Sarah Holmes,

**M60/M62/M66 Simister Island Interchange (the "Scheme")
POST RULE 9 PROCEDURAL DECISIONS FOLLOWING ISSUE OF ACCEPTANCE
DECISION - UPDATE**

National Highways (the "Applicant") has had regard to the request from the Examining Authority's Rule 9 Procedural Decisions on 17 June 2024 following issue of Acceptance Decision on 30 April 2024. The following updates are provided:

Additional Submissions

The Examining Authority's procedural decisions to accept the following additional submissions are noted;

- Applicant's response to Section 51 and Section 55 Checklist Actions Update Letter and associated documents and plans received on 20 May 2024; and
- GTC Pipelines Ltd Response submission received on 21 May 2024.

NPS NN 2024 Designation

The Scheme's application for development consent was accepted for examination on 30 April 2024. The 2024 National Policy Statement for National Networks (NPS NN) was designated on the 24 May 2024. It is noted that paragraphs 1.16 and 1.17 of the 2024 NPS NN have affect for this Scheme's application, such that the 2014 NPS NN is the policy against which the application for development consent will be decided by the Secretary of State. . Notwithstanding this, it is noted that the designated NPS NN may still be an important and relevant consideration by the Secretary of State in determining the application.

Section 104(3) of the Planning Act 2008 requires that applications for development consent be decided in accordance with the relevant NPS. The assessment of the Scheme in relation to the 2014 NPS NN as set out in our submitted National Policy Statement for National Networks Accordance Tables (TR010064/APP/7.2) and the then draft NPS NN in the Draft National Policy Statement for National Networks Accordance (TR010064/APP/7.3), demonstrates the Scheme's compliance with both the 2014 NPS NN and the draft NPS NN, and that there are no adverse effects which would be significant enough to outweigh the benefits of the Scheme.

In response to the designation of the 2024 NPS NN a comparative review of the draft NPS NN and the 2024 NPS NN has been undertaken. The assessment of the Scheme against the 2024 NPS NN concludes that the majority of the changes made are minor and do not require re-assessment of the Scheme's accordance with the 2024 NPS NN. There are a number of changes within the 2024 NPS NN paragraphs that have amended text, and there are some changes to the 2024 NPS NN paragraphs which include the provision of new text.

The following tables **Table 1: Chapter 4 - General Polices and considerations** and **Table 2: Chapter 5 - Generic Impacts** provides an assessment of those changes where the provision of an update of accordance was considered appropriate. These typically include the addition of a new paragraph in the 2024 NPS NN not included in the draft NPS NN or where there has been a substantial change in the wording of the 2024 NPS NN paragraph from that set out in the draft NPS NN.

Our comparative assessment and update of accordance concludes that the Scheme is compliant with the 2024 NPS NN and that there is no change to the conclusions set out in the submitted Draft National Policy Statement for National Networks Accordance (TR010064/APP/7.3).

Places for Everyone

At the time of preparation of the Scheme's application for development consent, the Places for Everyone Plan was in the final stages of examination by the Planning Inspectorate. The Places for Everyone Joint Development Plan 2022 to 2039 (adopted PfE) was adopted on 21 March 2024, just before the Scheme's application was submitted on 2 April 2024.

The Case for the Scheme (TR010064/APP/7.1) assesses conformity with the emerging Places for Everyone Plan and the adopted Bury Council Unitary Development Plan 1997 (Bury UDP). That assessment was undertaken on the Places for Everyone Plan Composite Version: Modifications Version August 2023 (composite PfE Plan), incorporating the main modifications recommended by the Inspector to make the plan sound. The assessment of the Scheme against both the relevant policies in the composite PfE Plan and the Bury UDP in the submitted Case for the Scheme concluded, in paragraph 7.3.1, that the Scheme is consistent with the objectives of both and aligns with the policy requirements including providing mitigation to reduce or eliminate any potential adverse effects.

Following adoption of PfE, a review of the relevant policies in the Composite PfE Plan against the relevant policies in the adopted PfE has been undertaken. The wording of the relevant adopted policies in PfE remain virtually the same between the composite version and the adopted version of PfE. Any wording changes to the adopted PfE policies are very minor or editorial. Therefore, the assessment in the Case for the Scheme (TR010064/APP/7.1) does not need to be amended, even though PfE has now been adopted since the application for development consent was accepted for examination. The assessment of the Scheme's accordance with the relevant Bury UDP local plan policies within the submitted Case for the Scheme (TR010064/APP/7.1) also remains unchanged by the adoption of PfE. As set out in Annex A, table A.2 of the adopted PfE, the majority of the policies of the Bury UDP have been superseded by the adopted policies contained in Places for Everyone.

Following the adoption of the PfE, Bury Metropolitan Borough Council is understood to be moving forward with a new Local Plan for Bury. The PfE Plan forms part of the development plan for Bury and makes some major strategic decisions relating to Bury's future growth and development. The developing Local Plan, and any supplementary plans developed, will need to be consistent with PfE particularly in relation to growth and strategic policy. The Local Plan is currently at an early stage of preparation. The requirement for consistency with the PfE will ensure that, notwithstanding the progression of the Local Plan and or any supplementary documents, the assessment made within the submitted Case for the Scheme (TR010064/APP/7.1) will likely remain applicable.

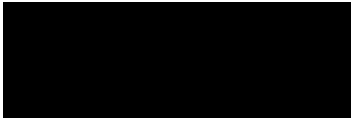
As part of the ongoing engagement with Bury Metropolitan Borough Council in the pre-examination and examination phases of the application for development consent, consideration will be given to understanding of the progression of the Bury Local Plan and Bury Metropolitan Borough Council's next steps in developing the strategic development

allocations, and where appropriate this will be detailed within the Statement of Common Ground between National Highways and Bury Metropolitan Borough Council

Additional documentation

A prescribed list of documents have been requested to be provided in hard copy to the Examining Authority. These documents will be posted to the requested address in the week commencing 8 July 2024.

Yours sincerely,



Nicola Eastwell
National Highways Project Manager

Comparative Assessment with the designated NPS NN (24 May 2024)

Purpose of the Document

The Scheme’s application for development consent was accepted for examination on the 30 April 2024. The 2024 National Policy Statement for National Networks (NPS NN) was designated on the 24 May 2024. The designated NPS NN may still be capable of being an important and relevant consideration by the Secretary of State in determining the application.

In response to the designation of the 2024 NPS NN, a comparative review of the draft NPS NN (March 2023) and the designated NPS NN (May 2024) has been undertaken. The following table provides an assessment of those changes where the provision of an update of accordance was considered appropriate. These typically include the addition of a new paragraph in the 2024 NPS NN not previously included in the draft NPS NN, or where there has been a substantial change in the wording of to the 2024 NPS NN paragraph from that set out in the draft NPS NN.

Table 1: Chapter 4 - General Policies and Considerations

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
General principles of assessment		
4.5	<p><i>A new paragraph 4.5 has been inserted into the designated NPS NN:</i></p> <p>Early engagement both before and at the formal pre-application stage between the applicant and key stakeholders, and those likely to have an interest in the proposed application, is strongly encouraged in line with the government’s pre-application guidance.</p>	<p>The Consultation Report (TR010064/APP/5.1) explains how the Applicant has complied with the consultation requirements set out in the 2008 Act. The Report also provides an account of:</p> <ul style="list-style-type: none"> • Engagement undertaken outside of the advertised periods of consultation. • The statutory consultation exercise carried out in compliance with Sections 47 and 48 of the 2008 Act between February 2023 and March 2023. • Additional targeted non-statutory supplementary consultation carried out between July 2023 and September 2023.

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
		<ul style="list-style-type: none"> • A summary of the responses received during all consultation exercises (options consultation, statutory consultation and targeted non-statutory supplementary consultation). • How the Applicant has had regard to the responses received in compliance with Section 49 of the 2008 Act. • The engagement that has taken place outside of the options consultation and statutory consultation periods. <p>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).</p>
Business Case		
4.7	<p><i>Paragraph 4.7 has been amended in the designated NPS NN:</i></p> <p>The information provided on the economic, environmental and social impacts of a development that underpins the business case will be proportionate to the development. This information will be important for the Examining Authority and the Secretary of State’s consideration of the benefits and adverse impacts of a proposed development. It is expected that 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>A business case has been prepared for the Scheme in line with the Treasury Green Book Principles and Department for Transport Business Case guidance and 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 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</p>

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
		<p>and taken into account when determining the Scheme overall value for money.</p> <p>These assessments provide all the information that is required when developing Nationally Significant Infrastructure Projects such as this Scheme and is therefore proportionate to the Scheme.</p>
Environmental Statement		
4.12	<p><i>Paragraph 4.11 of the draft NPS NN has been replaced by paragraph 4.12 in the Designated NPS NN:</i></p> <p>A key part of the environmental assessment is the consideration of cumulative effects. The applicant should provide information on how the effects of the proposals would combine and interact with the effects of other development, where relevant. For most practical purposes this means the applicant should consider the impact of other existing and committed developments within an appropriate geographical area and assess the additional impact of their own development. Other evidence, for example, from a Transport Business Case, appraisals of sustainability of relevant NPSs or strategic environmental assessment or plan level Habitats Regulation Assessment of development plans may assist the Secretary of State in reaching decisions on proposals and on mitigation measures that may be required. There is no single or agreed approach to assessing the cumulative impacts of environmental effects due to some effects being limited to a specific geographical boundary but others, such as the impact and effect of carbon emissions on climate change, not being geographically limited. For this reason it may be necessary for different approaches to be taken to assess the cumulative impact of different environmental effects. The Secretary of State should consider how the accumulation of, and interrelationship between, effects identified in the environmental assessment might affect the</p>	<p>Chapter 15: Assessment of Cumulative Effects of the Environmental Statement (TR010064/APP/6.1) sets out the approach undertaken for the cumulative effects assessment (CEA) and follows the guidance outlined in the Inspectorate’s Advice Note Seventeen: Cumulative effects assessment relevant to nationally significant infrastructure projects (Planning Inspectorate, 2019) and the environmental assessment requirements and advice outlined in Design Manual for Roads and Bridges (DMRB) LA 104: Environmental Assessment and Monitoring (Highways England, 2020a).</p> <p>Chapter 15: Assessment of Cumulative Effects of the Environmental Statement (TR010064/APP/6.1) provides information on how the effects of the proposals would combine and interact with the effects of other development, where relevant (this is known as inter-project cumulative effects). The inter-project CEA identifies other existing and committed development, comprising Nationally Significant Infrastructure Projects (NSIPs), major developments, and site allocations within a defined Zone of Influence (ZOI), and provides an assessment of the potential cumulative effects in combination with the Proposed Scheme.</p> <p>Chapter 15: Assessment of Cumulative Effects of the Environmental Statement (TR010064/APP/6.1) also considers the accumulation of, and interrelationship between, effects (known as combined effects). The chapter identifies that combined effects on aspects (for example, impacts of changes in noise, air quality and water quality on biodiversity receptors) are reported as required within the relevant aspect chapters of the Environmental Statement (TR010064/APP/6.1).</p>

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
	<p>environment, economy, or community as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place.</p>	
<p>4.13</p>	<p><i>A new paragraph 4.13 has been inserted into the designated NPS NN.</i></p> <p>In some instances, it may not be possible at the time of 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 their application which elements of the proposal have yet to be finalised and the reasons why this is the case. Where some details are yet to be finalised applicants should set out, to the best of their knowledge, what the worst case scenario 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.</p>	<p>The Scheme design which forms the application for development consent allows a reasonable degree of flexibility to make minor deviations to the design in accordance with the Requirement 3 in Schedule 2 of the draft Development Consent Order (TR010064/APP/3.1).</p> <p>The draft Development Consent Order (TR010064/APP/3.1) provides at Article 6 limits of deviation both laterally and vertically. These limits have been included in the Scheme in order to allow a necessary, but proportionate, degree of flexibility to facilitate the further detailed design and construction phases of the Scheme. The limits of deviation have been considered when undertaking the environmental assessments in relation to the Scheme. 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 further environmental information or assessments.</p> <p>Chapter 4: Environmental Assessment Methodology of the Environmental Statement (TR010064/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 environmental chapters gives a description of the assumptions made and the limitations of the assessment.</p>

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Habitats Regulations Assessment		
4.15	<p><i>A new paragraph 4.15 has been inserted into the draft NPS NN.</i></p> <p>Where appropriate assessments under the Habitats Regulations should be coordinated with other assessments.</p>	<p>Chapter 8 Biodiversity of the Environmental Statement (TR010064/APP/6.1) considers the likely significant effects on internationally, nationally and locally designated sites, habitats and species.</p> <p>The Habitats Regulations Assessment (HRA) Report is provided in Appendix 8.13, HRA of the Environmental Statement Appendices (TR010064/APP/6.3). This assesses further the likely significant effects on internationally designated sites.</p> <p>Therefore, the separate processes of Environmental Assessment and Habitats Regulation Assessment on International Sites have been coordinated and the outcomes only reported within one overall document.</p>
Criteria for good design for national network infrastructure		
4.27	<p><i>Paragraph 4.24 of the draft NPS NN has been replaced by paragraph 4.27 of the designated NPS NN:</i></p> <p>Applicants should include design as an integral consideration from the outset of a proposal. Applying good design to national networks projects should not be limited to general aesthetics. The National Infrastructure Commission have developed four Design Principles:</p> <ul style="list-style-type: none"> • Climate – mitigate carbon emissions and adapt to climate change. It includes opportunities to enable decarbonisation, incorporates flexibility, and builds resilience against climate change. The functionality of projects, including fitness for purpose, resilience, and sustainability, is equally important. • People - helping to improve the quality of life for local communities. It promotes inclusion, cohesion and increases accessibility. It creates safe spaces with clean air that improve health and wellbeing. 	<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 ten principles are:</p> <ul style="list-style-type: none"> • Makes roads safe and useful. • Is inclusive. • Makes roads understandable. • Fits in context. • Is restrained. • Is environmentally sustainable. • Is thorough. • Is innovative.

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
	<ul style="list-style-type: none"> Places – well designed infrastructure gives places a strong sense of identity, and through that forms part of our national cultural heritage. Creating a sense of place, connecting communities, addressing community severance, and integrating into its surroundings. It makes a positive contribution to the local landscape within and beyond the project boundary. Good design enhances local culture and character and supports local ecology, delivering through biodiversity net gain, while protecting wildlife corridors and irreplaceable nature assets and habitats. Value - adding value by defining issues clearly from the outset. Good design also finds opportunities to add value beyond the main purpose of the infrastructure to consider the wider benefits savings on cost, the environment, materials, and space. It is efficient in the use of material resources, sustainable materials and energy used in construction. 	<ul style="list-style-type: none"> Is collaborative. Is long-lasting. <p>The ten design principles set out in the Road to Good Design align with the four design principles developed by the National Infrastructure Commission as they also relate to climate, people, places and value:</p> <p><i>Climate</i></p> <p>Measures which have been embedded within the design of the Scheme to reduce carbon 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 ‘Net Zero Highways’ (National Highways, 2021) sets out the Applicant’s programme for achieving net zero carbon emissions for the Strategic Road Network by 2050.</p> <p>Appendix O: 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> <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 carbon emissions associated with transport. Measures to reduce the magnitude of carbon 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).

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
		<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%. <p><i>People</i></p> <p>The Scheme design has provided solutions to overcome difficult design challenges, particularly as this part of the Strategic Road Network (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 and minimise the disruption to surrounding communities, particularly during construction.</p> <p>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.</p>

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
		<p>As outlined in response to paragraph 4.5 of the designated NPS NN, the Consultation Report (TR010064/APP/5.1) explains that the Scheme has been developed following extensive consultation and engagement and sets out:</p> <ul style="list-style-type: none"> • A summary of the responses received during all consultation exercises (options consultation, statutory consultation and targeted non-statutory supplementary consultation) and how the development of the Scheme has responded to the comments received. • Chapter 3 of the Consultation Report sets out the engagement that has taken place outside of the options consultation and statutory consultation periods. <p><i>Places</i></p> <p>The landscaping scheme as set out in Figure 2.3 Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) has been carefully designed with groups of trees and shrubs to help integrate the Scheme into the surrounding vegetation pattern. The embankment gradients for the Northern Loop have been reduced to help the road integrate into the landscape setting.</p> <p>The landscape scheme has further 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 northern 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</p>

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
		<p>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><i>Value</i></p> <p>The Scheme has sought to reduce land take and the overall cost through lean design and sustainable construction including by:</p> <ul style="list-style-type: none"> • Optimising 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. • 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 carbon emissions.
4.30	<p><i>Paragraph 4.27 of the draft NPS NN has been replaced by paragraph 4.30 of the designated NPS NN:</i></p> <p>Applicants should have regard to appropriate guidance and plans such as: local nature recovery strategies, Local Air</p>	<p>The Scheme does not affect any national landscape designations including National Landscapes and the Broads.</p> <p>The landscape proposals have been carefully designed to include groups of trees and shrubs to help integrate the Scheme into the surrounding</p>

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
	<p>Quality Action Plans, the Green Infrastructure Design Guide, the purposes and Management Plans of National Parks, National Landscapes, the Broads and any local design codes. For road schemes, the Design Manual for Roads and Bridges contains design standards for motorways and all-purpose trunk road projects.</p>	<p>vegetation pattern. The embankments gradients for the Northern Loop have been reduced to help the road integrate into the landscape setting.</p> <p>The Applicant has had regard to appropriate guidance, plans, and standards. Relevant guidance, plans and standards that have informed the environmental assessment are outlined in each of the aspect chapters in the Environmental Statement (TR010064/APP/6.1).</p> <p>As outlined in paragraph 4.2.1 of Chapter 4: Environmental Assessment Methodology of the Environmental Statement (TR010064/APP/6.1), the environmental assessment has been undertaken in line with the general standards set out within DMRB LA 104 Environmental Assessment and Monitoring (Highways England, 2020), as well as the aspect-specific DMRB standards (as contained within DMRB LA 105 to 115 and 120). DMRB is the established standard for assessing the environmental impacts of highway schemes and has been developed by National Highways (formerly Highways England) in collaboration with relevant stakeholders.</p> <p>Greater Manchester Combined Authority is developing a Local Nature Recovery Strategy for the city-region. The Applicant has set out proposals for a net gain in biodiversity value on the site, and measures which will provide enhancements both of habitats, and for protected and notable species, as outlined in Chapter 8: Biodiversity of the Environmental Statement (TR010064/APP/6.1). Implementation of Figure 2.3: Environmental Masterplan of the Environmental Statement Figures (TR010064/APP/6.2) would 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> <p>As outlined in paragraphs 5.3.18 to 5.3.20 of Chapter 5: Air Quality of the Environmental Statement (TR010064/APP/6.1), the Applicant has had regard to the Greater Manchester Clean Air Plan. The Applicant has also undertaken consultation with Bury Metropolitan Borough Council in the context of the approach taken for the assessment of air quality.</p>

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
		<p>Section 7.9 of Chapter 7: Landscape and Visual of the Environmental Statement (TR010064/APP/6.1) sets out the landscape-specific design principles incorporated into the Scheme. In line with DMRB LD 117, embedded mitigation relevant to this aspect aims to integrate the road into the local context and minimise the impact of the Scheme on the landscape. ‘Good design’ principles have been directly incorporated into the Scheme as embedded mitigation measures. For example, design measures to help safeguard the environment and reduce visual impact include easing of engineered slopes to provide a more ‘natural’ looking profile and retention of some areas of vegetation. The use of the existing high earth mound for part of the Northern Loop has reduced the requirement of a new purpose-built structure and provides greater opportunity for landscape integration and screening by locating mitigation planting on embankments.</p> <p>The Scheme Design Report (TR010064/APP/7.6) demonstrates how the implementation of good design has driven the development of the Scheme and illustrates how the concept of sustainable development has been fundamental to the Scheme progression. It identifies and summarises the factors that have shaped the Scheme design and ultimately secure principles for construction. The report demonstrates how the Scheme design has taken into account the ten principles of good design published by Highways England (now National Highways) in 2018 in ‘The Road to Good Design’.</p>

Table 2: Chapter 5 - Generic Impacts

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
Air Quality		
5.18	<p><i>Paragraph 5.15 to paragraph 5.19 of the draft NPS NN has been deleted and part of 5.20 is now the new paragraph 5.18 of the designated NPS NN.</i></p> <p><i>New paragraph 5.18 added to the designated NPS NN:</i></p> <p>Where a project is likely to lead to a breach of any relevant statutory air quality objectives or targets, the applicant should work with the relevant authorities to secure appropriate mitigation measures. Where a project is located within, or in close proximity to, an Air Quality Management Area or Clean Air Zone, applicants should engage with the relevant local authority to ensure the project is compatible with the Local Air Quality Action Plan.</p>	<p>The Scheme will not lead to a breach of any relevant statutory air quality objectives or targets.</p> <p>Chapter 5: Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes in Section 5.10 that there are no significant effects at modelled human health receptors and on Limit Value compliance receptors from road transport for both construction and operation, with the exception of potential significant effects for biodiversity, which are considered in Chapter 8: Biodiversity of this Environmental Statement (TR010064/APP/6.1).</p> <p>For dust this assessment concludes that there are no significant effects resulting from construction dust with standard construction phase mitigation measures in place. These measures are included in the Outline Air Quality and Dust Management Plan, which is Appendix A of the First Iteration EMP (TR010064/APP/6.5).</p> <p>As set out in paragraphs 5.3.18 to 5.3.20 and 5.7.12 of Chapter 5: Air Quality of the Environmental Statement (TR010064/APP/6.1), there is currently no agreed Greater Manchester Clean Air Zone (or likely to be) and the Scheme is located almost entirely within the Bury Air Quality Management Area. Bury Metropolitan Borough Council has been consulted within the context of the approach taken for the assessment of air quality and will be consulted with on the EMP in the context of dust management.</p>
5.19 – 5.20 and 5.21	<p><i>Three new paragraphs 5.19, 5.20 and 5.21 have been inserted to expand the requirements of the previous draft NPS NN paragraph 5.16.</i></p> <p><i>New paragraph 5.19 added to the designated NPS NN:</i></p>	<p>Chapter 5: Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that there are no new or worsened significant exceedances of the relevant air quality objectives or limit values with the Scheme in place. The assessment has identified that there are some locations where air quality is worsened and some where it is improved. Overall the Scheme does not result</p>

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
	<p>With respect to all relevant statutory air quality limits, objectives and targets other than those set out under The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023, all reasonable mitigation action should be taken. At a minimum, all proposed mitigation measures should ensure that the net impact of a project does not delay compliance with those objectives.</p> <p><i>New paragraph 5.20 added to the designated NPS NN:</i></p> <p>With respect to The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023, the applicant should take all reasonable steps to reduce the emissions of PM2.5, and its precursor pollutants in the construction and operational stages of the development by following available Defra guidance.</p> <p><i>New paragraph 5.21 added to the designated NPS NN:</i></p> <p>Where a scheme is expected to lead to a deterioration of air quality the applicant should justify why the level of mitigation proposed is deemed to be reasonable.</p>	<p>in any significant effects for air quality so no additional air quality mitigation is included for road traffic impacts.</p> <p>The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 have been considered, in the context of the Scheme, in Table 5.1 and paragraphs 5.3.3 to 5.3.5 of Chapter 5: Air Quality of the Environmental Statement (TR010064/APP/6.1).</p> <p>To mitigate the potential for a deterioration in air quality, essential construction phase mitigation is set out in Section 5.9 of Chapter 5: Air Quality of the Environmental Statement (TR010064/APP/6.1), with further detail included in the Outline Air Quality and Dust Management Plan, which is Appendix A of the First Iteration EMP (TR010064/APP/6.5).</p>
5.22	<p><i>New paragraph 5.22 added to the designated NPS NN:</i></p> <p>In all cases the Secretary of State must take account of any relevant statutory air quality limits, objectives and targets. The Secretary of State should consider whether mitigation measures put forward by the applicant are acceptable. In doing so the Secretary of State should have regard to relevant guidance including within the Air Quality Strategy or any successor to it, Local Air Quality Management guidance and any relevant PM2.5 target guidance.</p>	<p>Section 5.3 of Chapter 5: Air Quality of the Environmental Statement (TR010064/APP/6.1) outlines and considers relevant legislation and national, regional and local policy, including the Greater Manchester Clean Air Plan, the Clean Air Strategy, the Environmental Improvement Plan (which sets interim annual mean concentration target and population exposure reduction target for PM2.5) and the Environmental Targets (Fine Particulate Matter) (England) Regulations 2023.</p> <p>Chapter 5: Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that there are no new or worsened significant exceedances of the relevant air quality objectives or limit values with the Scheme in place. The assessment has identified that there are some locations where air quality is worsened and some where it is improved. Overall the Scheme does not result</p>

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
		<p>in any significant effects for air quality so no additional air quality mitigation is included for road traffic impacts.</p> <p>Essential construction phase mitigation is set out in Section 5.9 of Chapter 5: Air Quality of the Environmental Statement (TR010064/APP/6.1), with further detail included in the Outline Air Quality and Dust Management Plan, which is Appendix A of the First Iteration EMP (TR010064/APP/6.5).</p>
5.23	<p><i>New paragraph 5.23 added to the designated NPS NN:</i></p> <p>Air quality considerations are likely to be particularly relevant where schemes are proposed:</p> <ul style="list-style-type: none"> • within or adjacent to Air Quality Management Areas; roads identified as being above Limit Values; and <p>where changes are sufficient to bring about the need for a new Air Quality Management Area or change the size of an existing Air Quality Management Area; or bring about changes to the exceedances of the Limit Values.</p>	<p>As set out in Chapter 5: Air Quality of the Environmental Statement (TR010064/APP/6.1), the Scheme is located within the Greater Manchester Combined Authority Air Quality Management Area (AQMA). The assessment has identified that there are some locations where air quality is worsened and some where it is improved.</p> <p>The Scheme would not trigger the need for a new AQMA or change the size of an existing air quality management area. The chapter concludes that there are no new or worsened significant exceedances of the relevant air quality objectives or limit values with the Scheme in place.</p>
5.24	<p><i>New paragraph 5.24 of the designated NPS NN:</i></p> <p>The Secretary of State should give air quality considerations substantial weight after taking into account mitigation, a project would lead to a significant air quality impact in relation to meeting environmental assessment requirements; or where they would lead to a deterioration in air quality in a zone/agglomeration.</p>	<p>Chapter 5: Air Quality of the Environmental Statement (TR010064/APP/6.1) sets out the air quality assessment. Section 5.12 presents the assessment findings where no significant effects are reported. The Scheme will not lead to a deterioration in air quality within a zone/agglomeration.</p>
5.25	<p><i>New paragraph 5.25 added to the designated NPS NN:</i></p> <p>The Secretary of State should refuse consent where, after taking into account mitigation, the air quality impacts resulting from the proposed scheme will either:</p>	<p>Chapter 5: Air Quality of the Environmental Statement (TR010064/APP/6.1) concludes that there are no new or worsened significant exceedances of the relevant air quality objectives or limit values with the Scheme in place. Therefore:</p>

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
	<ul style="list-style-type: none"> result in a zone/agglomeration which is currently reported as being compliant with the Air Quality Standards Regulations (2010) becoming non-compliant; or affect the ability of a non-compliant area to achieve compliance with the most recent published timescales reported to the Examining Authority at the time of examination. 	<ul style="list-style-type: none"> The Scheme would not result in a zone/agglomeration which is currently reported as being compliant with the Air Quality Standards Regulations (2010) becoming non-compliant. The Scheme would not affect the ability of a non-compliant area to achieve compliance with the most recent published timescales reported to the Examining Authority at the time of examination.
Greenhouse Gas Emissions		
5.35	<p><i>Paragraph 5.31 of the draft NPS NN has been replaced by paragraph 5.35 in the designated NPS NN:</i></p> <p>Having regard to current knowledge, a carbon management plan should be produced as part of the Development Consent Order submission and include:</p> <ul style="list-style-type: none"> a Whole Life Carbon Assessment for the project an explanation of the steps that have been taken to drive down the carbon impacts of the project how construction and operational emissions and, where applicable, emissions from maintenance activities, have been reduced as much as possible using the carbon reduction hierarchy (e.g. as set out in PAS 2080) (recognising that the case of road projects while the developer can estimate the likely emissions from road traffic, it is not solely responsible for controlling them). whether and how any residual emissions will be (voluntarily) offset or removed using a recognised framework (any offsetting of emissions should not be used in the Whole Life Carbon Assessment headline figures) <p>where there are residual emissions, the level of emissions and the impact of those on relevant statutory carbon budgets.</p>	<p>An Outline Carbon Management Plan, which is included in Appendix O of the First Iteration EMP (TR010064/APP/6.5), has been produced for the current Scheme stage (i.e. the preliminary design stage), which is focused on reducing embodied carbon emissions (e.g. emissions associated with the production of raw materials). The Outline Carbon Management Plan will be developed into the Carbon Management Plan, under the Second Iteration EMP, which is secured through Requirement 4 of the draft DCO (TR010064/APP/3.1).</p> <p>As stated in Section O.11 of the Outline Carbon Management Plan, a whole life carbon assessment has been undertaken and is detailed in Chapter 14: Climate of the Environmental Statement (TR010064/APP/6.1). The whole life carbon assessment has been undertaken in accordance with Transport Analysis Guidance (TAG) Unit A3 (Dft, 2023). The chapter concludes no significant effects and that it is considered unlikely that the Scheme would have a material impact on the ability of UK Government to meet its carbon reduction targets.</p> <p>As stated in Section O.1 of the Outline Carbon Management Plan, the Scheme’s carbon management approach is aligned with PAS 2080:2023 and will apply the carbon reduction hierarchy. Section O.7 of the Outline Carbon Management Plan sets out that one of the objectives of the Plan is to reduce the whole life carbon footprint of the Scheme as low as reasonably practicable by applying the carbon reduction hierarchy to promote innovation</p>

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
		and carbon reductions, through development of clever and collaborative design develop and construction planning proposals, with direct value chain engagement. Examples of ways in which carbon reduction has been achieved through development of the preliminary design are detailed in Section O.9 of the Outline Carbon Management Plan.
5.38	<p><i>Paragraph 5.38 of the designated NPS NN starts as paragraph 5.34 of the draft NPS NN but the designated NPS NN paragraph has more detail.</i></p> <p><i>New paragraph 5.38:</i></p> <p>The Secretary of State must be satisfied that the applicant has as far as possible assessed carbon emissions at all stages of the development. The Secretary of State for Energy and Net Zero regularly assesses whether the UK has sufficient policies and proposals overall to meet the UK carbon budgets, with a view to meeting the net zero target, in line with the duties under Section 13 of the Climate Change Act 2008. It would not be feasible or sensible for such an assessment to be done at the time of taking individual development decisions, and there is no legal requirement to do so.</p>	Although the wording of the paragraph in the designated NPS NN paragraph has changed, the principles as set out in the draft NPS NN are the same. Therefore, this does not change the outcome of the Applicant's responses provided in the Draft NPS NN Accordance Tables (TR010064/APP/7.3).
5.40	<p><i>Paragraph 5.36 of the draft NPS NN has been replaced by paragraph 5.40 in the Designated NPS NN:</i></p> <p>The Secretary of State should be content that the applicant has taken all reasonable steps to reduce carbon emissions at all stages of the development. The Secretary of State should also give positive weight to projects that embed nature-based or technological processes to mitigate or offset the emissions of construction and within the proposed development. However, given the important role national network infrastructure plays in supporting the process of economy wide decarbonisation, the Secretary of State accepts that there are likely to be some</p>	Although the wording of this paragraph in the designated NPS NN has changed from that in the draft NPS NN, the principles remain the same. Therefore, this does not change the outcome of the Applicant's responses provided in the Draft NPS NN Accordance Tables (TR010064/APP/7.3).

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
	residual emissions from construction of national network infrastructure.	
5.41 and 5.42	<p><i>Paragraph 5.37 of the draft NPS NN has been replaced by paragraphs 5.41 and 5.42 in the Designated NPS NN:</i></p> <p><i>Paragraph 5.41:</i></p> <p>Operational carbon emissions from some types of national network infrastructure cannot be totally avoided. Given the range of non-planning policies aimed at decarbonising the transport system, government has determined that net increase in operational carbon emissions is not, in itself, reasons to prohibit the consenting of national network projects or to impose more restrictions on them in the planning policy framework.</p> <p><i>Paragraph 5.42 of the designated NPS NN includes further detail on carbon budgets that was not included in paragraph 5.37 of the draft NPS NN.</i></p> <p>Any carbon assessment will include an assessment of operational greenhouse gas emissions, but the policies set out in chapter 2 of the NPS, apply to these emissions. Operational emissions will be addressed in a managed, economy wide manner, to ensure consistency with carbon budgets, net zero and our international climate commitments. Therefore, approval of schemes with residual carbon emissions is allowable and can be consistent with meeting net zero. However, where 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 achieve its statutory carbon budgets, the Secretary of State should refuse consent.</p>	<p>Although the wording of this paragraph in the designated NPS NN has changed to that in the draft NPS NN, the principles remain the same. Therefore, this does not change the outcome of the Applicant’s responses provided in the Draft NPS NN Accordance Tables (TR010064/APP/7.3).</p>

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
Biodiversity and Nature Conservation		
5.57	<p><i>New paragraph 5.57 added to the designated NPS NN.</i></p> <p>The Secretary of State will need to take account of the advice provided to the applicant by Natural England and/or the Marine Management Organisation and/or the Environment Agency, as regards to necessary mitigation measures and whether these organisations have granted or refused, or intend to grant or refuse, any relevant licenses or permits, including protected species mitigation licenses. In advance of the formal submission, applicants are encouraged to use Natural England’s Letter of No Impediment Approach and engage with Natural England.</p>	<p>Working with Natural England the Applicant has secured a countersigned Great Crested Newt District Level Licence Impact Assessment and Conservation Payment Certificate (IACPC). The IACPC is provided within Appendix 8.15 Great Crested Newt District Level Licence IACPC of the Environmental Statement Appendices (TR010064/APP/6.3).</p> <p>Working with Natural England the Applicant has recently secured, based on a draft badger mitigation licence application, a Letter of No Impediment (LONI) in relation to badgers. This LONI confirms that Natural England sees no impediment to a licence being issued should the Scheme’s application be granted development consent, subject to conditions relating to the provisions of updated walk over surveys and submission of relevant plans. This position will be updated within the Statement of Common Ground between the Applicant and Natural England, together with the submission of a revised Appendix 8.14 Draft Badger Licence Application (Confidential) of the Environmental Statement Appendices (TR010064/APP/6.3), Chapter 8: Biodiversity of the Environmental Statement (TR010064/APP/6.1) and Table 3.2 Register of Environmental Actions and Commitments of the First Iteration Environmental Management Plan (TR010064/APP/6.5).</p> <p>Working with the Environment Agency at pre-application and pre-examination stages, account has been taken on advice given in relation to licence and permits. Work is ongoing to understand more detailed position, which will be reflected where appropriate in the Statement of Common Ground.</p> <p>The Scheme has no interaction with the marine environment so the Marine Management Organisation does not need to be consulted.</p>

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
Resources and Waste Management		
5.71	<p><i>Paragraph 5.66 of the draft NPS NN has been replaced by paragraph 5.71 in the Designated NPS NN:</i></p> <p>The applicant should demonstrate that they will adhere to the waste hierarchy, preventing and reducing waste produced in the first place and maximising preparation for reuse and recycling for waste that cannot be prevented. Where possible, applicants are encouraged to use existing materials first, then low carbon materials, sustainable sources, and local suppliers. Consideration should be given to circular economy principles wherever practicable, for example, by using longer lasting materials efficiently, optimising the use of secondary materials and how the development will be maintained and decommissioned. Applicants should consider and take into account emerging government policy including Maximising Resources: Minimising Waste constituting the new Waste Prevention Programme for England and Defra’s Construction Code of Practice for Sustainable Use of Soils on Construction Sites, which provides practical guidance on how to improve appropriate soil reuse on construction sites and reducing the volume that is sent to landfill.</p>	<p>Chapter 10: Material Assets and Waste of the Environmental Statement (TR010064/APP/6.1) sets out how waste will be managed during construction including how the Scheme will deliver sustainable waste management that adheres to the waste hierarchy and supports the transition to a circular economy.</p> <p>Section 10.9 (Design, mitigation and enhancement measures) of Chapter 10 Materials 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 in line with the waste hierarchy.</p> <p>The Applicants 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>A Sustainable Procurement Plan will be prepared, 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> <p>The Sustainable Procurement Plan will set out a clear framework to increase the procurement and use of sustainably and responsibly sourced construction materials and products during the construction of the Scheme.</p>

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
		<p>The Sustainable Procurement Plan will specify, amongst other things the: use of locally sourced and secondary materials, where available and permitted by the Specification for Highway Works, and where practicable and cost-effective to do so. Consideration of low carbon materials is covered in Chapter 14, Climate of the Environmental Statement (TR010064/APP/6.1).</p> <p>An essential mitigation measure has been included as commitment M1 in the REAC, contained within the First Iteration EMP (TR010064/APP/6.5)), that requires consideration of how materials can be designed to be more easily adapted over the asset’s lifetime and how de-constructability of elements can be increased at end of first life.</p> <p>An Outline Site Waste Management Plan, at Appendix C of the First Iteration Environmental Management Plan (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 will be developed into the Site Waste 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> <p>The Outline Site Waste Management Plan will be updated on a regular basis during construction and it will be used to forecast waste arisings and enable 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>Chapter 10: Material Assets and Waste of the Environmental Statement (TR010064/APP/6.1) has taken account of the emerging Government policy outlined in Section 10.3 (Legislative and policy framework), including, but not limited, to Defra’s (2021) Waste Prevention Programme for England: Towards a Resource Efficient Economy – Consultation Version.</p>

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
		<p>Following this consultation, Defra published a renamed Waste Prevention Programme for England: Maximising Resources, Minimising Waste on the 28 July 2023. This is a cross-departmental programme that sets out the government’s priorities for managing resources and waste, in line with the Defra (2018) Resources and Waste Strategy for England.</p> <p>While the policy proposals differ between the consultation version and the published policy, the measures set out in Section 10.9 (Design, mitigation and enhancement measures) of Chapter 10: Materials Assets and Waste of the Environmental Statement (TR010064/APP/6.1) are aligned with the government’s aim for the construction sector: to reduce construction waste and increase the reuse of construction materials at their highest value.</p> <p>Consideration of the Defra (2011) Soils Code of Practice and other measures to ensure the sustainable use of soils has been made in Chapter 9: Geology and Soils of the Environmental Statement (TR010064/APP/6.1).</p> <p>In order to promote sustainable reuse of soil and other excavated arisings within the Scheme, an Outline Materials Management Plan has 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> <p>An Outline Soil Management Plan has also been produced and can be found at Appendix F of the First Iteration EMP (TR010064/APP/6.5). Again, this will be developed into a Soils 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>

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
5.72	<p><i>New paragraph 5.72 added to the designated NPS NN.</i></p> <p>A circular approach to waste management is encouraged from the outset, for example, green and sustainable procurement exercises, or using sustainably sourced materials from local suppliers.</p>	<p>A Sustainable Procurement Plan will be prepared, 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 Sustainable Procurement Plan will include a clear framework to increase the procurement and use of sustainably and responsibly sourced construction materials and products. It also requires consideration of modern methods of construction. This also covers designing for off-site construction through maximising the use of pre-fabricated structures and components to encourage a process of assembly rather than construction.</p>
Land Contamination and Instability		
5.159	<p><i>New paragraph 5.159 added to the designated NPS NN:</i></p> <p>Applicants have a range of options available to mitigate and minimise risks of land and groundwater contamination:</p> <ul style="list-style-type: none"> these options should include sustainable remediation, sustainable remediation can provide the opportunity to manage unacceptable risks to human health and the environment, it can help ensure that the benefit of doing the remediation is greater than its impact <p>in accordance with the Environmental Improvement Plan, disposal of soils to landfill should be minimised.</p>	<p>This new paragraph in the designated NPS NN is covered in the previous responses contained in the Draft NPS NN Accordance Tables (TR010064/APP/7.1).</p>
Landscape and Visual Impacts		
5.163	<p><i>Paragraph 5.155 of the draft NPS NN has been replaced by paragraph 5.163 in the Designated NPS NN:</i></p> <p>Any statutory undertaker commissioning or undertaking works in relation to, or so as to affect land in England’s National Parks and the Broads, or National Landscapes, must comply with the</p>	<p>As the Scheme is not within or in close proximity to a National Park or National Landscape, and does not affect land within or in close proximity to a National Park or National Landscape, the duties placed on planning authorities under section 245 of the Levelling Up and Regeneration Act 2023 are not relevant.</p>

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
	<p>duties in section 11A of the National Parks and Access Countryside Act 1949, section 17A of the Norfolk and Suffolk Broads Act 1988 and section 85 of the Countryside and Rights of Way Act 2000 as amended by Section 245 of the Levelling up and Regeneration Act 2023. Government planning policy advises that major development should not take place within these areas unless exceptional circumstances apply.</p>	
<p>Land use, including Open Space, Green Infrastructure and Green Belt</p>		
<p>5.183</p>	<p><i>New paragraph 5.183 added to the designated NPS NN</i></p> <p>Applicants should acknowledge the importance of considering and making the best use of land to deliver multiple different outcomes, both in terms of ensuring the land is suitable for the proposed infrastructure and in terms of exploring multifunctional outcomes from a particular action.</p>	<p>The use of land is considered in Chapter 12, Population and Human Health of the Environmental Statement (TR010064/APP/6.1). This sets out that the Scheme design has delivered multiple outcomes as the Scheme includes a modest enhancement for recreational walkers through the inclusion of a new route through an area of ecological mitigation.</p> <p>The Scheme also provides an overall improvement in biodiversity compared to the current baseline. It also includes improved water treatment when compared to the systems associated with the existing motorway.</p> <p>If further opportunities arise for multifunctional outcomes during the refinement of the design, these will be incorporated into the construction of the Scheme provided they are allowed for by the made DCO.</p>
<p>5.184</p>	<p><i>This was paragraph 5.178 of the draft NPS NN, it is now paragraph 5.184. The order and number of the paragraph has changed and some additional text added.</i></p> <p>The applicant should identify existing and proposed land uses near the project, any effects of replacing and existing development or use of the site with the proposed project, or</p>	<p>The Case for the Scheme (TR010064/APP/7.1) provides a comprehensive assessment of the impact of the Scheme on the surrounding land uses, including an assessment against the policies of the Bury UDP and Places for Everyone. This comprehensive assessment is proportionate to a major scheme which is classified as a Nationally Significant Infrastructure Project.</p>

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
	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.	
Noise and Vibration		
5.231	<p><i>New paragraph 5.231 added to the designated NPS NN.</i></p> <p>The nature and extent of the noise assessment should be proportionate to the likely noise impact.</p>	<p>The impact of noise is assessed in Chapter 11, Noise and Vibration of the Environmental Statement (TR010064/APP/6.1).</p> <p>Along the route of the Scheme there are many features that are sensitive to noise and vibration. The wider area around the Scheme is mostly urban, with the exception of the area to the north-east of M60 J18, which is open space. There are large areas of noise sensitive receptors, mainly residential dwellings, in the settlements of Simister, Prestwich and Besses O’Th’Barn, and some isolated semi-rural dwellings. The settlement areas also contain other noise sensitive receptors within the study area, including education facilities and healthcare facilities.</p> <p>The existing noise climate near the Scheme is dominated by road traffic noise, predominantly from the M60, M62 and M66, as well as traffic using local roads. There are six Noise Important Areas within 600 metres of the Scheme. Four of the Noise Important Areas are directly within or adjacent to the Scheme, and the remaining two are located adjacent to the local road network.</p> <p>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. It 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).</p>

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
		<p>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>As such, the assessments are proportionate to a Nationally Significant Infrastructure Project located in a predominantly urban area.</p>
5.234	<p><i>Paragraph 5.225 of the draft NPS NN has been replaced by paragraph 5.234 in the Designated NPS NN:</i></p> <p>The applicant should consult Natural England with regard to the 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>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: Biodiversity of the Environmental Statement (TR010064/APP/6.1). It includes consideration of disturbance to protected species as a result of changes in noise levels. The assessment concludes that there would be no significant effects on biodiversity.</p>
Water Quality and Resources		
5.253	<p><i>Paragraph 5.244 of the draft NPS NN has been replaced by paragraph 5.253 in the Designated NPS NN:</i></p> <p>The planning system should contribute to and enhance the natural and local environment by, amongst other things, preventing both new and existing development from contributing to, or being put at unacceptable risk from, or being adversely affected by, water pollution. The government has issued guidance on water supply, wastewater and water quality considerations in the planning system. Where applicable, an application for a Development Consent Order has to have regard to the water body objectives of the River Basin Management Plan where the project is located and avoid or mitigate deterioration of water bodies in the area.</p>	<p>This new paragraph of the designated NPS NN emphasises the need to avoid the deterioration of water bodies. As noted in the previous response to paragraph 5.244 of the Draft NPS NN Accordance Tables (TR010064/APP/7.3), 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.</p>
5.255	<p><i>Paragraph 5.246 of the draft NPS NN has been replaced by paragraph 5.255 in the Designated NPS NN:</i></p>	<p>This paragraph of the designated NPS NN emphasises the need to improve water quality. As noted in the previous response to paragraph 5.246 of the</p>

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
	<p>For those projects that are improving the existing infrastructure, such as road widening, opportunities should be taken, where feasible, to improve the quality of existing discharges where these are identified and shown to contribute towards water body quality failures under the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 (“Water Framework Directive Regulations”) commitments. A permit under the Environmental Permitting Regulations may also be required where improvements are being made to existing infrastructure, for example, the discharge of contaminated water from roads.</p>	<p>Draft NPS NN Accordance Tables (TR010064/APP/7.3), the Scheme will have a minor beneficial impact by introducing new water quality treatment.</p> <p>The Applicant will seek a permit required under the Environmental Permitting Regulations if this is deemed to be required.</p>
<p>Impacts on Transport Networks</p>		
<p>5.271</p>	<p><i>Paragraph 5.262 of the draft NPS NN has been replaced by paragraph 5.271 in the Designated NPS NN:</i></p> <p>Applicants should consult the relevant highway and transport authorities, local planning authority, and Network Rail, as appropriate, on the assessment of transport impacts. This should include having appropriate regard to policies outlined in existing or emerging local plans, Local Transport Plans, Local Cycling and Walking Infrastructure Plans and Rights of Way Improvement Plans where appropriate and applicants should set out agreement on alignment of development proposals to these policies and plans.</p>	<p>The Case for the Scheme (TR010064/APP/7.1) assesses the Scheme against the relevant policies of the development plan which is the adopted Bury UDP and Places for Everyone (PfE).</p> <p>As set out in Annex A, Table A.2 of the adopted PfE, the majority of the policies of the Bury UPP will be superseded by the policies contained in PfE which were adopted in March 2024. The wording of the relevant adopted policies in PfE remain virtually the same between the composite version of the plan (August 2023) and the adopted version of PfE. Any wording changes to PfE policies are very minor or editorial.</p> <p>Therefore, the assessment in the Case for the Scheme (TR010064/APP/7.1) does not need to be amended, even though PfE has now been adopted since the application for the DCO was accepted for examination.</p> <p>There is also a Greater Manchester Transport Strategy 2040 (GMTS 2040). Although this is not a planning policy document and is not part of the Local Plan, it may still be an important and relevant consideration.</p> <p>As set out in the Consultation Report (TR010064/APP/5.1) and Consultation Report Annex Q (TR010064/APP/5.2), Transport for Greater Manchester (TfGM) is the local government body responsible for delivering Greater</p>

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
		<p>Manchester’s transport strategy and commitments. TfGM deliver the transport policies set by the Greater Manchester Mayor and the Greater Manchester Combined Authority. TfGM note that improvements to the M60/M62/M66 interchange at Simister aligns with the GMTS 2040 policy objectives, which “<i>aims to contribute to delivering sustainable economic growth, improve quality of life and protect the environment</i>”. The Scheme is expressly identified on page 92 of GMTS 2040 as part of the suite of planned investment in Greater Manchester’s Strategic Road Network which is described as key to the delivery of a more reliable northern highways network.</p> <p>The Consultation Report Annex Q (TR010064/APP/5.2), also sets out the response from Network Rail who confirmed they did not have any comments to add to those provided by TfGM</p> <p>The Applicant has undertaken extensive pre-application engagement with Bury Metropolitan Borough Council which has included discussion on the transport network impacts of the Scheme. Engagement is continuing in the pre-examination phase with a view to submission of a Statement of Common Ground between the Applicant and Bury Metropolitan Council that would help understand positions relative to Bury Metropolitan Council’s role as the local highways authority and local planning authority and how this links to the existing and emerging policy context.</p>
5.289	<p><i>New paragraph 5.289 added to the designated NPS NN:</i></p> <p>Infrastructure development should recognise the importance of providing adequate lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. For strategic rail freight interchanges, facilities should serve those drivers using the site.</p>	<p>This new paragraph of the designated NPS NN has already been addressed by the response to paragraph 5.280 of the draft NPS NN as set out in the Draft NPS NN Accordance Tables (TR010064/APP/7.3).</p>
5.291	<p><i>Paragraph 5.281 has been replaced by paragraph 5.291 but an additional heading has been inserted into the draft NPS NN so it only relates to Strategic Rail Freight Interchanges.</i></p>	<p>This paragraph now only relates to Strategic Rail Freight Interchanges and is therefore no longer relevant to the Scheme.</p>

NPS NN Para	Requirement of the NPS NN	Compliance with the NPS NN
	<p>Provided that the applicant is willing to commit to transport planning obligations and to mitigate transport impacts identified in the Transport Analysis Guidance (including environment and social impacts), with attribution of costs calculated in accordance with the Department's guidance, then development consent should not be withheld. Where residual effects on the surrounding transport infrastructure remain, appropriately limited weight should be given.</p>	