

M60/M62/M66 Simister Island Interchange

TR010064

7.21 APPLICANT'S RESPONSES TO EXAMINING AUTHORITY'S FIRST WRITTEN QUESTIONS

APFP Regulation 5(2)(q)

Planning Act 2008

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

Infrastructure Planning

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

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

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WRITTEN QUESTIONS**

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1. Introduction

- 1.1.1. The Development Consent Order (DCO) application for the M60/M62/M66 Simister Island Interchange (the "Scheme") was submitted by National Highways (the "Applicant") on 2^d April 2024 and accepted for Examination on 30 April 2024.
- 1.1.2. This document has been prepared by the Applicant to set out its responses to the Examining Authority's (ExA) First Written Questions issued on 22 October 2024 [PD-011]. This document is submitted at Deadline 3 of the Examination.
- 1.1.3. The Applicant's responses to First Written Questions are provided in Table 2-1 of this document.

2. Applicant's Responses to the Examining Authority's First Written Questions

2.1.1. Table 0-1 below documents the Applicant's responses to the first written questions provided by the Examining Authority in advance of Deadline 3.

Table 0-1 - Applicant's Responses to the Examining Authority's First Written Questions

Written Question Number	Question to: -	Reference (in bold) & Question	Applicant's Response
Broad, general and cross-topic questions			
BCG.1.1	Applicant	<p>The Equalities Act 2010</p> <p>[RR-035] raised a concern that elderly neighbours living in the vicinity of the Proposed Development may have difficulties being involved with the Examination. Clarify how you have had regard to the Equalities Act 2010 in relation to ensuring all those who may be affected by the Scheme can contribute fully to the Examination process or signpost to where in the Equality Impact Assessment [APP-152], or other application documents, this is covered.</p>	<p>The Applicant confirms that it has had regard to the Equalities Act 2010 in developing the application for development consent. The Applicant undertook an equality impact assessment during the preliminary design stage of the Scheme. The outputs from this assessment can be found in Section 2 of the Equality Impact Assessment [APP-152].</p> <p>The Applicant has met with elderly local residents both in-person at consultation events and over the phone. The Applicant has also arranged online meetings by mutual agreement, facilitated by family members, to assist their relatives. Where requested, the Applicant has also attended individual properties to discuss the Scheme. During statutory consultation, a local resident attended a consultation event where the Applicant agreed that an in-person meeting facilitated by a sign language interpreter, would be appropriate to assist the resident in understanding the Scheme proposals. The meeting was held in June 2023 and was attended by the resident, a sign language interpreter (from Manchester Deaf Centre) and the Applicant.</p> <p>The Applicant will notify the ExA should any further special requirements be flagged with the Applicant by interested parties during the course of the Examination.</p>
BCG.1.2	All Parties	<p>Artificial Intelligence</p> <p>The Planning Inspectorate has recently issued guidance in relation to the use of Artificial Intelligence (AI). Have you used AI to create or alter any part of your documents, information or data? If yes;</p> <ul style="list-style-type: none"> • detail what material you have submitted which has been created using AI; • what systems of tools you used; • what the source of the information the AI based its content on was; and • what information or material the AI has been used to create or alter. <p>In addition, if you have used AI, you should do the following:</p> <ul style="list-style-type: none"> • clearly label where you have used AI in the body of the content that AI has created or altered, and clearly state that AI has been used in that content in any references to it elsewhere in your documentation; • tell us whether any images or video of people, property, objects or places have been created or altered using AI; • tell us whether any images or video using AI has changed, augmented, or removed parts of the original image or video, 	<p>The Applicant confirms that Artificial Intelligence has not been used to create or alter any part of the application documents, information or data contained within them.</p> <p>The Applicant also notes that the broadest definition of Artificial Intelligence can include basic writing tools embedded in software, such as spelling and grammar checking features. These basic tools have been used when creating application documents. The Applicant believes that these tools are not intended to be covered by the guidance, or the ExA's question.</p>

Written Question Number	Question to: -	Reference (in bold) & Question	Applicant's Response
		<p>and identify which parts of the image or video has been changed (such as adding or removing buildings or infrastructure within an image);</p> <ul style="list-style-type: none"> • tell us the date that you used the AI; • declare your responsibility for the factual accuracy of the content; • declare your use of AI is responsible and lawful; and • declare that you have appropriate permissions to disclose and share any personal information and that its use complies with data protection and copyright legislation. <p>If you use AI for any future submissions into this Examination please ensure it is accompanied by the information as requested above.</p>	
BCG.1.3	Bury Metropolitan Borough Council (BMBC)	<p>Development Plan Policies</p> <p>Provide full copies of any Development Plan policies that you have referred to in your Local Impact Report (LIR) [REP1A-001]. Should you refer to any additional Development Plan policies at any time in your future submissions then, if they have not already been provided, please also submit copies of these into the Examination.</p>	Not applicable
BCG.1.4	Applicant	<p>Bury Unitary Development Plan (UDP) and Places for Everyone (PfE) Policies</p> <p>Following the adoption of the PfE Joint Development Plan, a number of policies within the Bury UDP have been replaced by policies within PfE although some remain as 'saved policies'.</p> <p>Notwithstanding your comments in [AS-007] page 2, please update 'The Case for the Scheme' [APP-146] clarifying the UDP policies which remain and those that have been replaced so that it is clear to Interested Parties which development plan policies remain applicable to each environmental topic. Please also update the references to all referred emerging PfE policies so that they correspond with those in the adopted plan for similar reasons.</p>	The Applicant confirms a tracked and clean version highlighting the changes to Chapter 6 of the Case for the Scheme [APP-146] relating to the Bury Unitary Development Plan and Places for Everyone (PfE) is provided separately and has been provided at Deadline 3 of the Examination.
BCG.1.5	BMBC	<p>Neighbourhood Plans</p> <p>Can you confirm whether there are any relevant made or emerging neighbourhood plans that the ExA should be aware of? If there are can you:</p> <ol style="list-style-type: none"> 1. Provide details, confirming their status and, if they are emerging, the expected timescales for their completion. 2. Provide a copy of the made plan, or any draft / emerging plan, signposting to any relevant part. 	Not applicable

Written Question Number	Question to: -	Reference (in bold) & Question	Applicant's Response
		3. Indicate what weight you consider the ExA should give to these documents.	
BCG.1.6	Applicant, BMBC and Interested Parties	<p>Central Government Policy and Guidance</p> <p>Are you aware of any other updates or changes to Government Policy or Guidance (including emerging policies), in addition to the National Policy Statement for National Networks (NNPS) designated in May 2024, relevant to the determination of this application that have occurred since it was submitted? If yes, what are these changes and what are the implications for the application?</p>	<p>The Applicant confirms a draft update to the National Planning Policy Framework (NPPF) was published on 30 July 2024. The consultation on the draft ended on 24 September 2024 and the consultation responses are presently being considered. The update (NPPF24) focuses on investment and stability, and includes a number of changes of relevance to the Scheme, such as:</p> <p>Housing Targets:</p> <ul style="list-style-type: none"> • Delivery of 1.5 million homes within this parliament – 300,000 homes per annum. The general intention is to significantly increase the number of homes being built. If these targets are met, then by association it can be inferred new transport infrastructure will be required. Therefore, the Applicant considers this is relevant to projects for new infrastructure projects more generally. <p>Green Belt</p> <ul style="list-style-type: none"> • New paragraph 152 in the NPPF24 relates to the release of Green Belt which, in addition to the exceptions listed to inappropriate development, states, <i>“housing, commercial and other development should not be regarded as inappropriate where (1) The development would utilise grey belt land in sustainable locations, the contributions set out in paragraph 155 of NPPF24 are provided, and the development would not fundamentally undermine the function of the Green Belt across the area of the plan as a whole; and (2) the LPA cannot demonstrate a five year supply of deliverable housing sites; or where the Housing Delivery Test indicates that the delivery of housing was below 75% of the housing requirement over the previous three years; or there is a demonstrable need for land to be released for development of local, regional or national importance”</i>. Whether any of the Order Limits constitute “Grey Belt” is not yet known for this Scheme. However, the Applicant does not consider this to be relevant to or have implications for determination of the application as it applies to housing and employment projects. <p>Economic Growth</p> <ul style="list-style-type: none"> • Paragraph 84(b) and paragraph 85 of the NPPF24 focusses on large-scale development covering: <i>laboratories, gigafactories, data centres, digital infrastructure, freight and logistics... [and] the expansion of modernisation of other industries of local, regional or national importance to support economic growth</i>. The proposed introduction of a new paragraph 27 of the NPPF24 highlights that Local Planning Authorities must collaborate in order to bring forward strategic development. This supports significant amounts of new economic growth including freight and logistics. The Applicant considers the Scheme aligns with the aims of this paragraph as the objectives of the Scheme include to support economic growth, but overall it has no direct implications for this application for Development Consent. <p>The Applicant is not aware of any other updates or changes to Government policy and guidance, including any emerging policies, relevant to the determination of the application.</p>
BCG.1.7	Applicant	<p>Relevant Legislation</p> <p>Please provide a list of all relevant primary and secondary legislation that is important and relevant to the Proposed Development.</p>	<p>The Applicant has included at Appendix A of this document a list of relevant primary and secondary legislation that is important and relevant to the Scheme.</p>
BCG.1.8	Applicant and BMBC	<p>Clarification</p> <p>The Statement of Common Ground (SoCG) with BMBC [REP2-006] has the status ‘pending’ for three matters. Clarify what this</p>	<p>The Applicant can confirm that the three instances of the word ‘pending’ in the status column of the SoCG with Bury Metropolitan Borough Council [REP2-006] is a typographical error. The Applicant has discussed this error with Bury Metropolitan Borough Council and can confirm that these errors will be amended on or before Deadline 5 and an updated SoCG will be submitted to the ExA. The Applicant also confirms that there are</p>

Written Question Number	Question to: -	Reference (in bold) & Question	Applicant's Response
		means and if these matters are agreed, not agreed or still under discussion.	currently no matters under discussion between the parties. At the time of this submission, at Deadline 3, there are no further updates anticipated to the SoCG with Bury Metropolitan Borough Council [REP2-006].
Air Quality			
AQ.1.1	BMBC	Greater Manchester Clean Air Plan Provide an update on the current position of the Greater Manchester Clean Air Plan, whether a draft of the document is available, the likelihood of it being published throughout the Examination and explain whether there are any matters that are important and relevant to this proposal.	Not applicable.
AQ.1.2	BMBC	Air Quality Monitoring Status Reports Provide a copy of the most recent air quality monitoring status report and provide a summary of its findings that are relevant to the Proposed Development.	Not applicable.
AQ.1.3	BMBC	Air Quality Management Plans Do you have any air quality management plans that are of relevance and if so, have any findings been properly considered in the assessment of the proposed development and would the proposed development affect any objectives within any such plans? If plans exist, please submit a copy of these into the Examination.	Not applicable.
AQ.1.4	BMBC, Manchester City Council (MCC) and Rochdale Metropolitan Borough Council (RMBC)	Air Quality Objectives Can you advise whether the findings in Environmental Statement (ES) Chapter 5 [APP-044] of the proposed development would affect or have any impact on your local authority's ability to meet local air quality objectives under the Environment Act 1995 and comply with the Air Quality (England) Regulations 2000, providing reasons as to why this would or would not be the case. Would any of the exceedances identified in annual mean Nitrogen Dioxide (NO ₂) in the ES and other increases identified to individual receptors have any impact on the council's ability to meet local air quality objectives? Are there any areas that are required to become compliant within a certain timescale that could be affected?	Not applicable.
AQ.1.5	Applicant, BMBC, MCC and RMBC	Air Quality Receptor Locations Figure 4.11 in [APP-146] illustrates the modelled change in Annual Average Daily Traffic (AADT) from 2029 and shows increases and decreases across both the strategic and local road network. Some of these locations, such as but not limited to Fairfax Road and Heys Road, are predicted to experience an increase in AADT. However, these locations have not been	The Applicant confirms that paragraphs 5.4.9 to 5.4.10 of Chapter 5: Air Quality, of the Environmental Statement [APP-044] provide details of the methodology used to define the affected road network (ARN), based on the ARN definition at paragraph 2.1 of the National Highways' Design Manual for Roads and Bridges (DMRB) LA 105 (Air quality). The thresholds defined in DMRB LA 105 (Air quality) are based on levels below which there is no significant change in air quality concentrations due to road traffic. The ARN (purple lines) is shown in Figure 5.10: Operational Human Health Assessment Results, of the Environmental Statement Figures [APP-061] along with the modelled receptor change in nitrogen dioxide (NO ₂) air pollution concentrations. Although there are increases in AADT at Fairfax Road and Heys Road, they are below the threshold for the

Written Question Number	Question to: -	Reference (in bold) & Question	Applicant's Response
		<p>included as a receptor location in the air quality assessment results [APP-080].</p> <p>Applicant:</p> <ol style="list-style-type: none"> Notwithstanding that the air quality assessment defines a 200 metre operational study area, explain why such locations have been excluded from the assessment results for air quality, particularly noting that as an example [APP-058] (sheet 9 of 12) identifies Fairfax Road and Heys Road as a location exceeding the annual mean limit for NO₂ in the 2018 base year. In the absence of including such locations within the assessment, explain how an assessment against paragraphs 5.11 to 5.13 of the NPSNN can be made. <p>BMBC, MCC and RMBC: Do you consider that the receptor locations used for the human health and ecological air quality assessment as presented in [APP-080] and illustrated in [APP-058], [APP-059], [APP-060] and [APP-061] are appropriate or do you consider that additional locations should also have been included? If so, explain why and identify any additional locations you consider should be included.</p>	<p>ARN and as such have not been assessed. As can be seen on Figure 5.10: Operational Human Health Assessment Results, of the Environmental Statement Figures [APP-061], the change in NO₂ concentrations in 2029 is imperceptible at all locations away from the ARN, including many locations closer to the ARN than either Fairfax Road or Heys Road.</p> <p>Therefore, in the context of paragraphs 5.11 to 5.13 of the NPS NN (designated May 2024), the assessment has been undertaken for locations where the Scheme could potentially have a significant impact on air quality within 200m of the ARN (but has scoped out areas where the Scheme has no significant impact). The assessment is based on DMRB LA 105 (Air quality), which is explained in Chapter 5: Air Quality, of the Environmental Statement [APP-044], such as paragraph 5.4.5. Emissions, absolute concentrations, changes in concentrations and the overall significance of effects are discussed in Section 5.10 of Chapter 5: Air Quality of the Environmental Statement [APP-044] for both human receptors locations and designated habitats.</p>
AQ.1.6	Applicant	<p>The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023</p> <p>ES Chapter 5 [APP-045, paragraph 5.3.5] states the nearest PM_{2.5} monitoring stations are the Defra managed Salford Eccles and Manchester Piccadilly sites and the local authority managed Salford M60 and Rochdale Queensway sites (located approximately 6.8km, 7.0km, 7.3km and 7.8km from the Scheme area, respectively). It advises that the above 2023 Regulations do not apply as the legislation is quoted as only applying at relevant PM_{2.5} monitoring stations that existed immediately before the targets came into force (early 2023). It further states none of these sites are affected by the Scheme and the new PM_{2.5} 2040 targets (and the interim targets) do not apply.</p> <ol style="list-style-type: none"> Noting this issue has been raised by Friends of Carrington Moss [REP1-045], for the avoidance of doubt signpost to where in the legislation it is quoted as only applying at relevant PM_{2.5} monitoring stations that existed immediately before the targets came into force. Notwithstanding your comments that the legislation only applies to existing monitoring stations, advise whether any new monitoring stations to measure PM_{2.5} have been installed in proximity to the scheme and if so, when. 	<p>The Applicant confirms, as detailed in paragraph 5.3.5 of the Chapter 5: Air Quality of the Environmental Statement [APP-044], that the interpretation of The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 was raised on the now consented A12 Chelmsford to A120 Widening Development Consent Order and the same approach has been adopted for this Scheme. The A12 Chelmsford to A120 Widening's response to question 2.2.3 of the ExA's Second Written Questions (https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010060/TR010060-002443-National%20Highways%20-%20Comments%20on%20responses%20to%20ExQ2.pdf) has been reproduced below, and refers to the relevant sections of the legislation:</p> <p><i>"The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 set a new PM_{2.5} Annual Mean Concentration Target (AMCT) of 10 µg/m³ to be met by 2040 in England. The Regulations do not set any interim targets. Regulation 4 of the 2023 Regulations provides: "The annual mean concentration target is that by the end of 31st December 2040 the annual mean level of PM_{2.5} in ambient air must be equal to or less than 10 µg/m³ ("the target level")." Importantly, under the title "Measurement", Regulation 5 of the 2023 Regulations states: "(1) The annual mean concentration target is met by 31st December 2040 if, at every relevant monitoring station, the annual mean level of PM_{2.5} in ambient air, calculated in accordance with regulation 15 and rounded to the nearest whole number of µg/m³, is equal to or less than the target level in the year 2040. (2) In paragraph (1), "relevant monitoring station" means a monitoring station from which fixed measurements of PM_{2.5} are taken... Regulation 12(2) of the 2023 Regulations states that every AQSR monitoring station which was in operation immediately before the coming into force of the 2023 Regulations is a monitoring station for the purposes of those Regulations."</i></p> <p>In other words, compliance against the targets has to be measured at a PM_{2.5} monitoring station that was in existence before the 2023 legislation came into force (though under Regulation 12 (3) the Secretary of State may "establish new monitoring stations to measure PM_{2.5} levels for the purposes of these Regulations"). As far as the Applicant is aware, at the date of this response, no new PM_{2.5} monitoring stations suitable for use in the</p>

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			<p>assessment of the new PM_{2.5} 2040 targets have been installed within 200m of the affected road network (ARN), based on searches of https://uk-air.defra.gov.uk/networks/.</p> <p>As also detailed in paragraph 5.3.5 of Chapter 5: Air Quality, of the Environmental Statement [APP-044] the nearest PM_{2.5} monitoring stations to the Scheme are the Defra-managed Salford Eccles and Manchester Piccadilly sites and the local authority managed Salford M60 and Rochdale Queensway sites (located 6.8km, 7.0km, 7.3km and 7.8km from the Scheme area, respectively). None of these sites are affected by this Scheme and therefore the new PM_{2.5} 2040 targets do not apply.</p>
<p>AQ.1.7</p>	<p>Applicant / BMCB</p>	<p>PfE Development Plan Policy JP-S5 (Clean Air)</p> <p>[REP1-045] states that there has been a 'selective consideration' of policies in PfE and refers to Policy JP-S5, which it considers is extremely important in relation to transport schemes.</p> <p>BMCB: Paragraph 3.21 of the LIR [REP1A-001] refers to PfE Policy JP-S5 and its requirements. Paragraph 3.22 then states that the chapter 'Air Quality' further considers this matter although no specific reference is made to the policy in that section. Explain whether or not you consider the proposal complies with Policy JP-S5, providing reasons for your answer.</p> <p>Applicant: It is noted that your response to [REP1-045] on page 32 of [REP2-007] acknowledges that [APP-146] does not specifically assess the impact against PfE Policy JP-S5 although a response to the LIR, including Policy JP-S5, is provided in [REP2-008]. However, your response in [REP2-008] on page 4 does not specifically address the criteria in the policy. Explain whether or not you consider the proposal complies with Policy JP-S5.</p>	<p>The Applicant confirms that Policy JP-S5 was not assessed by the Applicant in the Case for the Scheme [APP-046] as it was not considered to be relevant to Nationally Significant Infrastructure Projects which are assessed against the NPS NN. The intended purpose of the Policy appears to be for the development management function of Local Planning Authorities.</p> <p>A response is provided to each point below, however, the majority of the points do not apply.</p> <p><u>PfE Policy JP-S5: Clean Air</u></p> <p><i>A comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met, including:</i></p> <ol style="list-style-type: none"> 1. <i>Locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution; 47 Defra (2018) Clean Air Strategy 2018, p.4. See https://consult.defra.gov.uk/environmentalquality/clean-air-strategy-consultation/ Places for Everyone Joint Development Plan 2022 to 2039 Adopted with effect from 21 March 2024;</i> 2. <i>Determining planning applications having regard to the most recent development and planning control guidance published jointly by the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK), and the most recent IAQM Guidance on the Assessment of Dust from Demolition and Construction, or relevant successor guidance, including the requirement for developers to submit construction management plans as appropriate;</i> 3. <i>Requiring applications for developments that could have an adverse impact on air quality to submit relevant air pollution data so that adverse impacts on air quality can be fully assessed and development only permitted where they are acceptable and/or suitable mitigation can be provided;</i> 4. <i>Restricting developments that would generate significant point source pollution such as some types of industrial activity and energy generation;</i> 5. <i>Significantly expanding the existing commercial network of electric vehicle charging points, both for public and private use, including as part of new developments;</i> 6. <i>Implementing the Clean Air Plan and associated measures;</i> 7. <i>Facilitating the more sustainable distribution of goods within the urban area, including through accommodating urban consolidation centres and urban distribution centres that use ultra-low-emission vehicles, and local delivery facilities to reduce repeat delivery attempts;</i>

Written Question Number	Question to: -	Reference (in bold) & Question	Applicant's Response
			<p>8. <i>Designing streets to avoid trapping air pollution at ground level, including through the appropriate location and scale of buildings and trees;</i></p> <p>9. <i>Controlling traffic and parking within and around schools, early years sites and other locations that are particularly sensitive to air quality;</i></p> <p>10. <i>Promoting actions that help remove pollutants from the air, such as enhancing the green infrastructure network and using innovative building materials that capture air pollutants; and</i></p> <p>11. <i>Development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution, particularly for vulnerable users.</i></p> <p>Taking each numbered element of JP-S5:</p> <ol style="list-style-type: none"> 1. This point is relevant to place making and is intended to ensure development such as commercial, domestic and industrial developments are located in sustainable places to encourage the use of public transport to help with clean air objectives. It is not considered relevant to the Scheme. 2. As detailed in Chapter 5: Air Quality of the Environmental Statement [APP-044], the assessment for the Scheme is based on DMRB LA 105 (Air quality) Standard not guidance. However, the mitigation does use the IAQM mitigation for dust. 3. The impact of the Scheme on air quality and the air pollution data are contained and considered within Chapter 5: Air Quality of the Environmental Statement [APP-044]. 4. There are no point sources (industrial discharge/boilers) associated with this Scheme. This point is not relevant. 5. It is not safe or operationally feasible to locate charging points on a live motorway. 6. The Clean Air Plan is not complete and is not relevant to this Scheme. 7. The sustainable distribution of goods is about locating logistics and other operations associated with such uses in sustainable locations and shifting from the use of fossil fuels. It is not relevant to this Scheme. 8. No street design is involved in the Scheme. This point is not relevant to the Scheme. 9. Controlling traffic in and around schools is not relevant to the Scheme (though the impact on schools and similar locations within 200m of the affected roads have been assessed, as detailed in Chapter 5: Air Quality of the Environmental Statement [APP-044]). 10. The Scheme has sought to replace and enhance green infrastructure such as through replacing and upgrading public rights of way within the Order Limits as well as providing several areas of environmental mitigation and enhancement, as shown on the Work Plans [AS-006]. 11. This is covered in the response to Point 1 above. <p>Based on the above, the Applicant considers that the limited number of points of PfE JP-S5 which may be</p>

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			relevant to the Scheme have been complied with.
AQ.1.8	BMBC	<p>Mitigation and Enhancement</p> <p>Paragraph 4.25 of the LIR [REP1A-001] lists measures contained in the Outline Air Quality and Dust Management Plan [APP-128] to protect air quality from construction dust and to reduce emissions from all non-road mobile machinery (NRMM).</p> <p>Clarify whether you are satisfied that the proposed mitigation is appropriate. If so, explain why and if not, detail what additional measures do you consider should be included.</p>	Not applicable.
AQ.1.9	Applicant	<p>Speed Limit and Emissions</p> <p>Noting that the proposed Northern Loop would be subject to the National Speed Limit [APP-009], what impact would introducing a lower speed limit for traffic traversing the loop have on air quality figures and emissions in general?</p>	The Applicant confirms paragraphs 5.4.13 to 5.4.16 of Chapter 5: Air Quality, of the Environmental Statement [APP-044] explain the traffic data used for the assessment and how it was used to estimate emissions on each section of road. Speeds were converted by the competent experts for the traffic and transport assessment to speeds bands following the approach defined in Appendix A of National Highways' Design Manual for Roads and Bridges LA 105 (Air quality). The curved section of the Northern Loop was modelled as 'Light Congestion' (48-80kph or 30-50mph) for air quality. Therefore, unless a speed limit of lower than 30mph was introduced, the modelled speed band would still be the same.
AQ.1.10	Applicant	<p>Dust Assessment</p> <p>ES Chapter 5, paragraph 5.5.7 [APP-044] states that for the dust assessment, the limits of deviation could result in minor changes in the number of reported receptors in Table 5.21, but that this would not change the conclusions of the dust assessment. Can the Applicant identify the potential changes to the reported receptors for the dust assessment which could be affected through the limits of deviation.</p>	The Applicant confirms paragraphs 5.8.2 to 5.8.4 of Chapter 5: Air Quality, of the Environmental Statement [APP-044] discuss the results of the dust assessment, which concludes that construction dust risk is considered to be 'high'. The assessment is based on National Highways' Design Manual for Roads and Bridges LA 105 (Air quality), which is explained in Chapter 5: Air Quality, of the Environmental Statement [APP-044]. Any increase in the number of receptors through changes to the temporary works design within the limits of deviation would not change this conclusion. The only way this conclusion could be changed to low would be if there were no receptors within 100m of construction activities, or to no dust impacts if there were no receptors within 200m of the construction activities.
Biodiversity (including Habitats Regulations Assessment)			
BIO.1.1	Natural England (NE)	<p>South Pennines Special Protection Area (SPA), South Pennines Special Area of Conservation (SAC) and Manchester Mosses SAC</p> <p>Paragraph 5.2 of BMBC's LIR [REP1A-001] states that the South Pennines SPA, South Pennines SAC and the Manchester Mosses SAC are not referenced in the assessments and they raise concern that increased traffic on the M62 during operation could have potential significant effects on these European sites, in particular given the cumulative effect of the Northern Gateway PFE allocation.</p> <p>Provide a response to BMBC's comments confirming whether or not you consider that further assessment is required to these designations. If so, explain why and if not explain why not.</p>	Not applicable.
BIO.1.2	BMBC and	Proposed or Potential International Sites	Not applicable.

Written Question Number	Question to: -	Reference (in bold) & Question	Applicant's Response
	NE	<p>Are there any Potential SPAs, possible SAC and proposed Ramsar sites that could be potentially affected by the Proposed Development and should be assessed? If so, provide details why an assessment would or would not be required on any sites referred to.</p>	
BIO.1.3	Applicant and NE	<p>Other Plans and Projects</p> <p>Paragraph 3.2.10 of the Habitats Regulation Assessment (HRA) [APP-103] states that the other plans and projects included in the in-combination assessment that contribute to changes in traffic and predicted changes in air quality are illustrated in Figure 2-10 and 2-11 of the Transport Assessment [APP-149]. However, a description of the other plans and projects included in the HRA has not been provided in the HRA Report [APP-103].</p> <p>Applicant: Confirm which other proposed projects or plans have been included in the HRA.</p> <p>NE: Confirm that you are satisfied with the methodology used to determine these projects or plans.</p>	<p>The Applicant confirms that, although Paragraph 3.2.10 of Appendix 8.13: Habitat Regulations Assessment (HRA) Report of the Environmental Statement Appendices [APP-103] sets out the methodology used to identify other plans and projects relevant to the HRA, the Applicant has not presented an assessment of the effects of the Scheme in combination with other plans or projects, because it was concluded that there would be no adverse effect on the integrity of the Rochdale Canal SAC as a result of the Scheme alone (see Section 6 of Appendix 8.13: HRA Report, of the Environmental Statement Appendices [APP-103]). It was therefore unnecessary to consider and assess the likely effects of the Scheme in combination with other plans or projects.</p> <p>Because the SAC qualifying species has a wide tolerance of nutrient levels and the canal, as a mesotrophic waterbody, is not sensitive to changes in air quality, as stated in Paragraph 6.3.2 of Appendix 8.13: HRA Report, of the Environmental Statement Appendices [APP-103], the Applicant's Appropriate Assessment concludes, beyond reasonable scientific doubt, that the Scheme, either alone or in combination with other plans or projects, will not adversely affect the integrity of the Rochdale Canal SAC during operation.</p> <p>This approach and the conclusions of the HRA have been agreed with Natural England (Issue Reference 3.1 in Table 3.1 of the SoCG with Natural England [REP1-017]).</p>
BIO.1.4	Applicant	<p>Impact of tree planting on peat</p> <p>NE have stated in the SoCG [REP1-017], page 25 that tree planting on areas of peat is not supported. Please signpost in the application documents where this would be secured as part of the mitigation requirements for the landscaping scheme.</p>	<p>Natural England confirms, at issue reference 2.5 of the SoCG with Natural England [REP1-017], that having reviewed Figure 2.3: Environmental Masterplan, of the Environmental Statement Figures [APP-057], (which shows the landscaping proposals for the Scheme including areas of proposed tree planting), together with Chapter 9: Geology and Soils, of the Environmental Statement [APP-048], supported by the soil logs set out in Appendix 9.3: Ground Investigation Report [APP-108] and Appendix 9.2: Agricultural Land Classification Survey Report, of the Environmental Statement Appendices [APP-107], they are <i>"satisfied that the planting and landscaping design will not compromise any potential future restoration of the deep peat."</i></p> <p>Delivery of the landscaping design for the Scheme will be secured by Requirement 5 of the draft Development Consent Order [REP1-004] which requires that the landscaping scheme <i>"must be in accordance with the mitigation measures set out in the REAC and the Environmental Masterplan."</i></p>
BIO.1.5	Applicant	<p>Avoidance of trees to United Utility Assets</p> <p>In your response [REP1-020] to the RR from United Utilities [RR-015], it is stated that the Applicant has refined the location of trees and shrubbery to ensure that they do not interact with existing assets. Clarify further what refinement has been undertaken, whether any updates are required to the application documents to incorporate any changes and if they have not, explain why not.</p>	<p>The Applicant confirms that, initially, assessments of the preliminary design and the records provided by statutory undertakers indicated that tree planting areas interacted with a United Utilities asset running between Warwick Avenue and Heybrook Close. United Utilities confirmed that their records indicated the asset was a combined sewer ranging in depth from 1.5m to 3m. It is clear from the United Utilities document 'Standard Conditions for Works Adjacent to Pipelines', that restrictions apply when planting within easement areas and easement widths. The landscaping design shown on Figure 2.3: the Environmental Masterplan of the Environmental Statement Figures [APP-057] was developed to incorporate the easements. No updates to Figure 2.3: the Environmental Masterplan are required in relation to this refinement.</p>
BIO.1.6	Applicant and BMBC	<p>Greater Manchester Local Nature Recovery Strategy (LNRS)</p> <p>On page 35 of their SoCG with the Applicant [REP1-017], NE comment that Greater Manchester are now preparing an Local Nature Recovery Strategy (LNRS) in line with the LNRS Regulations and Statutory Guidance published in March 2023,</p>	<p>The Applicant confirms that the adoption of the Local Nature Recovery Strategy (LNRS) would allow an update of the Biodiversity Net Gain (BNG) assessment through revision of the Strategic Significance component of the metric. As defined in The Statutory Biodiversity Metric User Guide (Defra, 2024), Strategic Significance is the local significance of the habitat based on its location and habitat type. The User Guide requires that where a LNRS has been published, this should be used to assign Strategic Significance. The scope of including the LNRS within any future BNG assessment is dependent on when it is adopted.</p>

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		<p>with a planned adaptation for December 2024 which will replace the Prototype LNRS which has been used in the Biodiversity Net Gain (BNG) assessment. The Applicant in response has 'noted' their comments.</p> <p>Applicant and BMBC: Explain how the adoption of such a document could change the BNG assessment and whether any scope exists for any changes to be incorporated into the final scheme for environmental mitigation. If not, explain why not and if so, explain how this can be incorporated and secured as part of the DCO.</p>	<p>As stated in Paragraph 2.3.10 of Appendix 8.12: Biodiversity Net Gain Report, of the Environmental Statement Appendices [APP-102] which relates to the area and hedgerows elements of the metric, any area which was not considered sealed surface or residential garden was allocated a value of 'Formally identified in local strategy'. This is scored the highest value of 1.15 within the metric. The urban habitats, gardens and sealed surfaces, were allocated a value of 'Area/compensation not in local strategy/no local strategy'. This is scored the lowest value of 1.0 within the metric. The difference between the highest and lowest score is small and so changes to the Strategic Significance values generally do not have a large effect on the overall outputs of the metric. As the majority of the habitats were assigned the highest level of Strategic Significance, the BNG assessment presents a precautionary assessment with respect to Strategic Significance.</p> <p>There is potential for some of the habitats within the metric to be downgraded following adoption of the LNRS. The impact on the overall net gain figure for the Scheme would be dependent on whether the area of any particular habitat is higher or lower in the baseline or post-intervention scenario. For example, a reduction of the Strategic Significance of non-cereal crops to 'location ecologically desirable but not in local strategy' would result in an increase in the net gain of habitats from 3.68% to 3.77% as the value of the baseline units would decrease, whereas there is no change to the post-intervention habitats as non-cereal crops would not be retained or created in the landscaping scheme. Conversely, the upgrade of introduced shrub and vegetated garden to 'formally identified in the local strategy', would lead to a reduction in the net gain of habitats from 3.68% to 3.67%. The effect of this change is negligible in the metric as these habitats are predominantly retained and so are present in almost identical areas in the baseline and post-intervention scenarios.</p> <p>Due to a precautionary approach in the BNG assessment (as presented in Appendix 8.12: Biodiversity Net Gain Report, of the Environmental Statement Appendices [APP-102]), it is anticipated that the adoption of the LNRS would have minimal impact on the BNG assessment.</p> <p>As stated in Paragraph 2.4.15 of Appendix 8.12: Biodiversity Net Gain Report, of the Environmental Statement Appendices [APP-102], none of the watercourses within the Order Limits feature within local plans for the region and therefore they were considered to have low strategic significance within the assessment. It is possible that following the adoption of the LNRS the Strategic Significance could be upgraded from 'low potential / action not identified in any plan' to 'within local plans', the effect of which would be to increase the value of the baseline. However, because there is no loss of watercourse units, the net loss/gain for the watercourse metric would remain as 0%.</p> <p>The design upon which the post-intervention part of the metric is based, is the landscaping design shown on Figure 2.3: Environmental Masterplan, of the Environmental Statement Figures [APP-057]. Regardless of the adoption of the LNRS, this masterplan would be developed during the detailed design stage of the Scheme. The Applicant is committed to maximising the biodiversity value of the site as the design evolves. Implementation of the Environmental Masterplan is secured by Requirement 5 of the draft Development Consent Order [REP1-004].</p>
BIO.1.7	Applicant	<p>Exclusion Zones</p> <p>In response to the Environment Agency's (EA) queries on how the exclusion zones around different habitats and species would be determined, page 43 of the SoCG [REP1-018] provides a list setting out how the size of exclusion zones would be determined.</p> <p>To ensure this is captured, is it necessary for commitment B15 in the Register of Environment Actions and Commitments (REAC)</p>	<p>The Applicant confirms that Commitment B15 of the Register of Environment Actions and Commitments within the First Iteration Environmental Management Plan [REP1-010] has been amended to add the criteria listed in the Applicant's response at issue reference 23 of the Statement of Common Ground with the Environment Agency [REP1-018] for Deadline 3 as follows:</p> <p><i>"Exclusion zones around sensitive features such as confirmed bat roosts, badger setts, birds' nests and watercourses will be implemented as directed by the ECoW. The size of the exclusion zones would be determined by the ECoW, and to ensure that the size of the exclusion zone is proportionate and appropriate to a</i></p>

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		[REP1-010] to be updated to incorporate the matters listed? If not, explain why not.	<p><i>particular situation, would take into account:</i></p> <ul style="list-style-type: none"> • <i>The species or habitat concerned,</i> • <i>The life stage of a species,</i> • <i>Legislative requirements,</i> • <i>The potential impact,</i> • <i>Good practice guidelines, and</i> • <i>The location of the impact."</i>
BIO.1.8	BMBC	<p>Biodiversity Net Gain</p> <p>In the SoCG with the Applicant ([REP2-006] page 37) it is stated that BMBC has not interrogated the BNG Assessment in depth due to BNG being exempt for NSIP projects. Whilst this is noted, the ExA in its recommendations and the Secretary of State (SoS) in its decision will need to decide the weight to attach to any BNG that could be delivered in its planning balance conclusions. As such, provide more detailed comments as to the suitability of the BNG Report [APP-012] and its findings.</p>	Not applicable.
Climate			
CC.1.1	Applicant	<p>ES Methodology</p> <p>ES Chapter 14 [APP-053], paragraph 14.5.1 advises that the construction phase Greenhouse Gas (GhG) emissions is based on the preliminary design for the Scheme. It then notes that several localised alterations have been made to the Scheme design since this point although the changes are considered unlikely to have a material influence on material quantities and likely GhG emissions compared to those presented.</p> <p>Explain the localised alterations that have taken place, why they would be unlikely to affect the GhG emissions compared to those presented in the ES and that it has incorporated a worst-case assessment.</p>	<p>The Applicant confirms that the assessment of construction phase GHG emissions was based on the preliminary design at June 2023 following statutory consultation. Paragraphs 3.4.16 to 3.4.22 of Chapter 3: Assessment of Alternatives of the Environmental Statement [APP-042] summarises changes to the design which have occurred since that point, which include:</p> <ul style="list-style-type: none"> • A minor change to the highway design – specifically the location of a hard shoulder along the M60 J17 to J18 mainline; and • Changes to the drainage design – including the locations of drainage ponds and additional drainage pipes. <p>Further details regarding changes made to the Scheme design since statutory consultation can be found in Section 4.7 of the Consultation Report [APP-021]. These changes are unlikely to have a sizeable effect on the magnitude of construction phase GHG emissions associated with the Scheme because they are minor in nature and will have a negligible impact on the quantities of more carbon intensive materials such as steel, concrete and asphalt, which are required to construct the Scheme.</p> <p>Furthermore, and as noted in paragraph 15.5.2 of Chapter 14: Climate, of the Environmental Statement [APP-053], a contingency factor of 15% was applied to all material quantities to account for uncertainty (e.g. to account for minor design changes which may subsequently occur, such as those described above) and to provide a more conservative assessment. The use of a 15% contingency factor at the early design stage is recommended in Table 10 of the Royal Institution of Chartered Surveyors (RICS) guidance on 'Whole life</p>

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			<i>carbon assessment for the built environment'</i> (RICS, 2023).
CC.1.2	BMBC	<p>Greater Manchester 2038 Carbon Neutrality Target and Climate Emergency Declaration</p> <p>Friends of Carrington Moss [REP1-045] has referred to a climate emergency declaration declared by all 10 districts in Greater Manchester. They have also referred to the Greater Manchester Strategy and that progress reports confirm that the region “<i>is currently well behind where it needs to be to achieve its ambition to be carbon neutral by 2038</i>”. The ExA also notes that PFE refers to the 2038 carbon neutrality target date.</p> <ol style="list-style-type: none"> 1. Submit details of any climate emergency declaration and the Greater Manchester Strategy, their status / position and whether or not they are important or relevant to the decision of this application. 2. Provide further comments on the implications that the increased GhG emissions predicted from the proposed development, as acknowledged in your LIR ([REP1A-001], paragraphs 6.2 and 6.9) would have, if any, on BMBC's ability to comply with any climate emergency declaration and the 2038 carbon neutrality target date. 3. Noting that paragraph 6.9 of your LIR [REP1A-001] considers that the increase in emissions from the scheme would have a negative impact, provide comments as to whether or not the proposal complies with PFE policy JP-S2. 	Not applicable.
CC.1.3	BMBC and any IPs	<p>Assessment Findings</p> <p>Do you agree with the methodology and assessment findings in ES Chapter 14, particularly in respect of estimated GhG emissions? If so, explain why and if not, explain why not.</p>	Not applicable.
CC.1.4	BMBC	<p>Mitigation and Enhancement</p> <p>Paragraphs 6.4 and 6.5 of your LIR [REP1A-001] lists measures put forward by the Applicant to mitigate carbon emissions. Explain whether you are satisfied that the proposed measures are appropriate. If so, explain why and if not, detail what additional measures you consider should be included.</p>	Not applicable.
CC.1.5	Applicant and BMBC	<p>Implications of Recent Legal Judgements</p> <p>Does the judgement of the UK Supreme Court in Finch R (on the application of Finch on behalf of the Weald Action Group) (Appellant) v Surrey County Council and others (Respondents) [2024] UKSC 20 and the judgement of the High Court in Friends of the Earth and Ors v SSDESNZ [2024] EWHC 995 (Admin) have any implications on the assessments and findings for the</p>	The Applicant is aware of the cited judgements and is conducting a review of the assessments and findings in the Environmental Statement. The Applicant has not been able to conclude that review before Deadline 3 of the Examination but will provide an update by Deadline 4, in advance of publication of the Examining Authority's second written questions.

Written Question Number	Question to: -	Reference (in bold) & Question	Applicant's Response
		Proposed Development given that they were handed down after the application was accepted?	
Compulsory Acquisition and Temporary Possession of land and Rights			
CA.1.1	Applicant	<p>Statutory Undertakers</p> <p>The Book of Reference (BoR) [AS-010] includes a number of Statutory Undertakers with interest in land.</p> <ol style="list-style-type: none"> i. Provide a progress report on negotiations with each of the Statutory Undertakers listed in the BoR, with an estimate of the timescale for securing agreement from them. ii. State whether there are any envisaged impediments to the securing of such agreements. iii. State whether any additional Statutory Undertakers have been identified since the submission of the BoR as an Application document. <p>A number of Statutory Undertakers have requested that their Protective Provision wording should be used as opposed to that which is currently contained within the draft Development Consent Order (DCO) [REP1-004].</p> <ol style="list-style-type: none"> iv. Provide copies of the preferred wording. 	<ol style="list-style-type: none"> i. The Applicant is able to provide the following updates in respect of each statutory undertaker identified in the Book of Reference [AS-010]: <ul style="list-style-type: none"> • United Utilities Water Limited (UU) – The Applicant notes the response from UU submitted at Deadline 2 [REP2-011]. The Applicant has engaged with UU throughout the development of the preliminary design to identify all interactions with UU assets and to demonstrate adherence to the standard conditions for works adjacent to pipelines. The protective provisions included in Part 1 of Schedule 9 of the draft Development Consent Order [REP1-004] are consistent with the wording agreed by UU and the Applicant on other schemes. The Applicant is liaising with United Utilities' legal team to confirm and agree the protective provision wording. • National Grid Electricity Transmission PLC (NGET) – The Applicant has engaged with NGET's asset protection team and identified all interactions with NGET assets to demonstrate compliance with safety standards when completing works near to NGET assets. The Applicant is liaising with NGET's appointed legal team to agree NGET's preferred form of wording to be included within Schedule 9 of the draft Development Consent Order [REP1-004]. • Cadent Gas Limited (Cadent) – The Applicant has engaged with Cadent's plant protection officers and identified all interactions with Cadent's assets to demonstrate adherence to the necessary specifications for safe working in the vicinity of Cadent assets. The Applicant has included specific protective provisions in favour of Cadent in Part 3 of Schedule 9 of the draft Development Consent Order [REP1-004]. The Applicant is liaising with Cadent's appointed legal team to confirm what changes, if any, are required to that wording. • Electricity North West Limited (ENW) - The Applicant has engaged with ENW and identified all interactions with ENW assets to demonstrate compliance with safety standards. The Applicant has included protective provisions in favour of electricity undertakers in Part 1 of Schedule 9 of the draft Development Consent Order [REP1-004]. • Openreach Limited (including BT Limited) (Openreach) – The Applicant has engaged with Openreach and jointly identified all interactions with Openreach assets including where diversions are necessary. The Applicant will continue to engage with Openreach during the development of the detailed design and during construction and has included protective provisions in favour of telecommunications providers in Part 2 of Schedule 9 of the draft Development Consent Order [REP1-004]. • Cornerstone Telecommunications Infrastructure Limited (including Telefonica UK Ltd and Vodafone Ltd) (Cornerstone) – The Applicant has engaged with Cornerstone and identified that interactions with Cornerstone infrastructure are limited to one mast with no conflict between the works and that asset. Nonetheless, the Applicant will continue to engage with Cornerstone before and during the construction and has included protective provisions in favour of telecommunications providers in Part 2 of Schedule 9 of the draft Development Consent Order [REP1-004]. • Virgin Media – The Applicant has engaged with Virgin Media and jointly identified all interactions with Virgin Media assets including where diversions are necessary. The Applicant will continue to engage with Virgin Media during the development of the detailed design and during construction and has included protective provisions in favour of telecommunications providers in Part 2 of

Written Question Number	Question to: -	Reference (in bold) & Question	Applicant's Response
			<p>Schedule 9 of the draft Development Consent Order [REP1-004].</p> <ul style="list-style-type: none"> ii. The Applicant has identified for each statutory undertaker whether protective provisions are already included in the draft Development Consent Order [REP1-004] and where final wording is being agreed. The Applicant is not currently aware of any impediment that will prevent protective provisions being concluded before the end of the examination. The Applicant expects to update the protective provisions in Schedule 9 of the draft Development Consent Order [REP1-004] at Deadline 5 of the Examination in accordance with the ExA's timetable. iii. No additional statutory undertakers have been identified beyond those recorded in the Book of Reference [AS-010]. iv. The Applicant is in the process of agreeing updated and final wording with some statutory undertakers as explained at item (i) above. The Applicant will update the protective provisions and include all preferred wording in the revised draft Development Consent Order [REP1-004] to be submitted at Deadline 5 of the Examination in accordance with the ExA's timetable.
CA.1.2	Applicant	<p>Category 3 Persons</p> <p>The Statement of Reasons (SoR) [APP-019], Section 4.7 briefly covers the assessment of Category 3 persons explaining that it was based on a worse-case assessment. The process is described in the BoR [AS-010].</p> <ul style="list-style-type: none"> i. Please provide further details of the process for identifying Category 3 persons. ii. Please provide a map showing the locations of Category 3 persons. iii. Explain why the assessment can be considered 'worse-case'. 	<ul style="list-style-type: none"> i. The Applicant confirms as stated in paragraph 4.6.2 of the Statement of Reasons [APP-018] that it created a boundary of potential category 3 interests at an early stage of the preliminary design to facilitate contact referencing noted in section 4.8 of the Statement of Reasons. The boundary was also created to ensure the Applicant consulted at statutory consultation with those who may be able to make a potential claim. The boundary was applied to the latest HM Land Registry information and other mapping systems such as HM Ordnance Survey information. The boundary was assessed by Applicant and was informed by advice from the appointed District Valuer. The factors considered in that assessment are described in section 4.7 of the Statement of Reasons [APP-018]. This boundary was refined during the pre-application stage to take account of the preliminary Scheme design that forms the application for development consent. The Applicant notes that some category 3 interests were retained towards the late stages of application development on a precautionary basis. ii. A plan showing the boundary of the Category 3 persons that has been used when producing the application has been provided in Appendix B of this document. The Applicant notes that the plan does present some areas which may on first inspection appear to be omitted from the plan. Category 3 persons are located outside the Order limits and the plan does not show Category 1 and 2 interests which in some areas incorporate a property which would otherwise be a category 3 interest. The Applicant has not identified any potential category 3 persons where more minor works are proposed in the northern areas of the scheme presented on sheet 3 of the Land Plans and beyond. iii. The assessment of the category 3 boundary is considered 'worse-case' as it includes persons beyond the extent of the likely significant effects identified during the development of the environmental impact assessment, as stated in section 4.7 of the Statement of Reasons [APP-018].
CA.1.3	Applicant	<p>Unknown/Unregistered Land</p> <p>Diligent enquiry into land interests:</p> <p>Could you summarise where you have not yet been able to identify any persons having an interest in the land, including any Rights over unregistered land? What further steps will you be taking to identify any unknown Rights during the Examination?</p>	<p>In advance of updates provided at Deadline 5 of the Examination, the Applicant intends to check for any updates to HM Land Registry records for all land interests and, where there are unregistered interests, will erect site notices as close as practicable to the individual plot locations. The Applicant confirms that site notices have previously been erected in these locations on a number of occasions, most recently from May 2024 to July 2024 and from Nov 2023 to January 2024. The site notices to date have prompted two responses from neighbouring landowners, none of which resulted in any positive identification of an interest.</p>
CA.1.4	Applicant	<p>Land Plans</p>	<p>The Applicant has submitted revised Land Plans [AS-005] at Deadline 3 of the Examination to correct the error. Plot 3/3 is now correctly labelled in Inset 3B.</p>

Written Question Number	Question to: -	Reference (in bold) & Question	Applicant's Response
		There is no plot 3/3 but there are two plots marked 3/4 on the Land Plans [AS-005]. Please correct.	
CA.1.5	Applicant	Clarification Clarify why you are requesting permanent land Rights over Egypt Lane (including the verges) (plots 2/1at, 2/4e, 2/4f, 2/1au, 2/4i, 2/4g, 2/4h, 2/1ax, 2/16e).	The Applicant confirms that permanent rights are required on Egypt Lane to facilitate off-network access for future maintenance of the permanent infrastructure provided as part of the Scheme, including but not limited to, the new drainage attenuation pond and swale, eastern abutment of Pike Fold viaduct, northern abutment of Pike Fold Bridge and the external earthworks and landscape planting on the new "northern loop".
CA.1.6	Applicant	Clarification Clarify why you are requesting permanent land Rights over Pole Lane and land adjacent to it (plots 2/4b, 2/13a and 2/13b).	The Applicant confirms that permanent rights at Plot 2/13a and 2/13b as shown on the Land Plans [AS-005] is required to maintain new trees, shrubs and hedgerow planting to be located on the eastern side of Pole Lane. Provision of these hedgerows has been agreed with the landowner and are shown on sheet 2 of 5 of Figure 2.3: Environmental Masterplan, of the Environmental Statement Figures [APP-057] and these new hedgerows are to be provided to facilitate visual screening. Rights are required over plot 2/4b to facilitate maintenance access to plots 2/13a and 2/13b.
CA.1.7	Applicant	Clarification Clarify why you are requesting permanent land Rights over land adjacent to Prestwich Heys Football Ground and Sandgate Road (plot 1/34).	The Applicant confirms permanent rights are sought as shown at Plot 1/34 of the Land Plans [AS-005] to enable access to new hardstanding/layby for future maintenance of a motorway sign and signal gantry and new telecommunications infrastructure provided in the verge on the M60 westbound, east of Sandgate Road bridge, that is to be installed as part of the Scheme. This maintenance hardstanding/layby is not shown on the General Arrangement Plans [APP-005] as the design will be finalised during detailed design of the Scheme but will be located at approximately chainage 2000 on Sheet 1 of General Arrangement Plans [APP-005].
CA.1.8	Applicant	Clarification The Statement of Reasons [APP-018] states that plot 2/5e is required for 'all works'. Provide more detail as to why temporary possession of plot 2/5e (verge on Mode Hill Lane) is required.	The Applicant confirms that temporary possession of Plot 2/5e as shown on the Land Plans [AS-005] is required as the Applicant needs to connect the main site compound to existing utilities. To complete the utility connections, the Applicant anticipates that statutory undertakers will need to install infrastructure within Plot 2/5e and as such the utilities are required for the site compound and the compound in turn facilitates "all works".
CA.1.9	Applicant	Works Plans The Works Plans [AS-006] contain areas of white land, which are unexplained in the legend. The ExA consider Works Plans should be fully explanatory and indicate all land and its intended works. Amend the Works Plans, and fully annotate each area of land with a Work No.	The Applicant considers that no change is necessary to the Works Plans [AS-006]. For clarity, white land within the Order Limits shown on the Works Plans is land not within the highway work limit of deviation for the permanent works (as indicated by the pink annotation). White land within the Order Limits on the Works Plans [AS-006] is shown as either green (temporary) or blue (rights) on the Land Plans and as such the plans should be read in conjunction as per Note 5 on the Works Plans [AS-006].
CA.1.10	Applicant	Land Plans The Applicant's response in [REP2-007] to D1 submission [REP1-033] states " <i>The Applicant confirms that, in respect of plot 1/33b, no temporary land take is required, and the Applicant is seeking permanent Rights for access in connection with future maintenance of the Scheme only</i> ". The Land Plans [AS-005] shows plot 1/33b as blue which is described as " <i>Land to be used temporarily and Rights to be acquired permanently</i> ". Are there any other plots, which are shown as blue, where it is not intended that they will be used temporarily and only Rights are sought to be acquired? Consider how the plots could be coloured on the Land Plans to clarify where only Rights over land are being sought and provide revised Land Plans accordingly.	The Applicant confirms that Plot 1/33b, Plot 1/6a and Plot 1/6c as shown on the Land Plans [AS-004] are the only plots where only "rights" are required. It is usual to show such plots as blue plots on land plans with the scope of the compulsory acquisition powers restricted as set out in Schedule 5 of the draft Development Consent Order [REP1-004].

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CA.1.11	Applicant	<p>Funding</p> <p>The Department for Communities and Local Government (as it then was) Guidance relating to procedures for Compulsory Acquisition (CA) (September 2013) states that:</p> <p><i>"Applicants should be able to demonstrate that adequate funding is likely to be available to enable compulsory acquisition within the statutory period following the order being made, and that the resource implications of a possible acquisition resulting from blight notice have been taken account of."</i></p> <p>The Funding Statement [APP-019] indicates that the estimated costs of the Proposed Development would be £230m. The figure includes an allowance for compensation payments relating to the CA of land interests in, and Rights over, land and the temporary possession (TP) and use of land. However, it is not clear what proportion of those costs includes CA matters and whether it is sufficient. Confirm the CA costs separately from the project costs and explain how the figure for CA costs was arrived at.</p>	<p>As set out in the Funding Statement [APP-019], the Applicant has not provided a separate estimate for the allowance of compensation payments. The Applicant considers that the provision of this separate estimate may prejudice the ongoing negotiations for the acquisition of land by agreement with land interests. The Applicant confirms that the Scheme estimate of £230m contains an allowance for compensation payments relating to the compulsory acquisition of land including temporary possession and rights. Therefore, the Applicant is content this is in line with the Guidance relating to procedures for Compulsory Acquisition.</p>
CA.1.12	Applicant	<p>Funding</p> <p>The Funding Statement [APP-019] sets out that funding would be underwritten by the Government as set out in the Department for Transport's "Road Investment Strategy for the 2015/16 to 2019/20 Road Period", which was updated in March 2020 for the period 2020-2025. To date no Road Investment Strategy has been published for a period beyond 2025. In light of this, confirm to the best of available knowledge, that the funds remain available for the Proposed Development.</p>	<p>The Applicant confirms the Secretary of State for Transport has commissioned a review of the Department for Transport's spending portfolio, including current and future road schemes. While the review is ongoing, the commitment to the Scheme remains in place.</p>
CA.1.13	Applicant	<p>The Equalities Act 2010</p> <p>Clarify how you have had regard to the Equalities Act 2010 in relation to the powers sought for CA and TP?</p> <p>Have any Affected Persons been identified as having protected characteristics? If so, what regard has been given to them?</p>	<p>The Applicant confirms that it has and continues to have due regard to the three aims of the Public Sector Equality Duty in section 149 of the Equalities Act 2010. The Applicant undertook an equality impact assessment during the preliminary design stage of the Scheme. The outputs from that assessment can be found in Section 2 of the Equality Impact Assessment [APP-152] and included contacting local faith groups, ensuring consultation events avoided religious holidays and making public consultation material available in braille, large print and other languages. Hearings have been blended events promoting accessibility for persons able to attend physically and those wishing to attend remotely.</p> <p>The Applicant has not identified nor been made aware of any Affected Persons who have a protected characteristic.</p>
Cumulative and In Combination Effects			
CICE.1.1	BMBC	<p>Updates on development</p> <p>Provide an update on any submitted planning applications or any permissions granted since the application was submitted that</p>	Not applicable.

Written Question Number	Question to: -	Reference (in bold) & Question	Applicant's Response
		could either affect the Proposed Development or be affected by the Proposed Development and whether these would affect the conclusions reached in the ES.	
CICE.1.2	BMBC	<p>PfE Allocation JP 1.1: Heywood / Pilsworth (Northern Gateway)</p> <p>The Applicant [REP1-020] acknowledges that part of the site allocation falls within the Order Limits where construction of the Northern Loop is proposed. It further states that the proposed overlap has been discussed with BMBC including representatives from the planning, legal, highways and land and property departments where discussions have established the Scheme does not compromise the delivery of the Northern Gateway.</p> <p>Elaborate further on these discussions and explain why it is considered the Proposed Development would not 'compromise the delivery of the Northern Gateway'.</p>	Not applicable.
CICE.1.3	BMBC	<p>PfE Allocation JP 1.1 – Masterplan</p> <p>[REP1-035] states that an emerging masterplan is being drawn up for the JP 1.1: Heywood / Pilsworth site allocation where the site promoters are working towards submitting a planning application for early 2025.</p> <p>Would any emerging masterplan for this site have any implications for the Examination of this application and would it be an important and relevant consideration?</p>	Not applicable.
CICE.1.4	Applicant	<p>Cumulative Effects with Northern Gateway PfE Allocation (JP 1.1 and JP 1.2)</p> <p>In response to written representations [REP2-007], it is stated that other than a part of the Northern Gateway which has planning permission within Rochdale Borough Council's area, the rest of the Northern Gateway is not included in the cumulative assessment. It is stated that it is only possible to include development in the assessment of cumulative effects where a sufficient level of detail is available and in the absence of any planning applications, a detailed assessment of cumulative effects on air, noise, light, vibration, water and carbon cannot be undertaken.</p> <p>Given that PfE is now adopted, and the site allocations includes details of the number of dwellings and floorspace for industry and employment uses, explain further why it is not possible to provide cumulative assessments.</p>	<p>The Applicant confirms the cumulative effects assessment (CEA), as reported within Chapter 15: Assessment of Cumulative Effects of the Environmental Statement [APP-054], has assessed the potential inter-project cumulative effects arising from the Scheme in combination with the Places for Everyone JPA1.1 planning permission under reference 16/01399/HYBR located within the Rochdale Borough. At the time of preparation of the assessment, no planning applications had been submitted for the JPA1.1 allocation within the Bury Metropolitan Borough Council area and this remains the case at the present time. Bury Metropolitan Borough Council is currently in the process of producing a draft Northern Gateway Development Framework for the part of JPA1.1 in the Bury Council area, with the following brief:</p> <p><i>'The objective of this document is to provide more detailed information on how the site is likely to be developed through a high-level masterplan, that will identify broad development parcels and areas of the site that will be protected. The NGDF will also set out how new employment floorspace, housing and supporting infrastructure will be provided in a coordinated and phased approach. Ultimately the NGDF will be adopted as a Supplementary Planning Document (SPD) and will be a material planning consideration when determining planning applications on the site.'</i></p> <p>Allocations were not progressed to the shortlist of other developments in Appendix 15.1: Inter-project Cumulative Effects of the Environmental Statement Appendices [APP-125] because, as Tier 3 ('least certain') developments, the amount of information available and the resulting certainty around the assessment of cumulative effects is limited. This approach is the same approach taken for the CEA undertaken for this</p>

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			<p>assessment on other consented Development Consent Orders such as for the A12 Chelmsford to A120 Widening, Bramford to Twinstead Reinforcement and Southampton to London Pipeline.</p> <p>Whilst it is acknowledged that the site allocations include indicative details, such as an approximate number of dwellings and total floorspace, certain details upon which a CEA would be based are not currently available. The information that is gathered to support the CEA with other development is noted in paragraph 15.4.34 of Chapter 15: Assessment of Cumulative Effects, of the Environmental Statement [APP-054], and comprises:</p> <ul style="list-style-type: none"> • Proposed design and location • Construction, operation, and decommissioning information • Baseline data and effects arising from the other development <p>There is currently no environmental assessment information (such as a Screening Request, Scoping Report or Environmental Statement) available for site allocations. The Applicant could not undertake a meaningful CEA without making assumptions regarding the potential environmental effects arising from a third party development, which would not be considered appropriate when the assumptions would not be based on a robust environmental baseline or project description, and would not take into account any potential embedded or essential mitigation that would be assumed to be included by a developer bringing forward a planning application on the site allocation.</p> <p>Until a planning application is submitted for the site allocation the details listed above would not be known, and it is not considered reasonable for the Applicant to make assumptions regarding the above information when the timeline and details of the other development are subject to change. This uncertainty is acknowledged in paragraph 11.23 of the adopted Places for Everyone, which states that, in relation to JPA1.1, <i>“Although the allocation has the capacity to deliver a total of around 1,200,000 sqm of new employment floorspace, it is anticipated that around 935,000 sqm of this will be delivered within the plan period (including the 135,000 sqm that has an extant planning permission at South Heywood). Nevertheless, it is considered necessary to release the site in full at this stage given that the scale of the proposed development means that it will need to be supported by significant strategic infrastructure and this level of investment needs the certainty that the remaining development and associated economic benefits will still be able to come forward beyond the plan period.”</i></p> <p>Any future planning applications submitted for JPA1.1 would be expected to undertake their own assessment of cumulative effects if they are a type of development which requires an Environmental Statement. With regard to cumulative impacts on growth, the need to consider cumulative effects is acknowledged in paragraph 10.80 of the adopted Places for Everyone, which states that: <i>“In order to assess the cumulative impacts of growth, when undertaking a Transport Assessment for development proposals that are consistent with the Plan, developers will need to consider committed development, including relevant local plan allocations, where there is a reasonable degree of certainty they will proceed within the next 3 years. In consultation with local highways authorities, developers should agree the committed developments/allocations and potential transport interventions (which may come forward in the next 3 years) that should be considered in the assessment.”</i></p> <p>Given the scale of the number of dwellings, total floorspace, and associated development detailed in the adopted Places for Everyone for the JPA1.1 and JPA1.2 allocations, it is reasonable to assume that any forthcoming planning applications brought forward on these sites would be of a scale requiring an Environmental Impact Assessment (EIA) and associated Environmental Statement containing a cumulative effects assessment which should take into account this Scheme.</p>

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Design			
DES.1.1	BMBC	<p>Design</p> <p>The National Policy Statement for National Networks (NPSNN) (paragraphs 4.28 to 4.35) and NNNPS (paragraphs 4.27 to 4.32) seeks good design for national network projects. Given the proposed size and scale of development, explain:</p> <ol style="list-style-type: none"> 1. What involvement has the council had to the design process? 2. Whether you consider the proposal represents good design, particularly the aesthetic appearance of the proposed Pike Fold Viaduct and Pike Fold Bridge and if so why? 3. Whether any further work is required to any aspects of the designs submitted as part of the application and if so why and if not, explain why not. 	Not applicable.
DES.1.2	BMBC	<p>Design Guides</p> <p>Does the council have any design guides or codes that are important and relevant to this application? If so, please submit these and explain how the Proposed Development has or has not addressed any content within them.</p>	Not applicable.
DES.1.3	Applicant	<p>Embankments</p> <p>ES Chapter 2 [APP-041], paragraph 2.5.14 states as a general principle, embankments and cuttings would be 1:3 (1 in 3) gradient, with the exception of one retaining wall on the M60 eastbound between Sandgate Road and Haweswater Aqueduct underpass (chainage 2048 to 2310) at 1:2.5 (1 in 2.5) gradient. Similar commentary is provided in the Scheme Design Report [APP-151], paragraph 1.3.7.</p> <p>In the absence of any specific reference to this in the REAC [REP1-010] and notwithstanding the details shown on the Engineering Section Drawings [APP-011], clarify how this would be secured across the entirety of the development. Would any other areas of embankments and cuttings require gradients steeper than 1:3 apart from those identified? If yes, provide locations and lengths.</p>	<p>The Applicant confirms paragraph 2.5.14 of Chapter 2: The Scheme of the Environmental Statement [APP-041], and paragraph 1.3.7 of the Scheme Design Report [APP-151], form part of the general Scheme description. The stated gradients are described as being general design principles which have been used during the preliminary Scheme design. Earthwork gradients do influence important features of the Scheme in operation such as the ability to maintain the Scheme, including the maintenance of environmental mitigation. The need to design the Scheme to be safely maintained is governed by design standards set out in National Highways' Design Manual for Roads and Bridges and the Applicant's operational maintenance processes. The environmental mitigation is secured by the Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan [REP1-010] and Schedule 2 of the draft Development Consent Order [REP1-004]. The Applicant notes that gradients vary in individual locations and across sections to suit the local topography and new or existing features of the Scheme in each location. Due to this need for variation across the individual areas of the Scheme, the Applicant does not consider it practicable to secure gradients across the entirety of the Scheme. There are numerous locations where in small areas the gradient of earthworks will vary from 1:3, for example, where local grading of earthworks is necessary around new and existing structures.</p> <p>Additionally, the Applicant would like to clarify the statement made at paragraph 2.5.14 of Chapter 2: The Scheme, of the Environmental Statement [APP-041] as the meaning is presently ambiguous. The paragraph should be worded as follows:-</p> <p><i>2.5.14 The Scheme would require a number of embankments and cuttings to accommodate the horizontal and vertical alignment of the new road. As a general principle, these slopes would be 1:3 (1 in 3) gradient, with the exception of the embankment north of the M60 eastbound between Sandgate Road and Haweswater Aqueduct underpass (chainage 2048 to 2310) which is proposed to include the combination</i></p>

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			<i>of an earthwork with a 1:2.5 (1 in 2.5) gradient and a 1.5m retained height retaining wall as shown on Sheets 1 and 2 the General Arrangement Plans [APP-005] and Section B-B on Sheet 16 of the Engineering Section Drawings [APP-011].</i>
Draft Development Consent Order			
Please note: The references to articles and requirements relate to the numbering of articles and requirements for the draft DCO that was submitted at D1 [REP1-004] unless otherwise stated.			
DCO.1.1	Applicant	<p>Precedents</p> <p>Notwithstanding that drafting precedent has been set by previous DCOs or similar orders, full justification should be provided for each power/ provision taking into account the facts of this particular DCO application.</p> <p>Where drafting precedents in previous made DCOs have been relied on, these should be checked to identify whether they have been subsequently refined or developed by more recent DCOs so that the DCO provisions reflect the SoS's current policy preferences. If any general provisions (other than works descriptions and other drafting bespoke to the facts of this particular application and draft DCO) actually differ in any way from corresponding provisions in the SoS's most recent made DCOs, an explanation should be provided as to how and why they differ (including but not limited to changes to statutory provisions made by or related to the Housing and Planning Act 2016).</p> <p>Provide a list of all the previous DCOs that have been used as a precedent for the drafting of this draft DCO or signpost where in the application documentation this can be found.</p>	<p>When preparing the draft Development Consent Order the Applicant had regard to other made DCOs predating the submission of the application. All previous DCOs used as a precedent, or which have been considered in the drafting of the draft Development Consent Order [REP1-004] are identified in the draft Explanatory Memorandum [REP1-006]. For completeness a list of the DCOs currently referred to in the draft Explanatory Memorandum is included below:</p> <ul style="list-style-type: none"> • A19/A1058 Coast Road (Junction Improvement) Development Consent Order 2016 • A14 Cambridge to Huntingdon Improvement Scheme Development Consent Order 2016 • M4 Motorway (Junctions 3 to 12) (Smart Motorway) Development Consent Order 2016 • A19/A184 Testo's Junction Alteration Development Consent Order 2018 • Silvertown Tunnel Development Consent Order 2018 • A63 (Castle Street Improvement, Hull) Development Consent Order 2020 • Windy Harbour to Skippool Improvement Scheme Development Consent Order 2020 • M42 Junction 6 Development Consent Order 2020 • A428 Black Cat to Caxton Gibbet Development Consent Order 2022 • A14 Order and the M20 Junction 10a Development Consent Order • A57 Link Roads Development Consent Order 2022 • A19/A1058 Coast Road (Junction Improvement) Development Consent Order 2016 • A556 (Knutsford to Bowdon Improvement) Development Consent Order 2014 • M20 Junction 10a Development Consent Order 2017 • M4 Motorway (Junctions 3 to 12) (Smart Motorway) Development Consent Order 2016 • M20 Junction 10a Development Consent Order 2017 • M54 to M6 Link Road Order 2022
DCO.1.2	Applicant	<p>Interpretation – “bridleway”</p> <p>Your response to ISH1.A.06 [REP1-023, page 6] advises that the definition for bridleway has included reference to right of way on pedal cycles to incorporate wording within section 30(1) of the Countryside Act 1968. The ExA notes that this definition also contains restrictions including using mechanically propelled vehicles and that cyclists have to give way to pedestrians and persons on horseback.</p> <p>Therefore, to improve precision and for clarity, should the wording (highlighted in bold) 'within the meaning of section 30(1) of the Countryside Act 1968' be added to the definition to ensure that similar restrictions within section 30 also apply to the dDCO? If not, explain why not.</p>	<p>The Applicant has made this change and an updated draft Development Consent Order [REP1-004] has been submitted at Deadline 3 of the Examination.</p>
DCO.1.3	Applicant	<p>Interpretation – “engineering drawings and sections”</p>	<p>The Applicant has made this change and an updated draft Development Consent Order [REP1-004] has been submitted at Deadline 3 of the Examination.</p>

Written Question Number	Question to: -	Reference (in bold) & Question	Applicant's Response
		Article 2 defines "engineering drawings and sections", which is thereafter referred to in article 6, requirement 3, Schedule 10 and the explanatory note. However, document reference TR010064/APP/2.8 [APP-011] is entitled 'Engineering section drawings'. Please rectify this discrepancy.	
Articles			
DCO.1.4	BMBC	Human Remains Are you satisfied that an article has not been included in the dDCO in respect of human remains? If so, explain why and if not, explain why such an article would be required.	Not applicable.
DCO.1.5	Applicant	Clearways It is noted that other made DCO's, such as but not limited to M3, M25 J10, M25 J28, A19/184, A19/A1058 Coast Road, A47 Wansford to Sutton and A47/A11 contain an article relating to clearways. Explain why such a provision has not been included in the proposed development	The Applicant confirms all roads permanently affected or altered by the Scheme are special roads which include restrictions known as clearways (stretches of road where parking is prohibited). Therefore, a specific clearways article in the draft Development Consent Order [REP1-004] for this Scheme is not required.
DCO.1.6	Applicant	Article 6 – Limits of Deviation The ExA notes the response to ISH1.A.13 in [REP1-023]. 1. Notwithstanding any 'flexibility', explain why the extent of deviation identified on the Works Plan [AS-006] is required for the drainage attenuation ponds and within the verges beside the motorway. 2. Clarify what is meant by 'environmental mitigation features' and whether this includes the Environmental Mitigation Areas?	1. The Applicant confirms that the preliminary design of the Scheme, on which the DCO application and environmental assessment is based, is subject to further design refinement during detailed design. As such, pond sizes may fluctuate and / or be refined during the detailed design process based on elements such as changes to design standards within the National Highways Design Manual for Roads and Bridges (DMRB), continued engagement with the Applicant's maintenance operatives, changes or advent of new drainage and surface water treatment technology that the Applicant may wish to introduce or slight changes to highway geometry that in turn affect catchment areas to each pond and thus pond size, location or orientation. The limits of deviation associated with the drainage ponds are therefore required to provide opportunity for this refinement. Equally, the same applies to the verges beside the motorway where changes to design standards might for example prohibit the use of specific types of edge drainage collection features such as narrow filter drains or earthwork slope profiles / gradients might be refined or adjusted through detailed design as outlined in the Applicant's response to DES.1.3 above. 2. Environmental mitigation features are engineered design features proposed to avoid, prevent, reduce or offset adverse environmental effects. For example, the provision of attenuation ponds or noise barriers. This does not include the environmental mitigation areas, which comprise planting for mitigation purposes.
DCO.1.7	Applicant	Article 8 – Consent to transfer benefit of Order It is noted that other made DCOs, such as but not limited to M3, M25 J10, M25 J28, have included the following provision within this article: ' <i>If the benefit of the provisions of this Order relating to compulsory acquisition is transferred or granted to a transferee or grantee pursuant to this article and the transferee or grantee exercises those powers then the undertaker alone is liable for any compensation that is payable to another party as a consequence of the exercise of those powers by the transferee or grantee</i> '. Explain why such a provision has not been included in the dDCO.	The Applicant has no objection to this change and an updated draft Development Consent Order [REP1-004] has been submitted at Deadline 3 of the Examination.

Written Question Number	Question to: -	Reference (in bold) & Question	Applicant's Response
DCO.1.8	Applicant	<p>Article 13 – Classification of roads etc.</p> <p>It is noted that other made DCO's, such as but not limited to M3, M25 J10, M25 J28 and M54 to M6, contains provisions setting speed limits within this article which are then defined within a schedule. Explain why such a provision has not been included in the dDCO.</p>	The provision is not necessary in this instance because there are no changes to existing speed limits.
DCO.1.9	Any Affected Persons	<p>Article 30(2) – Time Period for taking Temporary Possession of land</p> <p>Is the 14 day period specified a sufficient period of time for receiving notice of intended entry from the undertaker, noting the comments from the Applicant in [REP1-023] page 21? If not, explain why a longer period of time would be required and what an appropriate period of time would be.</p>	Not applicable.
DCO.1.10	Applicant	<p>Article 30(9) – Right to acquire new Rights</p> <p>The article would provide the power for the undertaker to acquire new Rights over any part of land that has been subject to TP under Article 30(1)(a)(i). The Department for Communities and Local Government Planning Act 2008 Guidance for compulsory acquisition (paragraph 10 of Annex D) states that where it is proposed to create and acquire new Rights compulsorily they should be clearly identified.</p> <p>In the absence of any justification provided in the Explanatory Memorandum [REP1-006], explain:</p> <ol style="list-style-type: none"> 1. why this provision is necessary, providing details of any new Rights that would need to be acquired; 2. how this provision would be reasonable, particularly with regard to justifying interfering with the Human Rights of those with an interest in the land that would be affected; and 3. how this provision meets the tests for compulsory acquisition in the PA2008. 	<p>The Applicant considers it is important to record that the power to acquire new rights in Article 30(9) is limited by reference to Article 30(1)(a)(i) and only relates to the temporary plots expressly specified in column 1 of Schedule 7 and is only permitted for the purposes specified in column 2 which are limited to the relevant parts of the authorised development as identified by the works packages specified in column 3.</p> <ol style="list-style-type: none"> 1. The power is expressed as operating as a restriction on the permanent compulsory acquisition of such plots, save that a new right can be acquired. The power is necessary and is expressed to allow the undertaker the ability to acquire land temporarily but impose new rights on specified temporary plots but only for the purposes of facilitating the relevant works applicable to those plots as part of the authorised development permitted by the Order and further specified in Schedule 7. Without a power to acquire land temporarily and impose new rights, an undertaker would have to permanently acquire land in order to be able to secure such rights and then potentially hand land back to an affected landowner subject to the rights. The inclusion of this power therefore reduces the amount of land the undertaker would otherwise need to acquire permanently and is less onerous for landowners. 2. The primary reason for including the power is to minimise the amount of land that would otherwise have to be acquired permanently. The Applicant contends that the proposed interference with the rights of those with an interest in the land is for a legitimate purpose, and that it is necessary and proportionate. Further consideration of the legitimate interference with Human Rights by reference to the guidance is included in both Sections 5 and 6 of the Statement of Reasons [APP-018] and Chapter 5 of the Case for the Scheme [APP-146]. 3. The Applicant considers that the tests for compulsory acquisition in section 122 of the Planning Act 2008 are satisfied because the land as specified in column 1 of Schedule 7 is required for the purposes specified in column 2 of Schedule 7 and column 3 of schedule 7 identifies the works which form part of the authorised development to which the development consent relates. In this way the power to impose a new right is required to facilitate or is incidental to that development and there is a compelling case in the public interest for the development supporting the need for land to be acquired compulsorily.
DCO.1.11	Applicant	<p>Article 33(2) – Apparatus and Rights of statutory undertakers in stopped up streets</p> <p>The ExA notes the alteration to the dDCO submitted at Deadline 1 [REP1-004] to paragraph (2) to change 'utility' to 'undertaker' and</p>	The Applicant confirms that the change was made in error. The word 'undertaker' has been changed to 'utility'. An updated draft Development Consent Order [REP1-004] has been submitted at Deadline 3 of the Examination.

Written Question Number	Question to: -	Reference (in bold) & Question	Applicant's Response
		notes the reason provided for this in [REP1-016] page 16 is 'to improve precision'. Explain further the reason for this change given that 'utility' is referred to in other paragraphs in the article and 'statutory utility' is defined in paragraph (8).	
DCO.1.12	Applicant	<p>Article 36 – Felling or lopping of trees and removal of hedgerows</p> <p>Your response to Action Point 10 [REP1-024], page 6 states the Applicant has included revisions to Schedule 8 in the dDCO submitted at Deadline 1 [REP1-004] incorporating a further column specifying how each hedgerow is affected by the powers permitted by Article 36. However, no such change appears to have been included.</p> <p>Please confirm and incorporate the necessary revisions referred to in the Deadline 3 dDCO if omitted.</p>	The Applicant has updated Schedule 8 of the draft Development Consent Order [REP1-004] and this has been submitted at Deadline 3 of the Examination.
Schedule 1			
DCO.1.13	Applicant	<p>Further Development – criterion (c)</p> <p>The response on page 27 of [REP1-023] in response to ISH1.S1.09 is noted. Explain whether any restricted byways exist within the Order Limits to demonstrate that inclusion of this provision is necessary. If they are, why are they restricted and would it affect any CA powers?</p>	The Applicant is not aware of any restricted byways within the Order Limits currently. The wording is however retained within the draft Development Consent Order [REP1-004] to ensure that, if any restricted byways are added to the definitive map, then the Applicant can undertake works to them. A restricted byway is defined in section 48(4) of the Countryside and Rights of Way Act 2000. The Applicant does not consider that any works to a restricted byway would affect compulsory acquisition powers.
Requirements			
DCO.1.14	Applicant / BMBC	<p>Requirement 5 – Landscaping</p> <p>BMBC: In your response [REP1-032] to ISH1.S2.10 [EV5-003] you have agreed to the suggestions made. Provide wording that you consider would be appropriate to include.</p> <p>Applicant:</p> <ol style="list-style-type: none"> In your response [REP1-023] to ISH1.S2.10(1) which queried whether an additional criterion requiring details of hard landscaping and materials was required, you consider that Works to Public Rights of Way and maintenance tracks are beyond the scope of the landscaping scheme. Explain where in the dDCO such details would be secured. In your response [REP1-023] to ISH1.S2.10(3), it is stated that the engineering section drawings and requirement for proposed finished ground levels sufficiently detail the significant earth works and changes to levels ground proposed. Explain further how this information captures this detail. 	<ol style="list-style-type: none"> The Applicant confirms works to Public Rights of Way (PRoW) and maintenance tracks are to be permitted and will be provided in accordance with the works identified in: Article 3 (<i>development consent etc granted by this Order</i>) and Schedule 1 (<i>authorised development</i>); Article 4 (<i>maintenance of authorised development</i>) and Schedule 5 (<i>land in which only new rights etc. may be acquired</i>); Article 13(3) (<i>classification of roads etc</i>) and Schedule 3 Part 2 (<i>public rights of way</i>); and Article 15(2) (<i>permanent stopping Up of streets and public rights of way</i>) and Schedule 4 Part 2 (<i>public rights of way</i>). The detailed design of the PRoWs and maintenance tracks will be designed in accordance with the preliminary scheme design as secured by Regulation 3 (<i>detailed design</i>). Construction of PRoW and maintenance tracks will be completed in accordance with DMRB requirements. Additionally the Statement of Common Ground agreed between the Applicant and Bury Metropolitan Borough Council [REP2-006] confirms that in addition to agreeing the landscaping scheme with Bury Metropolitan Borough Council pursuant to Requirement 5, the Applicant and Bury Metropolitan Borough Council have discussed Bury Metropolitan Borough Council's aspirations for future improvements to the existing PRoW network and will meet to discuss the delivery of PRoWs prior to implementation of the approved works as part of their ongoing routine engagement. The "proposed" and "existing" surface levels of the Scheme and associated highway links are shown on the Engineering Section Drawings [APP-011]. It is worth noting that on several of the long sections where the existing geometry is being re-used, for example the M60 mainline between Junction 17 and 18, there is no level difference as the Scheme design matches the existing finished road level. However, the cross sections illustrate the anticipated finished surface levels across the Scheme and highlight how

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			and where these differ to existing levels.
DCO.1.15	Applicant	<p>Requirement 6 – Contaminated Land and Groundwater</p> <p>Sub-paragraph (2) includes wording that it is when the undertaker determines that remediation of the contaminated land is necessary. Explain why it is appropriate for this decision to be determined only by the undertaker? Would it be more appropriate for this matter to be determined by the risk assessment required under sub-paragraph (1) and the wording in sub-paragraph (2) substituted accordingly?</p>	The Applicant confirms that the current wording recognises that the risk assessment to be completed pursuant to sub-paragraph 1 must be prepared in consultation with the relevant planning authority and the Environment Agency. The Applicant is content to amend the wording in sub-paragraph 2 to refer to determination in accordance with the risk assessment rather than the Applicant (as the undertaker) and has made this change to the draft Development Consent Order [REP1-004]
DCO.1.16	BMBC	<p>Requirement 9 – Archaeological Remains</p> <p>Reference is made in the NPS compliance tables [APP-147], page 79 that the exact scope of investigation work will be agreed with the Greater Manchester Archaeological Advisory Service (GMASS) in advance of fieldwork. Reference is also made in your LIR [REP1A-001], paragraph 9.8 that GMASS would approve any WSIs.</p> <p>Should GMASS be specifically referred to as a consultee in R9 or is it sufficient for reference to only be made to the council? If GMASS should be referred to, suggest a preferred form of wording.</p>	Not applicable.
Geology and Soils			
GS.1.1	Applicant	<p>Best and Most Versatile Land</p> <p>ES Chapter 9 [APP-048] Table 9.9 states that any unsurveyed land is deemed to be grade 3b as this is the predominate grade. Explain why this is appropriate. For worse case should it be assumed to be higher grade bearing in mind the NPSNN states that only little weight should be given to grades 3b and below?</p>	The Applicant confirms that the predominant grade within the Order Limits is subgrade 3b, with very limited best and most versatile land, such that it is considered appropriate to assign a provisional grade of 3b to unsurveyed land for the purposes of assessment. The extent of unsurveyed agricultural land is also very limited, equating to less than 5% of land within the Order Limits. Therefore, the assignment of grade 3b vs 3a does not make a material difference to the overall assessment of effects based on the assessment criteria.
GS.1.2	Applicant	<p>Land Instability – Peat</p> <p>Chapter 9 of the ES: Geology and Soils [APP-048] states that peat is present within the Order Limits. Chapter 2 of the ES [APP-041] paragraph 2.6.17 states "<i>There may also be an activity of excavation and replacement where there are shallow soft organic soil deposits with isolated pockets of peat present beneath embankments. Where excavation of soft soils and peat materials is required, they would be replaced by a suitable engineering fill which may be sourced from site won fill or imported</i>".</p> <p>One area of peat is indicated to be in the north-east quadrant in the location of the Northern Loop and Pond 1. Detail how much peat is estimated to require removal and what is planned to</p>	<p>The Applicant confirms Table 10.15 of Chapter 10: Material Assets and Waste, of the Environmental Statement [APP-049] provides the anticipated quantity of each waste type (in tonnes) that is likely to be generated during the construction of the Scheme. As detailed in Chapter 9: Geology and Soils, of the Environmental Statement [APP-048] ground investigations and soil surveys have been undertaken as part of the work undertaken to establish the existing baseline conditions. The results of ground investigations and soil surveys demonstrate that the presence of peat is very limited, and where possible, interaction with localised peat has been avoided. Natural England is in agreement with this evaluation/position as per issue reference 2.2 in Table 3.1 of the Statement of Common Ground with Natural England [REP1-017]. Where peaty soils are being removed in localised areas, temporary works designs will be undertaken to consider the excavation depth, specific ground conditions and site constraints. Temporary works designs will consider how the removal of peaty soils would impact adjacent land and will provide control measures during the construction and operation of temporary works to ensure the safe excavation of soils.</p> <p>The design sequence involved identifying highway geometrical solutions to meet the Scheme objectives in the</p>

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		<p>ensure the stability of the ground in this area to ensure safe construction of the proposed elements in this area. Describe what work was done to investigate alternative locations for the Northern Loop and Pond 1 which would avoid the area of peat.</p>	<p>first instance. Once triaged and fixed as part of the Preferred Route design, the Preliminary Design sought to expand on the specific infrastructure design elements that would be required to support the operation of the highway geometry elements. For example, the design of the earthworks, drainage, pavement and highway structures to list a few. As such, initial design of these infrastructure design elements was then used to inform where geotechnical information and survey should occur. Therefore, in respect of both highway geometry and subsequent drainage design, the knowledge of the presence of peaty soils or discontinuous peat deposits, was only known once the infrastructure design had been fixed to a high degree of certainty and ground investigations undertaken on that basis.</p> <p>Drainage of the Scheme without the need to utilise pumps or introduce mechanical intervention is a priority in order to manage both construction cost and long term maintenance obligations and therefore the location of pond 1 is driven by this need. Again, alternative locations for the northern loop was not considered as the primary aim for the Applicant is to deliver a Scheme that solves the issues at Junction 18. Peat / peat deposits were discovered once the ground investigations were instructed / specified based on the proposed Scheme design. Appendix F: Outline Soil Management Plan, of the First Iteration Environmental Management Plan [REP1-014] contains details of how peat could be managed during construction. The Applicant considers there are no other alternatives which exist that are viable to provide both a solution to the traffic problems at junction 18 or which would result in significant design change that would render the Scheme undeliverable or economically unaffordable.</p>
<p>GS.1.3</p>	<p>Applicant and the Coal Authority</p>	<p>Land Instability – Coal</p> <p>ES Chapter 9 [APP-048] paragraphs 9.7.46 and 9.7.47 state that that the study area is within an area that could be affected by underground mining and that National Highways, 2023b, Geotechnical Data Management System identifies the western and northern extents of the study area as being Grade C: Medium Hazard in terms of Coal Mining which broadly correlates with the Coal Authorities designation that parts of the study area are within a Development High Risk area. The NPSNN 2024 (which is an important and relevant document) paragraph 5.158 states “Applicants should submit a coal mining risk assessment as part of their application in specific Development High Risk areas”. Provide an appropriate risk assessment or explain why one is not required.</p>	<p>The Applicant confirms Table 9.3 of Chapter 9: Geology and Soils, of the Environmental Statement [APP-048], sets out the compliance of the geology and soils assessment in relation to the Draft National Policy Statement for National Networks (NPS NN), and notes in response to the Draft NPS NN paragraph 5.151 that, whilst a coal mining risk assessment has not been undertaken for the Scheme, the Coal Authority confirmed in their response in the Scoping Opinion [APP-144] that one was not needed, “on the basis of our records, in respect of the route of the Scheme as indicated, we would not expect a Coal Mining Risk Assessment to be included as part of the EIA assessment”.</p> <p>Paragraph 9.7.46 of Chapter 9: Geology and Soils, of the Environmental Statement [APP-048] also states the following: “The Coal Authority Mining Report (Coal Authority, 2017) states that the study area is within an area that could be affected by underground mining in one seam of coal at 430m to 460m depth, which was last worked in 1970. Consequently, any associated ground movements should have ceased. The study area is not within an area where there is active or proposed underground mining, or within the boundary of a former, active or proposed opencast site. There are no recorded mine entries within the study area.”</p>
<p>Green Belt</p>			
<p>GB.1.1</p>	<p>Applicant</p>	<p>Impact on Openness</p> <p>The Case for the Scheme [APP-146], paragraph 6.8.15 considers that the substantial nature of the development, along with its permanence and other operational features mean that the Scheme would harm the openness of the Green Belt. However, in response to comments in Relevant Representations [REP1-020], a more ambiguous commentary is provided where impacts appear to be downplayed with terminology including ‘the Case for the Scheme [APP-146] concluded the scheme could harm openness’ and ‘the potential impact on the openness of the Green Belt is</p>	<p>The Applicant confirms that the Case for the Scheme [APP-146] assessed the relevant planning policy at the time when Places for Everyone (PfE) was not yet adopted. PfE was adopted in March 2024 and is now part of the statutory development plan for Bury. PfE has removed the land in the north-east of the Order Limits from the Green Belt and it is now allocated for the proposed Northern Gateway mixed use development. The amount of Green Belt land within the Order Limits has therefore reduced by 19 hectares, from 68 hectares to 49 hectares as a result of PfE. As the Order Limits also includes the existing motorway infrastructure, which is already located in the Green Belt, this does not mean that 49 hectares of Green Belt land is developed and therefore lost as a result of the Scheme. Approximately 21 hectares of the Order Limits within the Green Belt comprises the existing motorway infrastructure.</p> <p>The change in emphasis in the Applicant's response to [REP1-020] reflects that fewer elements of the Scheme</p>

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		<p><i>now mainly limited to...</i> (emphasis added in italics).</p> <p>Provide an assessment of the harm on openness for each of the components of the development which are proposed in the Green Belt and whether openness would or would not be preserved.</p>	<p>now impact on the permanent openness of the Green Belt than previously assumed, in particular the Northern Loop part of the Scheme has been removed from the Green Belt by the adoption of PfE . Nevertheless, overall, the remaining elements of the Scheme will still impact on the openness of the Green Belt.</p> <p>Although openness is the fundamental principle of Green Belt policy, there is no single definition of openness. Government guidance available on the gov.uk website advises that:</p> <p><i>“Assessing the impact of a proposal on the openness of the Green Belt, where it is relevant to do so, requires a judgment based on the circumstances of the case. By way of example, the courts have identified a number of matters which may need to be taken into account in making this assessment. These include, but are not limited to:</i></p> <ul style="list-style-type: none"> • <i>openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume;</i> • <i>the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and</i> • <i>the degree of activity likely to be generated, such as traffic generation”.</i> <p>The Applicant has, referring to the Works Plans [AS-006] and the works described in the draft Development Consent Order [REP1-005], assessed each component of the development. That assessment is provided as a separate Appendix C at the end of this table and assesses whether openness would or would not be preserved based on the following assumptions:</p> <ul style="list-style-type: none"> • Whether the works are temporary or permanent. The Applicant considers any temporary works will, once completed, have no impact on openness. • Whether any works that are underground or the diversion of existing utilities, such as realigning pipes or overhead cables. The Applicant considers these types of work replace existing infrastructure and there will be no impact on openness. • Whether works are on the existing motorway, such as new traffic signals or reconfiguring lane markings. The Applicant considers these types of work could be undertaken under existing Highways Act powers as they are within the boundary of the existing junction and therefore the impact on openness is not considered to be relevant. • Whether works are the realignment of existing slip roads, are in close proximity to the existing motorway infrastructure and will be constructed in a cutting. The Applicant considers there will be no impact on openness. • Whether any works are in relation to essential environmental mitigation or biodiversity net gain. These works may introduce new features that impact on openness (such as denser vegetation or trees), however, overall, it is considered that such features will enhance the environmental and visual quality of the existing Green Belt. The Applicant considers that there will be limited impact on openness but, overall, this would enhance the quality of the Green Belt. • Whether any works are above ground would introduce additional engineering features that are not present on the existing motorway or surrounding area, whether they are elevated or provide additional lit structures. This includes viaducts, new gantries, new lighting, maintenance tracks and drainage ponds. The Applicant considers there will be an impact on openness, although this is in the context of the existing motorway infrastructure which already impacts on openness both visually and spatially. • Whether there are any combined effects on openness, such as the combined impact of a maintenance

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			track to service a drainage pond. The Applicant considers there will be an impact on openness.
GB.1.2	Applicant	<p>Alternatives to Green Belt</p> <p>[APP-146] paragraph 6.8.24 and [APP-147] page 93 considers that there is a lack of alternatives with less impact on the Green Belt, given that the purpose of the Scheme is to improve an existing section of the Strategic Road Network where it is stated that <i>"it is not possible to pursue an option which is outside the Green Belt, unless the surrounding motorway network is relocated entirely"</i>. However, this does not explain or detail what consideration was given, if any, to alternative locations for the individual aspects of the proposal and whether or not they require a Green Belt location.</p> <p>Explain the alternatives that were considered for each of the components of the development which are proposed in the Green Belt and why they require a Green Belt location. You may wish to combine your response with GB.1.1 above.</p>	<p>The Applicant confirms that there are limited alternatives for locating elements of the Scheme outside of the Green Belt for the following reasons:</p> <ul style="list-style-type: none"> • The main aim of the Scheme is to remove congestion and increase capacity on the existing motorway network (Strategic Road Network). As set out in the Case for the Scheme [APP-146] at the time of application, the whole of the Order Limits were located within Green Belt and therefore as the majority of the Strategic Road Network was considered to already lie within Green Belt at this location, it was not feasible to relocate the existing motorway network to avoid construction of any elements of the Scheme within Green Belt. • Prior to the adoption of Places for Everyone (PfE) in March 2024, all the land east of the urban area of Whitefield and surrounding Simister Village between Bury and Rochdale was in the Green Belt. The production of PfE was delayed when Stockport Borough terminated their part of the joint arrangements and the timescale for adopting PfE was completely outside the Applicant's control. As such, the Applicant could not rely on the land proposed to be released from the Green Belt when making design decisions on where highways infrastructure should be located. The land remained in the Green Belt at the time the Applicant submitted the application for development consent. • The land that has been released from the Green Belt is specifically for the development of the JPA1.1 Heywood/Pilsworth Strategic Allocation. It is not released to accommodate new highways infrastructure. Therefore, whilst this land is no longer in the Green Belt, its intended purpose is not specifically to accommodate the Scheme. • Sections of the M60 where the Order Limits are now not within the Green Belt are also constrained by the densely populated area of East Manchester. The limits of the existing urban area are already located very closely to the existing highways boundary which has created design and environmental challenges to accommodate the reconfigured highways alignment and associated infrastructure. Whilst it may have been possible to locate more design features on land not within the Green Belt (for example a drainage pond), the Applicant considers that opportunities for this are very limited. This would still require the acquisition of other undeveloped land and may have required the relocation of any associated land uses, for example the land used by Prestwich Heys Football Club. Overall, the Applicant considers that there is limited scope to locate more elements of the Scheme outside the Green Belt. • As set out in the response to GB.1.1 above, elements of the Scheme design already impinge into the JPA1.1 area. This has been kept to a minimum so as to retain the development area of this land for its intended purpose, in particular as a landscape buffer will be required between the limits of the motorway infrastructure and the built development once constructed.
GB.1.3	Applicant and BMBC	<p>Assessment of 'any other harm'</p> <p>Explain what consideration has been given to 'any other harm' (ie non-Green Belt factors) arising from the Proposed Development, in addition to harm by 'reason of inappropriateness', in your conclusions ([APP-146] for the Applicant and [REP1A-001] for BMBC) as to whether very special circumstances (VSC) exist?</p>	<p>The Applicant sets out in the Case for the Scheme [APP-146] that the Scheme represents a major engineering operation that encroaches into the countryside and harms the openness of the Green Belt. As such, it is "inappropriate development" and requires 'Very Special Circumstances' to be demonstrated.</p> <p>The Case for the Scheme [APP-146] sets out an assessment of the Scheme against all national and local planning policy relating to:</p> <ul style="list-style-type: none"> • Good Design/Sustainable Development. • Green Belt • Open Space and Recreation. • Biodiversity and Biodiversity Net Gain • Climate Change Adaptation. • Greenhouse Gas Emissions

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			<ul style="list-style-type: none"> • Air Quality • Noise and Vibration • Road Drainage and Water Environment • Landscape and Visual impact and Arboricultural • Geology and Soils • Cultural Heritage • Materials and Waste • Population and Human Health including Walkers, Cyclists and Horses. <p>The Applicant has assessed potential impacts in terms of noise, air quality, biodiversity, water and drainage and landscape and visual. Each topic-based chapter of the Case for the Scheme [APP-146] has considered the Scheme in terms of its conformity with National Planning Policy and a separate assessment of the impact against Local Plan Policy has also been undertaken. Overall, taking into account proposed mitigation and the overall planning balance, the Applicant considers that the Scheme complies with National and Local Planning Policy.</p> <p>The Green Belt land within the Order Limits contains one Public Right of Way which is already close to the M60 northbound. Users would not experience any significant difference in noise or views as a result of the Scheme, other than a new view of an access track and attenuation pond. As such, other harm to recreational users of the Green Belt land is limited.</p> <p>Simister Village is also located in the Green Belt but already looks onto the M62. Views into the Green Belt from Simister Village will not change significantly as a result of the Scheme.</p>
GB.1.4	Applicant	<p>'Other Considerations'</p> <p>[APP-146, paragraphs 6.8.22 to 6.8.25] and [APP-147, pages 92 and 93] sets out why the Applicant considers that VSC exist. Paragraph 6.8.25 in [APP-146] states "it is considered that 'other considerations' (in the form of the VSC which include the need and national benefits of the Scheme), outweigh any harm to the Green Belt".</p> <p>Explain where in the application documentation any 'other considerations' have been set out.</p>	<p>The Applicant confirms his relates to paragraph 144 of the National Planning Policy Framework (NPPF) quoted at paragraph 6.86 of the Case for the Scheme [APP-146] which is as follows:</p> <p><i>"When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations"</i></p> <p>The Applicant has set out the other considerations in paragraph 6.8.24 of the Case for the Scheme [APP-146]. These other considerations (which are the national need for the Scheme, the benefits of the Scheme and the lack of alternatives outside the Green Belt) taken together are considered by the Applicant to represent the 'Very Special Circumstances' that outweigh any harm to the openness and purposes of the Green Belt.</p>
GB.1.5	Applicant	<p>PfE Policy JP-G2</p> <p>Policy JP-G2 requires development, which involves the removal of land from the Green Belt, to offset the impact of removing land from the Green Belt through identifying and delivering compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site. Explain how the proposal has incorporated this.</p>	<p>The Applicant confirms it is not possible to replace Green Belt land "like for like" nor is it a statutory requirement to provide compensatory measures for the loss of Green Belt elsewhere in the Order Limits, as this is a designated land use. However, it is still possible to improve the quality of Green Belt land through landscape and recreational enhancements. As described in the response to GB.1.1 above, several new areas of environmental mitigation are accommodated within the Order Limits that will help improve the overall environmental quality of this area which is already characterised by motorway infrastructure. This includes areas located within the Green Belt and land that is now outside the Green Belt. Referring to the Works Plans [AS-006] and the works described in Schedule 1 of the draft Development Consent Order [REP1-005], the following environmental mitigation is proposed:</p> <ul style="list-style-type: none"> • Works No. 20 – shown on sheet 3 of the Works Plans [AS-006] as being the establishment of environmental mitigation area(s) to the west of the improved M60 northbound carriageway (Works No. 18) including ecology pond creation, hedgerow planting and species rich grassland seeding to mitigate

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			<p>for biodiversity loss and integrate the authorised development into the surrounding landscape. Works could include the management of Important Hedgerow (HG_80) as described in Schedule 8 of the draft Development Consent Order [REP1-004].</p> <ul style="list-style-type: none"> • Works No. 31 – shown on sheet 2 of the Works Plans [AS-006] as being the establishment of environmental mitigation area(s) on Mode Hill Lane/Pole Lane including hedgerow planting and species rich grassland seeding. • Works No. 32 – shown on sheet 2 of the Works Plans [AS-006] as being the establishment of environmental mitigation area(s) to the west of the improved M66 northbound carriageway (Works No. 18) and north of Mode Hill Lane/Pole Lane including hedgerow planting and species rich grassland seeding. • Works No. 54 – shown on sheet 1 of the Works Plans [AS-006] as being the establishment of an environmental mitigation area, north of M60 eastbound carriageway (Works No. 02) and west of Sandgate Road, including woodland planting, hedgerow planting and species rich grassland. • Works No. 55 – shown on sheet 1 of the Works Plans [AS-006] as being the establishment of an environmental mitigation area, north of M60 eastbound carriageway (Works No. 02) and west of Sandgate Road including woodland planting, hedgerow planting and species rich grassland. • Works No. 56 – shown on sheet 1 of the Works Plans [AS-006] as being the establishment of an environmental mitigation area, south of M60 westbound carriageway (Works No. 03) west of utilities works (Works No. 50), and west of Sandgate Road, including woodland planting, hedgerow planting and species rich grassland. • Works No. 57 – shown on sheet 2 of the Works Plans [AS-006] as being the establishment of an environmental mitigation area, north of M60 eastbound to M60 southbound interchange link (Works No. 05) situated between a maintenance access (Works No. 29) and a drainage attenuation pond (Works No. 27), including woodland planting, hedgerow planting and species rich grassland. • Works No. 58 – shown on sheet 2 of the Works Plans [AS-006] as being the establishment of an environmental mitigation area, southwest of a slip road between the M60 northbound and the M60 westbound (Works No. 07) and southeast of utilities work (Works No. 51), including woodland planting, hedgerow planting and species rich grassland. • Works No. 59 – shown on sheet 2 of the Works Plans [AS-006] as being the establishment of an environmental mitigation area, inside of the northern loop included in interchange link of M60 eastbound and M60 southbound (Works No. 05) east of a maintenance access (Works No. 35), including woodland planting, hedgerow planting and species rich grassland. • Works No. 60 – shown on sheet 3 of the Works Plans [AS-006] as being the establishment of an environmental mitigation area, west of the M60 northbound carriageway (Works No. 18) north of a drainage attenuation pond (Works No. 21), including woodland planting, hedgerow planting and species rich grassland. <p>The Green Belt land within the Order Limits contains one Public Right of Way which is already close to the M60 northbound as shown on sheet 3 of the Streets, Rights of Way and Access Plans [APP-008]. Users would not</p>

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			experience any significant difference in noise or views as a result of the Scheme, other than a new view of an access track and attenuation pond. As such, other harm to recreational users of the Green Belt land is limited.
Historic Environment			
HE.1.1	BMBC	<p>Methodology – Study Area</p> <p>Are you satisfied with the size of study area described in section 6.6 of ES Chapter 6 [APP-045] and that it is sufficient to identify the likely significant effects to both designated and non-designated heritage assets (HAs)? If so, explain why and if not, explain why not.</p>	Not applicable.
HE.1.2	BMBC	<p>Methodology – Value of Heritage Assets</p> <p>ES Chapter 6 [APP-045], Table 6.9 identifies the value of HAs in the study area, which is based on the criteria listed in Table 1.1 in ES Appendix 6.1 [APP-081]. Does the council agree with the identified values? If not, explain why not and what an appropriate value should be.</p>	Not applicable.
HE.1.3	Applicant / BMBC	<p>Limitations of Study</p> <p>Paragraph 1.1.47 in [APP-081] states that no archaeological investigation has been implemented to ground truth the archaeological records used in the report, though this is planned for any post-submission period. It further advises that the results of geotechnical ground investigation have been utilised as indicators of ground conditions.</p> <p>Applicant:</p> <ol style="list-style-type: none"> To what extent does the Ground Investigation Report [APP-108] cover archaeological assets, given that its main scope appears to establish the geology and soils baseline? Could this limitation result in the significance of any archaeological asset not being properly determined? If not, explain why. In the absence of any archaeological investigation to ground truth the archaeological records, notwithstanding your comments in [APP-147], page 76 explain further how the SoS can be satisfied that it can discharge its responsibilities under paragraphs 5.128 to 5.130 of the NPSNN? <p>BMBC: Are you satisfied that no archaeological trial trenching or intrusive investigation to ground-truth the presence or absence of buried archaeological remains has been undertaken and, in the absence of this, that the significance of any HAs have been properly identified? If so, explain why and if not, explain why not.</p>	<p>The Applicant confirms that the Ground Investigation Report (Appendix 9.3 of the Environmental Statement Appendices [APP-108]) was utilised to understand the degree to which historic ground surfaces have been disturbed within the Order Limits, but only in those specific locations where ground investigation had taken place. Interpretation was not extrapolated across the entire Order Limits regarding the likely survival of historic soils. The results of the geotechnical ground investigation have been utilised as indicators of ground conditions to help inform a picture of the potential survival of archaeological remains but it was only one of a number of baseline data sources used to inform the cultural heritage desk-based assessment as detailed in paragraph 6.7.2 of Chapter 6: Cultural Heritage, of the Environmental Statement [APP-044] and paragraph 1.1.27 of Appendix 6.1: Cultural Heritage Desk-based Assessment, of the Environmental Statement Appendices [APP-081].</p> <p>Ground investigation data is not sufficient to establish the presence, extent and significance of archaeological remains. The results of ground investigation are used to gain a greater understanding of ground conditions as stated above. Intrusive investigation needs to be on a scale suitable for clearly establishing the presence, extent and value of buried remains. The need for and scope of an archaeological mitigation strategy can only be informed by a programme of archaeological trial trench investigation, which will be secured through Requirement 9 of the draft Development Consent Order [REP1-004] which requires that “<i>No part of the authorised development is to commence until for that part a written scheme for the investigation of areas of archaeological interest incorporating the mitigation measures set out in the environmental statement and the REAC has been submitted to and approved in writing by the Secretary of State</i>”.</p> <p>The written scheme of investigation will be developed in consultation with Greater Manchester Archaeological Advisory Unit (GMAAS). The scope of the written scheme of investigation will encompass investigation of all relevant areas of known and potential archaeology as previously subject to discussion between GMAAS and the Applicant. Being a tried and tested method of informing planning-related decisions, the Secretary of State can be satisfied that the level of archaeological risk will be determined through the results of the trial trench investigation. This commitment will inform the need for, and scope of, a robust mitigation strategy at an early stage in the Scheme's construction programme.</p>

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HE.1.4	BMBC	<p>Non-designated Heritage Assets (HAs)</p> <p>Noting the content of paragraph 5.124 of the NNNPS and footnote 72 on page 59 of the National Planning Policy Framework, are there any non-designated HAs of archaeological interest which are demonstrably of equivalent significance to scheduled monuments that should be considered subject to the policies for designated HAs? If so, would this change the conclusions of the assessment and if not, why not?</p>	Not applicable.
HE.1.5	Applicant / BMBC	<p>Structure off Corday Lane (HER 3915.1.0)</p> <p>ES Chapter 6 [APP-045] and Commitment CH1 in the REAC [REP1-010] refers to the 'Structure off Corday Lane (HER 3915.1.0)', which is identified in Figure 6.1 [APP-062] as an asset located beside the slip road to the M66 northbound to the north-west of Junction 18. However, Corday Lane appears to be situated to the south-west of Junction 18 leading northwards off Heywood Road / Simister Lane. Is the reference to Corday Lane correct?</p>	The Applicant confirms that the reference to Corday Lane is correct, being taken from the Greater Manchester Historic Environment Record (GMHER) entry relating to this asset – 'Site Name: Structure(s) off Corday Lane (site of)'. Whilst Corday Lane no longer exists at the site of asset 3915.1.0, it used to extend to this location, north of its present position. This former lane is represented on the historic maps (Figures 6.1.1 - 6.1.6) appended to Appendix 6.1: Cultural Heritage Desk-Based Assessment, of the Environmental Statement Appendices [APP-081]. The former course of the lane is shown most clearly on the first two historic map figures (Figures 6.1.1 and 6.1.2).
HE.1.6	BMBC	<p>Assessment Findings</p> <p>ES Chapter 6 [APP-045] Tables 6.10 and 6.11 and ES Appendix 6.1 [APP-081] Tables 1.2 and 1.3 provides an impact assessment during construction and operation. Does the council agree with the assessment findings in respect of significance of effect in the tables? If so, explain why and if not, explain why not.</p>	Not applicable.
HE.1.7	Applicant	<p>Assessment of Harm to Significance of Heritage Assets</p> <p>ES chapter 6 [APP-045] Tables 6.10 and 6.11 predicts slight adverse effects during construction and operation. However, other than brief reference in [APP-045] paragraph 6.12.3 and [APP-147] page 79, which identifies 'less than substantial' harm to Heaton Park Registered Park and Garden (RPG), very little commentary is provided in the application documents to the extent of harm that could arise to the significance of HAs.</p> <ol style="list-style-type: none"> 1. Provide further information on the 'less than substantial' harm that is identified to arise to the significance of Heaton Park RPG ([APP-147] page 79) through changes to its setting. Where would this harm be most experienced? 2. Would any harm arise to the significance of any other HAs where slight adverse effects have been predicted, including during construction? If so, what would the extent of harm be? If not, explain why not for each HA. 3. Explain how the Applicant has given great weight in avoiding the 'less than substantial' harm to the HAs referred to in paragraph 6.12.3 of ES Chapter 6 [APP-045] in the chosen 	<p>The Applicant considers that the changes to the setting of the Heaton Park Registered Park and Garden (NHLE 1000854) are described adequately in the final rows of Tables 6.10 and 6.11 in Chapter 6: Cultural Heritage of the Environmental Statement [APP-045] in terms of changes to setting during construction and operation respectively. Changes which might detract from parts of the park are the presence of working areas during construction and changes to the historic landscape immediately adjacent to Heaton Park from aspects of the operational Scheme. These changes to setting would most likely affect <i>those parts of the park immediately to the east of Heaton Park Reservoir</i> as stated in Table 6.10 of Chapter 6: Cultural Heritage of the Environmental Statement [APP-045].</p> <p>The 'less than substantial harm' was used as a description for Heaton Park because it is a Grade II Listed nationally valued asset. Paragraph 5.131 of the NPS NN (designated January 2015) describes '<i>substantial harm</i>' relative to '<i>grade II Listed Building or a grade II Registered Park and Garden...</i>' as well as substantial harm to or loss of designated assets. Paragraph 5.133 of the NPS NN (designated January 2015) also describes substantial harm or total loss of significance relating to designated heritage assets. All further references to harm, whether less than substantial or substantial all relate to designated assets. Aside from Heaton Park no other designated heritage assets were identified as experiencing a less than substantial harm. As none of the non-designated assets identified at risk of change from the Scheme are of demonstrable equivalence to a nationally designated asset, the NPS NN (designated January 2015) '<i>substantial harm</i>' terminology has not been used.</p> <p>The other heritage assets affected are not designated and the reference to 'less than substantial' harm in</p>

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		design of the scheme or signpost to where in the application documents this is explained.	paragraph 6.12.3 of Chapter 6: Cultural Heritage of the Environmental Statement [APP-045] refers to Heaton Park Registered Park and Garden only and not the other heritage assets.
HE.1.8	BMBC	<p>Archaeological works and monitoring</p> <p>Your LIR ([REP1A-001], Paragraph 9.7) and SoCG ([REP2-006], page 42) advises that all archaeological work should be undertaken by suitably experienced and qualified archaeological contractor(s), funded by the applicant, and in accordance with guidance provided by the Greater Manchester Archaeological Advisory Service, who would also monitor the implementation of the works on behalf of BMBC and National Highways.</p> <p>Is the council satisfied that the wording in the Cultural Heritage Desk Based Assessment [APP-081] ensures this would be secured? If so, explain why and if not explain any additions that would be required.</p>	Not applicable.
HE.1.9	BMBC	<p>Archaeological works</p> <p>Your LIR [REP1A-001] Paragraph 9.9 advises that the area where pond 7 is proposed has the potential to contain possible survival of historic soil horizons, where works that require stripping of the current land surface will require a scheme of archaeological work.</p> <p>Does the Cultural Heritage Desk Based Assessment [APP-081] or commitments contained in the REAC [REP1-010] require updating to specifically refer to these works to ensure they would be secured as part of mitigation? If so, explain any additions that would be required and if not, explain why not.</p>	Not applicable.
HE.1.10	Applicant	<p>Policy Assessment</p> <p>In the comments justifying compliance with NPSNN paragraph 5.130, it is stated on page 76 of the NPSNN Accordance Table [APP-147] that "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". This statement does not address whether the scheme would sustain and where appropriate, enhance the significance of heritage assets, the contribution of their settings and the positive contribution that their conservation can make to sustainable communities.</p> <p>Based on findings of 'slight adverse effects' to some HAs in Chapter 6 [APP-045] and paragraph 6.9.10 states that no enhancement measures have been identified, provide further justification on how the scheme would comply with this policy and</p>	<p>The Applicant has not identified any enhancement opportunities other than the proposed landscaping design, which is reported in the assessment of visual effects in Appendix 7.4: Schedule of Visual Effects, of the Environmental Statement Appendices [APP-085]. Viewpoint 20 (VP20) covers views from the bridleway on the edges of Heaton Park Registered Park and Garden (NHLE 1000503). Whilst adverse effects are identified in year 1 of the operation of the Scheme, by year 15 there will be a slight beneficial effect given the maturity of trees around the proposed balancing pond, which would <i>'help integrate the pond and provide interest within the previously farmed land'</i>.</p> <p>The initial adverse effects in the operational phase of the Scheme is identified at Cold Gate Farm (HER 3918.1.0) and reported in Appendix 7.4: Schedule of Visual Effects, of the Environmental Statement Appendices [APP-085] also becomes beneficial by year 15 of operation of the Scheme. This is viewpoint (VP14) looking west from Pole Lane to the historic farmstead.</p> <p>The landscaping design will therefore have beneficial effects on some aspects within the setting of the affected assets.</p> <p>The slight adverse effects reported in Chapter 6: Cultural Heritage, of the Environmental Statement [APP-045] are more a reflection of historic than visual setting. The operational effects have therefore been somewhat</p>

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		why no enhancement measures have been identified.	proscriptive in retaining a slight adverse effect in the years immediately following construction of the Scheme. It will be the case that maturing vegetation screens around the new features arising from the Scheme will ameliorate changes to the historic landscape adjacent to Heaton Park. In the case of Heaton Park the mitigation measures will add additional vegetation to an area immediately adjacent to the designation, whilst a public view of Cold Gate Farm will be improved through additional vegetation and filtering of views. These will improve aspects of the setting of both historic assets.
Landscape and Visual			
LV.1.1	BMBC	<p>Landscape Character Assessments</p> <ol style="list-style-type: none"> 1. Provide a copy of relevant excerpts from the Greater Manchester Landscape Character and Sensitivity Assessment (GMLCSA) that are relevant to the Proposed Development, including the following landscape / townscape character areas: <ul style="list-style-type: none"> • LCA 19: Heaton, Prestwich, Whitefield and Stand Parklands; • LCA 26: Prettywood, Pilsworth and Unsworth Moss; • LCA 27: Simister, Slattocks and Healds Green; and • TCA Prestwich, Whitefield, Radcliffe and Unsworth Residential. 2. Whilst noting the content of paragraphs 3.26 and 3.27 of the LIR [REP1A-001], explain further how the extent the Proposed Development, in terms of its relationship with the landscape, design and the mitigation measures that have been proposed, has addressed any guidance, special qualities or sensitivities identified within the assessment and responded to these. <p>Noting that paragraph 7.5.8 of ES Chapter 7 [APP-046] has scoped out the Bury Metropolitan Borough Council Landscape Character Assessment and the Rochdale Borough Council Landscape Character Assessment, explain the difference between these Landscape Character Assessments and the GMLCSA and whether or not this has any implications for the assessment findings in the ES.</p>	Not applicable.
LV.1.2	Applicant / BMBC	<p>Special Landscape Area</p> <p>Paragraph 3.25 of the LIR [REP1A-001] states PFE Policy JP-G1 replaced UDP Policy EN9/1 Special Landscape Area. To what extent would this change any of the assessment findings in the ES?</p>	<p>The Applicant confirms that Bury Unitary Development Plan (UDP) (1997) Policy EN9/1: Special Landscape Areas state that <i>'any development [within a Special Landscape Area] which is permitted will be strictly controlled and required to be sympathetic to its surroundings in terms of its visual impact. High standards of design, siting and landscaping will be expected'</i>.</p> <p>The extent of the previous Special Landscape Area policy is covered by the Greater Manchester Landscape Character and Sensitivity Assessment (GMCA, 2018) LCA 26: Prettywood, Pilsworth and Unsworth Moss. Appendix 7.2: Landscape and Townscape Character Baseline and Sensitivity Assessment of the Environmental Statement Appendices [APP-083] has assessed LCA 26 as having medium sensitivity, in part due to it being designated a Special Landscape Area as per Bury UDP Policy EN9/1.</p>

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			<p>Policy EN9/1 Special Landscape Area has now been wholly replaced in the UDP by a landscape character led approach in the adopted PfE with Policy JP-G1 Landscape Character. JP-G1 states that <i>'development within a Landscape Character Type should reflect and respond to the special qualities and sensitivities of the key landscape characteristics of its location'</i>.</p> <p>Notwithstanding the Special Landscape Area designation, the LCA has been assessed as having a medium sensitivity to change which is reflected by heritage assets and conservation areas within the LCA. Also, a number of nationally and locally designated habitat sites. Medium sensitivity also reflects the ability of the LCA to accommodate the Proposed Scheme to some extent due to presence of the existing motorway network and other existing development within the landscape. Therefore, with reference to Policy JP-G1 the LCA would still be assessed as having a medium sensitivity leading to the same assessment findings in Chapter 7: Landscape and Visual, of the Environmental Statement [APP-046].</p>
LV.1.3	BMBC and any Interested Parties	<p>Assessment of Significant Effects</p> <p>Do you agree with the findings in respect of likely significant effects at the landscape / townscape receptors in ES Appendix 7.3: Schedule of Landscape and Townscape Effects [APP-084] and visual receptors in ES Appendix 7.4: Schedule of Visual Effects [APP-085]? If so, explain why and if not advise where any disagreement on the findings exist and how this may affect conclusions.</p>	Not applicable.
LV.1.4	Applicant	<p>Visual effects from Pike Fold Golf Course</p> <p>[RR-013] raises concern regarding visual impacts on users of Pike Fold Golf Course. In response ([REP1-020] page 33), it is stated that an LVIA has looked at the landscape and visual impacts of the Scheme on users of Pike Fold Golf Course. Reference is then made to mitigation planting detailed in ES Figure 2.3 [APP-057] where in year 15, the landscape character and visual amenity impacts of the Scheme would be slight adverse, not significant.</p> <p>However, ES Chapter 7 [APP-046] paragraph 7.5.2 acknowledges that the change in views from within Pike Fold Golf Course has been assessed from two locations outside its boundary and there are certain locations where effects might be higher due to closer proximity or less noticeable due to distance to the scheme or intervening vegetation. Paragraph 7.5.1 advises that professional judgement has been used to assess effects from Pike Fold Golf Course.</p> <ol style="list-style-type: none"> 1. Explain whether any on-site fieldwork within the golf course has been undertaken to corroborate the findings in the ES and confirm whether any discussions with or requests to the operators/owners of Pike Fold Golf Course took place to arrange for necessary access to undertake such activities. 2. To what extent can the ExA and ultimately the SoS be confident of the accuracy of the findings in the absence of a 	<p>The Applicant confirms no on-site access requests have been submitted to Pike Fold Golf Club and no surveys have been undertaken from within the golf course.</p> <p>Landscape and Visual Impact Assessment (LVIA) surveys do not routinely access private land that have no right of public access. This would usually be justified only for a location with a recognised view (such as identified in supplementary planning guidance documents) or is of particular sensitivity, such as a heritage asset where the view is acknowledged as contributing to its value. When undertaking LVIAs, it is common practice for viewpoints on private land to not be accessed, but to be assessed through the use of adjacent viewpoints and reciprocal views. This, combined with professional judgement and experience, is considered sufficient to produce an accurate assessment. Where there is any doubt, this is addressed through clearly stated caveats within the assessment text.</p> <p>For Pike Fold Golf Course, a representative assessment approach has been used from publicly accessible locations. Paragraph 7.5.1 of Chapter 7: Landscape and Visual, of the Environmental Statement [APP-046] sets out that, <i>'Assessment of receptors and viewpoints has been undertaken from publicly accessible areas'</i>, and that <i>'it would be impractical to visit all residential properties that might be affected and is considered appropriate, following Landscape Institute guidance.'</i></p> <p>The assessment of this receptor has been based on site surveys from the local public footpath and road network providing familiarisation of the golf course and surrounding area, further supported by desk-based review of aerial mapping and arboricultural survey data, which has provided a good level of confidence of the baseline. Figure 2.3: Environmental Masterplan, for the Environmental Statement Figures [APP-057] shows mixed woodland planting and individual trees along embankments to provide visual screening of the Scheme. The extent and width of the mixed woodland mitigation planting is consistent with other schemes where the mitigation planting would provide sufficient screening to effectively mitigate significant visual effects.</p> <p>As stated in paragraph 7.5.2 of Chapter 7: Landscape and Visual, of the Environmental Statement [APP-046],</p>

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		<p>detailed assessment of visual effects from within this receptor?</p>	<p>there are certain locations where effects might be higher due to closer proximity, or less noticeable due to distance to the Scheme or intervening vegetation. However, due to the provision of mitigation, the magnitude of visual effect would not increase from the assessed negligible or minor magnitude that would result in a greater significance of effect for this moderate sensitivity receptor.</p> <p>The Applicant therefore believes that due to the assessment being undertaken by an experienced Chartered Landscape Architect, in line with industry recognised standards and supported through the procedures outlined above, the ExA and SoS can be confident in the assessment.</p>
LV.1.5	Applicant	<p>Visual Effects at Warwick Avenue / Barnard Avenue</p> <p>Noting that very large adverse effects would be experienced during construction, and moderate adverse effects at operation year 1, provide photomontages for Year 1 and Year 15 from Viewpoint 27.</p> <p>Recognising that additional time may be required to produce a new photomontage, please submit this information at Deadline 4.</p>	<p>The Applicant confirms a new winter year 1 photomontage will be produced and submitted at Deadline 4 of the Examination. The Applicant will not be able to provide a summer year 15 photomontage due to lack of time to undertake summer survey photography (in accordance with the methodology outlined in 6.3 Environmental Statement Appendices - Appendix 7.1 Landscape and Visual Impact Assessment Methodology [APP-082]). Also see response to ExA Question LV1.8 below.</p>
LV.1.6	Applicant	<p>Viewpoint PM01</p> <p>The photomontage from Viewpoint PM01 [APP-067] contains a wooden pole which obscures the view of Pike Fold Bridge and part of the proposed golf netting. Please submit a revised photomontage microsited from this location avoiding features which obscure the view.</p> <p>Recognising that additional time may be required to produce a new photomontage, please submit this information at Deadline 4.</p>	<p>The Applicant confirms a winter year 1 photomontage will be produced from a new microsited location on or near to Footpath 9WHI and submitted at Deadline 4 of the Examination. The Applicant will not be able to provide a summer year 15 photomontage for this new microsited location due to lack of time to undertake summer survey photography (in accordance with the methodology outlined in Appendix 7.1 Landscape and Visual Impact Assessment Methodology of the Environmental Statement Appendices [APP-082]). Also see response to ExA Question LV1.8 below.</p>
LV.1.7	TBC – Assume Applicant	<p>Visual Effects from Boz Park Public Open Space</p> <p>Visual effects from this receptor are assessed in viewpoints 12 and 13 in [APP-085] where '<i>moderate adverse</i>' visual effects are identified at viewpoint 12 and '<i>slight adverse</i>' effects at viewpoint 13 during construction and operation year 1. During site inspections [EV8-001], the ExA observed that the footpath through the park traversed over an area of raised ground situated to the north-east of the basketball court where open views towards Junction 18 was possible. The raised ground is apparent in the centre of representative viewpoint 13 [APP-064].</p> <p>Explain why this location has not formed part of the visual assessment from this receptor and provide an assessment of the visual effects from this position that would be experienced from the proposed development, accompanied by a representative viewpoint photograph.</p> <p>Recognising that additional time may be required to produce photography, please submit this information at Deadline 4.</p>	<p>The Applicant confirms the assessment of views from Boz Park included residential receptors (VP13), and a location along Boz Park boundary where the Applicant determined the views were sufficiently representative for visitors to the park (VP12). It was noted by the Applicant during site surveys that the high ground itself helps screen most views from within the park and from residential areas surrounding the park.</p> <p>However, the Applicant acknowledges the request by the ExA to provide an assessment of visual effects and supporting photography from the local path on the raised area. A location will be selected where the Scheme is likely to be most visible. The Applicant will submit this information at Deadline 4 of the Examination.</p>

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LV.1.8	Applicant	<p>Photomontages – General</p> <p>Explain why photomontages from summer at year 15 have been produced but not winter. In the absence of a winter photomontage, explain how the year 15 photomontages illustrate a worst-case scenario of residual effects given that ES Chapter 7 [APP-046] paragraph 7.10.38 states “Without leaf cover during the winter months of Year 15 there are likely to be some remaining views of the Scheme and moving traffic. However, the structure of mitigation planting would provide some filtering to reduce views of the road and moving traffic”?</p>	<p>The Applicant confirms that the methodology used for preparation of the photomontages, as detailed in Section 1.3 of Appendix 7.1: Landscape and Visual Impact Assessment Methodology of the Environmental Statement Appendices [APP-082], is aligned with the landscape and visual impact assessment process described in paragraph 1.1.4 of the same document. This is reflected as follows:</p> <ul style="list-style-type: none"> a) worst case scenario is visualised for winter year 1 aligned with paragraph 1.1.4 bullet 2: “The judgement with regards the level and significance of effect on each visual receptor refers to winter. Visual effects experienced during winter months are considered to show the worst case in assessment terms.”; and b) summer year 15 scenario aligns with bullet 3: “The judgement with regards the level and significance of effect on each visual receptor refers to summer. Visual effects experienced during summer months are considered to show the effectiveness of mitigation planting in assessment terms” <p>The details of the visual impact assessment conclusions are provided in Appendix 7.4: Schedule of Visual Effects, of the Environmental Statement Appendices [APP-085] with paragraph 7.10.38 of Chapter 7: Landscape and Visual, of the Environmental Statement [APP-046] providing a brief summary overview only. The Applicant would like to clarify the statement made at paragraph 7.10.3 as the meaning is presently ambiguous. The paragraph should be worded as follows:-</p> <p><i>7.10.38 In summer year 15, mitigation planting would have established to help integrate the Scheme into the landscape and to help screen views of the Scheme. By the summer of year 15, 28 of the 29 representative viewpoints would experience a slight adverse, slight beneficial or neutral effect, which is not significant. This would be due to the effectiveness of established mitigation planting combined with other surrounding vegetation during the summer of year 15 when vegetation is in full leaf. Without leaf cover during the winter months of Year 15 there are likely to be some remaining views of the Scheme and moving traffic. However, the structure of mitigation planting would provide some filtering to reduce views of the road and moving traffic and the assessment conclusions would remain unchanged.</i></p>
LV.1.9	Applicant	<p>Photomontages – Illustration of Trees</p> <ol style="list-style-type: none"> 1. Do the photomontages in [APP-067] at years 1 and 15 illustrate any existing trees that are proposed to be removed or have these been removed from the visuals? If they remain, provide annotations of those trees that are to be removed and explain how an accurate representation of the visual effects is possible. 2. [APP-082] paragraph 1.3.33 states that in year 15, woodland and individual trees would be 6-8m tall and shrubs with intermittent trees would be 4-8m tall. Explain whether the photomontages in [APP-067] for year 15 accurately represent this. 	<p>The Applicant confirms the following:</p> <ol style="list-style-type: none"> 1. All vegetation removed as part of the Scheme has been identified and removed as part of the Photoshop layering process as noted in Appendix 7.1 Landscape and Visual Impact Assessment Methodology of the Environmental Statement Appendices [APP-082] paragraph 1.3.34 “The baseline panoramic images for each viewpoint were copied into a Photoshop template and layers created from the image to reflect any elements and/or vegetation lost to facilitate the Scheme (background modified) and any retained foreground elements.” 2. The photomontages in Figure 7.7: Photomontages, of the Environmental Statement Figures [APP-067] for summer year 15 have been accurately modelled for woodland (6-8m) and shrubs and intermittent trees (4-8m). However, some individual trees have been reviewed against the modelling and the summer year 15 photomontages for viewpoints PM01, PM02 and PM04 have been updated. Figure 7.7: Photomontages has been resubmitted with these updates at Deadline 3.
LV.1.10	Applicant	<p>Landscape and Visual Effects of Golf Ball Netting (Work No. 40)</p> <p>Whilst the general principle of installing the golf ball netting is understood, noting that it would be apparent from a number of viewpoints at operation year 15 (eg VPs 3, 6, 7/PM01,12 and 14)</p>	<p>The Applicant confirms that the golf ball netting has been included and assessed based purely on a “worst case” scenario in relation to the landscape and visual impact assessment. The Applicant is working with Pike Fold Golf Course to manage the impact on the golf course itself and mitigate the need for netting being required. An independent risk assessment of the Scheme and resulting proximity of the golf course playing area to the new infrastructure was undertaken early in the preliminary design stage of the Scheme on the basis that if no agreement could be reached with Pike Fold Golf Club then netting would be required adjacent to the M66</p>

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		explain what evidence exists, and whether any assessments have been undertaken, to demonstrate that this feature, and its proposed extent (ie length and height) is necessary.	southbound diverge link and along the southern boundary of the golf course, north of the northern loop. This assessment included high level details of the longitudinal extent and height of any netting that would be required. Discussions are ongoing with Pike Fold Golf course.
LV.1.11	Applicant	<p>Heaton Park RPG</p> <ol style="list-style-type: none"> ES Chapter 7 [APP-046] paragraph 7.7.17 refers to guidelines within the GMLCSA which seeks to ensure that any new development respects the character and historic qualities of RPGs (Heaton Park) and their settings. Explain further how the proposed development has achieved this. Noting that ES Chapter 7 [APP-046] paragraph 7.7.26 comments "<i>Elevated areas within Heaton Park allow views to the M60, although woodland within Heaton Park and along the highway boundary provides a high level of screening</i>" and paragraph 7.7.29 identifies visitors to Heaton Park as a visual receptor, explain why the Schedule of Visual Effects [APP-085] has not included an assessment of effects from within this receptor nor a representative viewpoint to allow the additional visual intrusion described in ES Chapter 6 to be more easily understood. 	<p>The Applicant confirms that the assessment set out in Appendix 7.3: Schedule of Landscape and Townscape Effects of the Environmental Statement Appendices [APP-084] for LCA 19: Heaton, Prestwich, Whitefield and Stand Parklands, within which Heaton Park is located, concluded that, '<i>due to the heavily wooded parkland, there would be no perception of change within the LCA (LCA 19: Heaton, Prestwich, Whitefield and Stand Parklands) and no effects on the parkland setting resulting in a neutral effect</i>'. This is the finding of the landscape assessment for Construction and Operation (year 1 and year 15).</p> <p>The nearest component of the Scheme is Pond 5, an attenuation pond, which is located to the north of Heaton Park and shown on Figure 2.3: Environmental Masterplan, of the Environmental Statement Figures [APP-057]. The pond has been designed to reflect the existing character and landscape pattern. Aquatic and marginal planting, and new tree and woodland planting, are proposed around Pond 5 to improve landscape integration and biodiversity.</p> <p>The site visit undertaken by the competent experts for the landscape and visual assessment, found that the elevated areas within Heaton Park allow views to the M60 motorway itself, but this would not include any elements of the proposed Scheme as woodland within Heaton Park and along the M60 northbound boundary provides a high level of screening. The site survey established that there would be no views to the Scheme, either from elevated areas or from accessible locations within the northern part of Heaton Park Registered Park and Garden. Therefore, no locations within Heaton Park Registered Park and Garden were included in the visual assessment.</p> <p>Notwithstanding the above, paragraph 7.7.29 of Chapter 7: Landscape and Visual, of the Environmental Statement [APP-046] is correct to state that visitors to Heaton Park are potential visual receptors because there are views to the Scheme from close to the park (but not from within it) and these have been assessed at VP20, Bridleway 27aPRE on the Heaton Park Registered Park and Garden boundary which considered the impacts resulting from the construction and operation of Pond 5.</p>
LV.1.12	BMBC	<p>Suitability of mitigation</p> <p>Are you satisfied with the suitability of the proposed mitigation measures to minimise and reduce significant landscape and visual effects? If so, explain why you consider the requirements of paragraphs 5.159-5.161 of NPSNN 2015 and 5.144-5.168 of NNNPS 2024, and any relevant development plan policies, has been met. If not, explain why not and what other measures should be included.</p>	Not applicable.
Material Assets and Waste			
MAW.1.1	Applicant	<p>Clarification</p> <p>Figure 10.1 [APP-070] is unclear due to the thickness of the lines indicating the Scheme outline and Order Limits. Please supply a clearer version.</p>	The Applicant has updated Figure 10.1: Mineral Safeguarding Areas, Mineral Areas of Search and Peat Deposits. Of the Environmental Statement Figures [APP-070] to reduce the line thickness of some of the layers for clarity. The updated figure has been submitted at Deadline 3 of the Examination.
MAW.1.2	Applicant	<p>Quantities</p>	The Applicant confirms paragraphs 10.5.7 and 10.5.8 of Chapter 10: Material Assets and Waste, of the

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		<p>APP-049 para 10.5.7 states "<i>The quantities of material assets and waste predicted for the Scheme and used in this assessment comprise preliminary estimates consistent with the preliminary design information. Given that the estimated material required, and waste generated, may change between this assessment and eventual construction, a 15% uplift has been applied to all quantities</i>". Explain how the 15% figure has been determined. Does the figure of 15% take account of the limits of deviation or is it on top of those worse case values? Explain how using 15% would represent a reasonable worse case.</p>	<p>Environmental Statement [APP-049] explain the reasons why a 15% contingency uplift has been applied to all material and waste quantities in the assessment.</p> <p>While the use of a contingency uplift is not a prescribed industry standard approach in undertaking environmental impact assessment, 10% to 15% is commonly used for construction cost contingency purposes in Bills of Quantities (or equivalent).</p> <p>Based on benchmarks, key performance indicators, and statistics showing a clear positive correlation between construction costs and the consumption, usage, and disposal of materials and waste, the higher figure was chosen to ensure a reasonable worst-case assessment scenario for the Scheme.</p> <p>Although the limits of deviation, as shown on the Works Plans [AS-006] could result in changes to materials consumption and waste generation, it is considered that such changes are unlikely to affect the predicted levels of likely significant effects reported in the assessment, as the 15% contingency uplift already allows for this.</p>
<p>MAW.1.3</p>	<p>Applicant and BMBC</p>	<p>Locally Sourced Materials</p> <p>Applicant: APP-049 para 10.6.5 states "<i>It would be the Principal Contractor's responsibility to source materials and manage waste during the construction of the Scheme. Typically they would look to use local (sub-regional) material sources and waste infrastructure wherever practicable to reduce the environmental impact and cost of transport, and support the economic well-being of the local communities</i>". Detail what surveys or other investigations have been completed to determine if the use of locally sourced materials and waste infrastructure would be achievable. What amount of materials (percentage of total materials) are anticipated to be locally sourced and what amount of waste (percentage of total) are estimated to be processed by local waste infrastructure?</p> <p>BMBC: Provide comment on whether you consider the commitment to use locally sourced materials and waste infrastructure wherever practicable would be achievable. If so, explain why.</p>	<p>The Applicant confirms no detailed surveys or other investigations have been completed, at this stage, to determine the quantum of locally sourced materials and waste infrastructure that would be achievable during the construction of the Scheme.</p> <p>The following paragraphs, from Sections 10.5 and 10.6 of Chapter 10: Material Assets and Waste of the Environmental Statement [APP-049], provide the explanation as to why the information requested by the ExA cannot be provided at this stage in the design of the Scheme:</p> <p><i>"10.5.12 At this stage, specific opportunities to increase the resource efficiency of the Scheme have not been prescribed because the design is at a preliminary stage. As the design for the Scheme advances through later stages of detailed design, procurement, construction and delivery, the opportunities to divert materials from landfill and increase the use of re-used, recycled and responsibly sourced content would become more detailed.</i></p> <p><i>10.5.13 Correspondingly, specific suppliers of construction materials and products have not been identified at this preliminary design stage owing to the rationale provide in Section 10.6 of this chapter. Similarly, the waste that is likely to be generated by the Scheme has not been allocated to specific waste management facilities given the rationale in Section 10.6 of this chapter.</i></p> <p><i>10.6.2 In contrast to other environmental aspects, impacts from the use of material assets and the production and disposal of waste, such as resource depletion and use of landfill capacity, are largely dispersed or generalised, rather than affecting specific geographically-bound receptors.</i></p> <p><i>10.6.3 Setting the study area at the regional level (north-west England) therefore takes account of the need for the inter-regional movement of materials and waste within England and echoes the broader approach to minerals and waste planning and management that has traditionally been undertaken on a regional and county-level basis.</i></p> <p><i>10.6.4 This reflects the fact that minerals and waste planning authorities have a statutory duty to plan for an appropriate amount of minerals and waste capacity to be available over a defined period, and take account of minerals and waste that are transferred across minerals and waste planning authority boundaries.</i></p> <p><i>10.6.5 It would be the Principal Contractor's responsibility to source materials and manage waste during the construction of the Scheme. Typically they would look to use local (sub-regional) material sources and waste infrastructure wherever practicable to reduce the environmental impact and cost of transport, and support the economic well-being of the local communities.</i></p>

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			<p>10.6.6 Notwithstanding this, procurement rules mean that at this stage it is not possible to prescribe specific material suppliers and waste management facilities to be used during construction of the Scheme, and these prevent setting a precedent that would potentially tie the Principal Contractor to exclusive arrangements with specific material suppliers and waste management facilities.</p> <p>10.6.7 The ability to use materials suppliers and waste management infrastructure from a wide range of locations would also allow existing material resources and waste management capacity to be used effectively and efficiently, without resulting in local overcapacity to the detriment of the local economy.</p> <p>10.6.8 It should also be noted that the Principal Contractor may already have specific contractual arrangements in place with its preferred materials and waste management suppliers which may dictate the transboundary movement of materials and waste.</p> <p>10.6.9 Given the uncertainty at this stage in terms of any transboundary impacts and effects of materials procurement and waste management, it has not been possible to consult with all mineral and waste planning authorities likely to be affected through the construction of the Scheme.”</p> <p>An additional significant factor is the fact that the Principal Contractor has no control over external forces and market conditions that may occur in the intervening period between submitting the application for development consent and the start of construction.</p> <p>The Applicant considers it inappropriate to prescribe / specify the anticipated amounts (percentages) of locally sourced and managed materials and waste at this stage in the design of the Scheme, given that the design is still in progress and subject to potential changes that may occur between the preliminary design and start of construction.</p> <p>The Applicant does not want to unnecessarily constrain the Principal Contractor by prescribing specific material suppliers and waste management facilities which, with unknown changes in the external market, may dictate that sub-optimal choices are made, such as increased transport, more carbon-intensive solutions, conflict with other Development Consent Order requirements or higher cost.</p> <p>Whilst the information requested by the ExA is unlikely to be available during the Examination period, this would inherently be considered during the preparation of the Sustainable Procurement Plan and Site Waste Management Plan (secured through commitments M2 and M5 in the Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan [REP1-010]).</p> <p>The Sustainable Procurement Plan and Site Waste Management Plan will be prepared as part of the Second Iteration Environmental Management Plan, prior to commencement of works in accordance with the Requirement 4 of the draft Development Consent Order [REP1-004].</p> <p>Notwithstanding this, Section 10.7 in Chapter 10: Material Assets and Waste, of the Environmental Statement [APP-049] has considered the availability of aggregate materials; and waste transfer, treatment, recycling, recovery and disposal infrastructure within both the north-west region and Greater Manchester sub-region.</p> <p>The Ancillary Discussion section in Section 10.10 of Chapter 10: Material Assets and Waste, of the Environmental Statement [APP-049] reports that it is unlikely that the construction of the Scheme would, in isolation, create a scenario where there is a consequential increase in annual baseline sales of aggregate materials, or the quantities of waste managed that goes beyond ‘business as usual’ at a regional or sub-regional</p>

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			<p>level.</p> <p>This would support the assumptions made in Chapter 10: Material Assets and Waste, of the Environmental Statement [APP-049] around the use of local (sub-regional) material sources and waste infrastructure wherever practicable. This requirement also forms part of Commitment M2 (Developing and Implementing a Sustainable Procurement Plan) and Commitment M6 (Complying with Waste 'Duty of Care' Requirements) in the Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan [REP1-010].</p> <p>Commitment M2 and M6 respectively require:</p> <ul style="list-style-type: none"> • Use of locally sourced and alternatives to primary materials, where available and permitted by the Specification for Highway Works, and where practicable and cost-effective to do so. This could include materials that already exist on site, can be recovered from demolition activities, or can be sourced from other schemes and suppliers. • Handling, storing, managing, re-using, recycling, recovering and disposing of waste arisings as close as practicable to the point of origin, with consideration of the proximity principle and value for money principle.
MAW.1.4	Applicant and BMBC	<p>Circular Approach</p> <p>Applicant: [APP-049] paragraph 10.7.6 states "This is also supported by National Highways' Sustainable Development Strategy and Action Plan (Highways England, 2017), which confirms that its key ambition covering manufactured capital is to push towards a 'circular' approach to the management of its resources; reduce its demand for primary resources extracted from the ground; and maximise the reuse of the resources already in use on the network. This focus on circularity is continued in the more recently published Environmental Sustainability Strategy (National Highways, 2023)." Detail what surveys or other investigations have been completed to determine if a 'circular' approach would be achievable for this Scheme.</p> <p>BMBC: Provide comment on whether you consider the use a 'circular' approach would be achievable for this Scheme. If so, explain why.</p>	<p>The Applicant confirms that, whilst the consideration of circular economy principles is becoming standard practice in construction, no surveys or other investigations have been completed at this stage to determine if a 'circular' approach would be achievable for the Scheme.</p> <p>Notwithstanding this, Commitment M1 (Implementing Design for Resource Efficient Construction Principles) in the Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan [REP1-010] requires the Principal Contractor to implement these principles in a systematic manner to suit the scale of the Scheme, to identify, prioritise and select appropriate opportunities to improve Scheme resource efficiency and design out waste.</p> <p>As reported in paragraph 10.9.19 of Chapter 10: Material Assets and Waste of the Environmental Statement [APP-049], evidence of material resource efficiencies and waste reductions will be demonstrated in a number of ways, for example through the use of the Sustainable Procurement Plan and Site Waste Management Plan (commitments M2 and M5 in the Register of Environmental Actions and Commitments contained within the First Iteration Environmental Management Plan [REP1-010]).</p> <p>The Sustainable Procurement Plan and Site Waste Management Plan will be prepared as part of the Second Iteration Environmental Management Plan, prior to commencement of works in accordance with the Requirement 4 of the draft Development Consent Order [REP1-004].</p>
MAW.1.5	BMBC	<p>Mineral Safeguarding Areas and Peat Resources</p> <p>The LIR [REP1A-001] paragraph 3.57 states "<i>This matter is considered in paragraph 6.20.8 of The Case for the Scheme (Document ref: APP-146) which states that although the Order Limits include areas safeguarded for Minerals Safeguarding Areas, 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.</i>"</p> <p>Do you agree with the Applicant that MSA's and peat resources can be scoped out of the assessment?</p>	Not applicable.

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MAW.1.6	Applicant	<p>Waste Management</p> <p>The NNNPS 2024 (which is an important and relevant document) within paragraph 5.71 states "...Consideration should be given to circular economy principles wherever practicable, for example by using longer lasting materials efficiently..."</p> <p>Explain how the requirement to use longer lasting materials efficiently has been addressed in the assessment.</p>	<p>The Applicant confirms the requirement in the NPS NN (designated May 2024) to use longer lasting materials efficiently is inherently addressed in the assessment through the inclusion of Commitment M1 (Implementing Design for Resource Efficient Construction principles) and Commitment M2 (Developing and Implementing a Sustainable Procurement Plan) in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan [REP1-010]. This requirement does not form part of the NPS NN (designated January 2015).</p> <p>Design for Resource Efficient Construction, as mandated by Commitment M1, incorporates the 'Design for the Future' principle. This principle embodies the consideration of both durability and low maintenance, as documented in the Waste and Resources Action Programme's (WRAP) (2009) Designing Out Waste: A Design Team Guide for Civil Engineering, and successor guidance published under its Built Environment Programme. Although not explicitly stated as an example for this principle in paragraph 10.9.19 of Chapter 10: Material Assets and Waste, of the Environmental Statement [APP-049], the 'Design for the Future' principle also includes selecting materials and components to match the intended use and durability, and considering how the durability of materials can be optimised to extend service life or design life, in addition to identifying how materials can be designed to be more easily adapted over an asset lifetime and how de-constructability and de-mountability of elements can be increased at end of first life.</p> <p>As reported in paragraph 10.9.19 of Chapter 10: Material Assets and Waste of the Environmental Statement [APP-049] evidence of material resource efficiencies and waste reductions will be demonstrated in a number of ways, for example through the use of the Sustainable Procurement Plan and Site Waste Management Plan (commitments M2 and M5 respectively in the Register of Environmental Actions and Commitments contained within the First Iteration of the of the Environmental Management Plan [REP1-010]).</p> <p>The Sustainable Procurement Plan and Site Waste Management Plan will be prepared as part of the Second Iteration Environmental Management Plan prior to commencement of works in accordance with Requirement 4 of the draft Development Consent Order [REP1-004].</p>
MAW.1.7	Applicant	<p>Waste Management</p> <p>[APP-049] describes the waste types likely to be generated by the Scheme and supplies forecast future landfill capacities for Greater Manchester and the north-west.</p> <ol style="list-style-type: none"> 1. Provide detail of the anticipated amounts of each waste type likely to be generated (in tonnes). 2. Detail where this waste would be taken (distance from the Scheme) and what percentage of the forecasted available landfill capacity at each landfill site would be utilised if the Proposed Development was constructed. 3. Confirm if you have consulted on the above with the appropriate authorities. 	<p>The Applicant confirms Table 10.15 of Chapter 10: Material Assets and Waste of the Environmental Statement [APP-049] provides the anticipated quantity of each waste type (in tonnes) that is likely to be generated during the construction of the Scheme. The Applicant's response to MAW.1.3 provides a detailed explanation as to why the remaining information requested by the ExA cannot be provided at this stage in the design of the Scheme.</p> <p>As stated in the response to MAW.1.3 above, the Applicant has not yet consulted with the appropriate waste authorities as "<i>Given the uncertainty at this stage in terms of any transboundary impacts and effects of materials procurement and waste management, it has not been possible to consult with all mineral and waste planning authorities likely to be affected through the construction of the Scheme.</i>"</p>
MAW.1.8	Applicant	<p>Mass Haul Balance</p> <p>The Applicant's initial assessment of mass haul volumes for earthworks shows a net fill requirement of approximately 220,000 cubic metres (m³) to construct the new highway embankments and widenings. This volume excludes ponds which are expected to generate up to 40,000m³ of arisings ([APP-049], paragraph 10.8.5).</p>	<p>The Applicant confirms Table 10.14 of Chapter 10: Material Assets and Waste of the Environmental Statement [APP-049] provides the anticipated quantity of each material that will be used to satisfy the Scheme's estimated fill requirement.</p> <p>Sections 10.5 and 10.6 of Chapter 10: Material Assets and Waste of the Environmental Statement [APP-049] subsequently explain why more detail cannot be provided as to the precise location(s) that suitable material will be sourced from.</p>

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		<ol style="list-style-type: none"> 1. Provide more detail as to the amount and location (distances from the Scheme) it is proposed that suitable material will be sourced to satisfy the Scheme's estimated fill requirement. 2. Explain how vehicle movements associated with hauling materials has been included in the assessment or signpost to where in the application documents this is covered. 	<p>An additional response justifying these documented limitations, in the environmental assessment process for this aspect, is provided in the Applicant's response to MAW.1.3 above.</p> <p>Vehicle movements associated with hauling materials are included in the Transport Assessment [APP-149] and in the following chapters of the Environmental Statement; Chapter 5: Air Quality [APP-044], Chapter 15: Climate [APP-053] and Chapter 11: Noise and Vibration [APP-050].</p>
Need			
NE.1.1	Applicant	<p>Base Year</p> <p>The Case for the Scheme [APP-146] paragraph 5.1.6 explains that to enable comparisons to be made between costs they need to be adjusted to a common base year. The year 2010 has been used for this purpose. Explain why it is appropriate to use 2010 rather than a more recent year.</p>	<p>The Applicant confirms costs and benefits occur in different years throughout the assessment period. For example, construction costs occur before the Scheme opens, whilst the benefits occur in the 60 years afterwards.</p> <p>In addition, it is considered that benefits that accrue now are considered to be more valuable than those that accrue further into the future.</p> <p>Consequently, in order to compare benefits and costs, it is essential that they are all converted to a common base and a common value (known as the Present Value Year). The process used is called discounting, and the Present Value Year as set by the Department for Transport in the Transport Analysis Guidance (TAG unit A1.1 Cost-Benefit Analysis) is currently 2010. Discounting is undertaken using the standard Department for Transport discount rates of 3.5% per year for the first 30 years of appraisal and 3.0% per year thereafter.</p>
NE.1.2	Applicant	<p>Addressing Capacity Constraints</p> <p>The Case for the Scheme [APP-146] paragraph 1.2.7 states "<i>If the capacity constraints on the northern section of the M60/M62 are not addressed, its impact on the wider transport network in the north could hold back growth across the region</i>". Explain further how growth could be held back, including any practical examples, and any evidence that exists to support this assertion.</p>	<p>The Applicant's analysis of various traffic data indicates there are significant delays throughout the Scheme area on the M60, M62 and M66, with speeds as low as 20mph in both AM and PM periods. This is due to a combination of the high volumes of traffic using this section of the network, the weaving manoeuvres associated with merging and diverging between junctions (including junction 18 and junction 17) and downstream slow-moving traffic extending back from junction 15.</p> <p>Furthermore, the slip roads to the junction 18 roundabout experience low speeds as traffic queues at the signals. Significant delays occur on the merges and diverges at junction 17 and junction 18, particularly for westbound merging traffic at junction 18 in both peak time periods.</p> <p>The Applicant has developed future year traffic models, the future year traffic growth was taken from Department for Transport's National Trip End Model Forecasts and the government's projection of future traffic, the National Road Traffic Projections (2022). Therefore, any increases in traffic due to either local developments or natural background growth will have been accounted in the modelling through the Department for Transport's traffic growth predictions.</p> <p>The traffic models were developed for 2029 (Scheme opening year), 2044 (Scheme design year, 15 years after Scheme opening) and 2061 (the final year for which Department for Transport has published traffic growth forecast). The traffic models were developed using the Department for Transport's National Trip End Model, which considers national projections in population, employment, housing, car ownership and trip rates. The National Trip End Model forecasts an increase in traffic rather than a reduction (within Greater Manchester around 9% from 2018-2029, 15% from 2018-2044 and 20% from 2018-2061) and this is likely to contribute to increases in delay/congestion in the vicinity of M60 junction 18. If nothing is done, congestion will increase on routes around M60 junction 18 and the major road network, thus the Scheme is required to resolve the identified traffic related problems.</p>

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			<p>When comparing the flows from the Do Minimum scenario (without the Scheme) between 2029 and 2044, the forecasts indicate a further increase in traffic volumes on many sections of the Scheme area for all modelled peak periods. However, the amount of congestion in the area is limiting the amount of additional growth that can occur, for example on the M60 Junction 18 – Junction 17 westbound in the PM peak no growth is seen between 2029 and 2044 as indicated in Figure 4.10 and 4.14 of APP-146, where the Do Minimum Westbound flow is very similar in 2029 (7,222 vehicles) and 2044 (7,222 vehicles), indicating the network has reached its capacity and no further growth can occur on the congested network.</p> <p>As set out in paragraph 5.3.2 of the Case for the Scheme [APP-146], the largest predicted source of monetised economic benefits is due to travel time savings, as the Scheme will relieve congestion that would otherwise worsen without the Scheme. Paragraph 2.15 of Places for Everyone sets out the importance of enhancing freight connections between Greater Manchester and major ports by rail and motorway including the Humber Ports. The importance of this is embellished in Paragraph 2.16 which sets out that growth will only be driven by connections to other parts of the North, including motorway network enhancements. This is also repeated in paragraph 2.28. Therefore, the journey time improvements provided by the Scheme will help improve these vital connections.</p> <p>Paragraph 4.44 of Places for Everyone also sets out the economic under performance of the Northern Areas of Greater Manchester covering Bury, Rochdale and Oldham and Paragraph 4.46 states that some significant interventions will be required to address this including major transport infrastructure. The most significant proposed intervention in the Northern Areas is the corridor along the M62 from junction 18 through to junction 21 covering Bury, Rochdale and Oldham. This highlights the importance of the Northern Gateway Strategic Allocations as well as the Atom Valley Mayoral Development Zone to improving the economic performance of the Northern Area. Places for Everyone highlights the importance of Simister Island for the plan stating at Paragraph 4.53 that “works to improve the capacity of Simister Island (the junction of the M62, M60 and M66 motorways) are already planned, but additional investment in the motorway network will be required to support the scale of development proposed within the North-East Growth Corridor, including improvements to Junction 3 of the M66. The area may also be the subject of proposals to improve the performance of the whole length of the M62/M60 through Greater Manchester”.</p> <p>Overall, the Applicant considers that the benefits of the Scheme help deliver the overall economic objectives set out in Places for Everyone supporting Greater Manchester as a whole but specifically the objectives for the North East corridor.</p>
NE.1.3	BMBC	<p>Boosting Northern Competitiveness</p> <p>The LIR [REP1A-001], paragraph 3.9 states “<i>It is considered that improvements to the SRN at Simister Island will support PFE's growth objectives for the North East Growth Corridor and the wider Northern Areas</i>”. Can the council elaborate further on why and how it considers the proposed scheme would support PFE's growth objectives and the wider Northern Areas?</p>	Not applicable.
NE.1.4	Applicant	<p>Economic Case</p> <p>The Case for the Scheme [APP-146], paragraph 5.3.5 states “<i>The Scheme will also lead to an increase in the tax revenues received by the Government over the 60 year appraisal timeframe, primarily due to an increase in fuel consumption as more vehicles move at a faster speed (based on traffic model predictions). This</i></p>	<p>The Applicant confirms Transport Users Benefit Appraisal (TUBA) is the industry-standard software used to derive the Transport Economic Efficiency (TEE) of a scheme. The TEE table incorporates both the Business and Consumer Traveler Impacts and the required Private Sector Provider Revenues and Costs elements.</p> <p>TUBA takes trip, time and distance matrices from the traffic forecast model for each future year, vehicle type and journey purpose (i.e. each User Class) and each time period and calculates travel time saving benefits. It does this by comparing the travel times in the Do-Minimum (without the Scheme) scenario with those in the Do-</p>

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		<p><i>gives a monetised benefit of £7.6 million</i>'. Provide evidence to support this statement, particularly if more vehicles become electric over the 60 year appraisal timeframe.</p>	<p>Something (with the Scheme) scenario. It then applies monetary values (known as Values of Time (VOT)) to derive the monetary benefits of those time savings over the standard 60 year appraisal period.</p> <p>TUBA also calculates Vehicle Operating Cost (VOC) changes which occur over the standard 60 year appraisal period due to changes in costs associated with such items as fuel, maintenance, and wear and tear. These occur due to changes in speed and distance when the Scheme is implemented and can include both positive and negative values depending upon the Scheme's impact upon traffic flows and routing. The TUBA software contains various economic parameters (such as fuel costs, fuel consumption/efficiency and future fleet proportions) these are based on the Department for Transport (DfT) Databook. The TUBA software contains details of fleet proportions (petrol, diesel, electric) for the current and contains predictions for future years. The software also contains information about fuel costs and associated Tax rates. Thus, through the TUBA assessment any future changes to fleet proportions have been accounted for and considered. For the economic appraisal of the Scheme, the latest version of the TUBA software available at the time of undertaking the assessment was utilised. Which was TUBA version 1.9.17, which was based on the TAG Databook v1.20.2 from January 2023. The Department for Transport's economic assumptions and parameters set out in this version would have been used to monetise the tax revenue benefit as stated in APP-146.</p>
NE.1.5	Applicant	<p>Journey Times for Right Turn Movements at Junction 18</p> <p>Figure 4.5 in [APP-146] shows the M62 westbound to M66 northbound and the M66 southbound to M60 westbound experiences the largest delays for right turn movements compared with off peak travel times. Of all the right turn options, M60 eastbound to M60 southbound experiences the smallest delay. Does this undermine the case for the proposed Northern Loop option? If not, why?</p>	<p>The Applicant confirms significant delays are shown around the J18 circulatory in both the AM and PM periods with speeds falling to 0-20mph. Furthermore, the approach arms to the roundabout experience low speeds as traffic queues at the signals. These delays are caused by heavy conflicting movements at the junction.</p> <p>Figure 4.5 within the Case for the Scheme [APP-146] presents the journey times for right turning movements. All the right turning movements experience some delay in both the AM and PM time periods, with the M62 westbound (WB) to M66 northbound (NB) and the M66 southbound (SB) to M60 WB experiencing the largest delays of around 2.5 minutes compared with off peak travel times. The delays to these movements are due to the approach arms to M60 J18 experiencing low speeds as traffic queues at the signals, as a consequence of heavy conflicting movements at the junction, in particular the M60 eastbound (EB) to M60 SB movement.</p> <p>The northern loop will remove a significant volume of traffic currently using the signalised junction at Simister Island. As a result of the circulatory carriageway being re-configured this will result in a reduction in congestion. In addition, the Scheme will upgrade the signals and road markings at the signalised junction. The new M60 eastbound to M60 southbound link, which removes traffic from needing to use the signalised junction, will allow for greater optimisation of signal timings for the remaining movements. Through signal optimisation, remaining movements will also notice a large improvement.</p> <p>Table 4-1 and Table 4-2 within the Case for the Scheme [APP-146] present the journey time analysis results by direction for the forecast years 2029 and 2044 respectively, for all modelled periods (AM, IP and PM). Additionally, the results are presented for the Do Minimum and Do Something scenarios. The Do Something – Do Minimum (DS-DM) column is the change in journey times due to the Scheme.</p> <p>Almost all journey times are forecast to increase over time without the Scheme due to increased traffic demand in the area. However, with the Scheme in place, all journey times on all routes through the M60 J18 (routes 13-16, all right turns, as presented in Figure 4.16 within the Case for the Scheme [APP-146]) and along the M60 between M60 J17 and J18 (Route 17C and 17AC) are forecast to improve.</p> <p>With the Scheme, route 15 (M66 SB turn to M60W WB J18 on-slip) is forecast to experience a significant journey time saving of almost 2.5 minutes in 2029 and almost 3 minutes in the 2044 PM peak period. Traffic using the new free flow loop (journey time route 14) save up to 1.5 minutes compared with the equivalent movement via the circulatory with the current layout.</p>
NE.1.6	Applicant	<p>Journey Times for Through Junction Movements</p>	<p>The Applicant confirms the need for five lanes on the M60 eastbound is driven by lane capacity which in turn is</p>

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		<p>Figure 4.6 in [APP-146] shows the largest delay for through junction movements would be westbound M62 Junction 19 to M60 Junction 17. Paragraph 4.4.12 of [APP-146] states through movements eastbound from M60 Junction 17 to M62 Junction 19 generally show minimal delay in the AM peak and a slightly higher delay in the PM peak of around 1.5 minutes. Does this undermine the case for widening the M60 eastbound between Junctions 17 and 18? If not, why?</p>	<p>defined in design standards, specifically “CD 122 - Geometric design of grade separated junctions” which forms part of the Design Manual for Roads and Bridges (DMRB). The forecasted traffic demand for the design year (2044) is used as the basis for the assessment. The worst case (highest) flow in terms of vehicles per hour (vph) for each of the AM Peak, PM Peak and Inter-peak are used for each merge, diverge and carriageway lane provision calculation. For the M60 eastbound between Junction 17 and Junction 18, the highest flow of 8,468vph occurs in the PM peak. The capacity of an individual lane on a motorway is defined in paragraph 3.8 of CD122 as 1,800vph. As such, 8,468vph represents a required lane provision of 5 lanes as 4 lanes could only safely accommodate 7,200vph. An under provision could not be justified due to safety concerns and as such the provision of five lanes is justified.</p> <p>More generally, the Applicant's analysis of various traffic data indicates that the highest traffic flows in the area are observed along the M60 between Junction 17 and Junction 18 in both directions, especially in the PM peak. There are also significant delays which occur on the merges and diverges at Junction 17 and Junction 18, particularly for westbound merging traffic at M60 Junction 18 in both peak time periods. High flows on the mainline and joining the M60 in this location contribute to these delays.</p> <p>The results of the forecast model show increased traffic levels when compared with the 2018 base year between M60 Junction 17 - Junction 18, in the AM and PM periods. For instance, the forecast eastbound flow between M60 Junction 17 - Junction 18 without the Scheme in place is approximately 7,600vph in the PM peak up from 6,600 in 2018. Which further contributes to congestion at the merge and diverge points and the mainline between junction 17 and 18.</p> <p>The Scheme provides additional capacity between M60 J17-18 with the upgrade to a dual 5-lane motorway to accommodate any future traffic by providing five lanes in both directions. Furthermore, with the additional capacity the Scheme reduces delays associated with merge (converting from a taper merge to lane gain) and diverge points.</p>
Noise and Vibration			
NV.1.1	Applicant	<p>OFH</p> <p>Respond to the concerns raised by Mr Peake at the OFH1 in relation to noise and vibration.</p>	<p>The Applicant has reviewed the transcript and recording of the Open Floor Hearing (OFH1) held on 11 September to understand the concerns of Mr Peake. It is noted that during OFH1 the ExA requested Mr Peake submit a written representation at Deadline 1 of the Examination. From a review of the submissions made at Deadline 1, no written representation has been made by Mr Peake.</p> <p>The concerns of Mr Peake appear to fall into two areas. First is the vibration from passing vehicles, and Mr Peake is concerned that with the M60 running lane moving closer to this house, this situation would worsen.</p> <p>Ground-borne vibration from passing vehicles alongside a motorway is usually scoped out from assessment, as is the situation for the Scheme. This is based on the requirements set out in the National Highways standard Design Manual for Roads and Bridges LA 111 Noise and Vibration, paragraph 1.4, which states the following:</p> <p><i>“Operational vibration is scoped out of the assessment methodology as a maintained road surface will be free of irregularities as part of project design and under general maintenance, so operational vibration will not have the potential to lead to significant adverse effects.”</i></p> <p>The Planning Inspectorate confirmed agreement with this approach in section 4.7.1 of the Scoping Opinion [APP-144] “due to the low likelihood of long-term significant effects”.</p> <p>In some situations there may be localised circumstances that could cause vibration to be generated, for</p>

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			<p>example a buried pipe acting as a transmission path for vibration. However, without knowing exactly where Mr Peake lives, the Applicant cannot directly respond to this concern.</p> <p>The second point raised by Mr Peake is in relation to noise and vibration from the proposed works. Without knowing exactly where Mr Peake lives, the Applicant is unable to provide a specific response in relation to his home. Chapter 11: Noise and Vibration of the Environmental Statement [APP-050] presents an assessment of noise and vibration during the construction of the Scheme. The results indicate that there will be adverse impacts from construction noise during the construction phase, which includes both daytime and night-time working. The assessment of vibration from construction has considered the vibration generating activities of piling and compaction. The highest levels of vibration are predicted to be at levels that could be felt by people in their homes, and are well below thresholds for the onset of building damage. The locations where vibration during construction is predicted to meet or exceed the vibration Significant Observed Effect Level (SOAEL) of 1.0 mm/s Peak Particle Velocity (PPV) are indicated on Figure 11.7a: Construction Vibration – Magnitude of Impact During Compaction and Figure 11.7b: Construction Vibration – Magnitude of Impact During Piling, of the Environmental Statement Figures [APP-071], which includes receptors between J17 and J18 of the M60 (which is the general area that Mr Peake indicated he lives) during road compaction and piling and also in Simister during road compaction. The overall effect of construction vibration has been determined to be not significant based on the short-term durations of compaction or piling in any given location.</p> <p>Measures to reduce the noise from construction activities are included in the First Iteration Environmental Management Plan [REP1-010] and will be incorporated into working practices. The First Iteration Environmental Management Plan [REP1-010] includes an Outline Noise and Vibration Management Plan [APP-129] which details the management and monitoring processes to be adopted across all construction sites and compounds. The First Iteration Environmental Management Plan [REP1-010] contains a Register of Environmental Actions and Commitments, that includes measures to reduce noise from construction (commitment NV1). The measures to mitigate the impacts of noise and vibration during construction would include using well-maintained equipment, building elements of the construction away from the site, and using temporary noise barriers for the noisiest activities. The Applicant would keep nearby residents informed of forthcoming works, especially works at night, through a range of measures including for example, newsletters, emails, text message alerts and, in some situations, visits from the community relations team. The community relations team will be available throughout the construction of the Scheme to discuss concerns around noise and other disruption which may affect residents.</p>
NV.1.2	Applicant	<p>Operational Vibration</p> <p>The condition of the road surface is a significant factor in determining the likelihood of ground-borne vibration impacts. Ground-borne vibration is scoped out of the assessment as it is assumed that the new road surface will be adequately maintained to be free of irregularities over the long-term assessment period. Is the maintenance regime secured to ensure that ground-borne noise would not become a problem over the lifetime of the Proposed Development?</p>	<p>The Applicant confirms that ground-borne vibration from road traffic has been scoped out of the assessment (see the Applicant's response to NV.1.1 above for further details).</p> <p>Future maintenance will be undertaken by National Highways pursuant to its duties and powers under the Highways Act 1980 including section 41 (duty to maintain highways maintainable at public expense), and its duties under its licence granted by the Department for Transport (Highways England: Licence, Secretary of State for Transport statutory directions and guidance to the strategic highways company (April 2015)). The standard of maintenance will be consistent with the usual maintenance regime applied to the rest of the strategic road network and will be undertaken having regard to the activities required by and permitted by that statutory regime.</p>
NV.1.3	Applicant	<p>Construction Noise</p> <p>ES Chapter 11 [APP-050] paragraph 11.8.7 states "For the times of operation of the construction works themselves, activity time has been assumed to be 75% during each shift, allowing for breaks."</p>	<ol style="list-style-type: none"> 1. The Applicant confirms that a 75% activity-time assumption includes all activities listed in Appendix 11.4: Construction Noise Calculations, of the Environmental Statement Appendices [APP-112], with the exception of generators which are assumed to operate for 100% of the time. 2. The assumed working hours are outlined in paragraph 11.8.7 of Chapter 11: Noise and Vibration of the Environmental Statement [APP-050]. The figure of 75% assumes that plant and equipment will be in

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		<ol style="list-style-type: none"> 1. Please clarify if 'activity time' would include all the activities listed in Appendix 11.4 [APP-112]? If not, signpost to where in the application documents this is detailed. 2. Explain how the figure of 75% has been determined and why it is considered reasonable. In your explanation of determining reasonable please provide the activity times (percentages) from other recent similar schemes for both summer and winter months. 	<p>operation for typically 9-hours out of a 12-hour day or night shift. This allows for breaks in the working shift as well as down-time periods, for example when plant is being moved into position. It also reflects the nature of construction activities in that works are typically carried out sequentially, and that not all items of plant operate continuously through a shift at the same time. The figure of 75% is considered to be a reasonable assumption, as it is never the case that all items of plant are continuously in operation for the entirety of a working shift. No differentiation has been made for the time of year. An example of activity time used on other schemes include A12 Chelmsford to A120 Widening where a figure of 83% was used for activity time.</p>
NV.1.4	Applicant	<p>Clarification</p> <p>ES Chapter 11 [APP-050] paragraph 11.8.10 states "Working areas and construction activities for each phase, identifying the potential daytime construction impacts, are given in Tables 11.19 and 11.20. This excludes phase T as the works in this phase will be carried out only during the night-time." Clarify what is 'phase T' or signpost to where in the application this is explained.</p>	<p>The Applicant acknowledges an error in paragraph 11.8.10 of Chapter 11: Noise and Vibration, of the Environmental Statement [APP-050], where it refers to Phase T. This should read Phase J. Phase J is for 'Online works M60 J18 roundabout' and will be carried out only during the night-time period.</p>
NV.1.5	Applicant	<p>Construction Noise at Night</p> <p>ES Chapter 11 [APP-050] paragraph 11.8.27 states "DMRB LA 111 states that the use of any diversion route during night-time hours (23:00 to 07:00 hours) would be considered as a Major magnitude impact. This would be a significant effect if these occur for 10 or more nights in any consecutive 15 nights, or a total of more than 40 nights in any consecutive six-month period."</p> <ol style="list-style-type: none"> 1. How likely is it that these time periods would be reached/exceeded and why? 2. Which receptors would likely be affected if these levels were reached and what measures are proposed to prevent them being reached? 3. What measures are proposed to be implemented prior to night-time working commencing to predict which receptors are likely to be affected? 4. What measures would be taken if the levels were predicted to be exceeded and how would these be secured within the DCO? 	<ol style="list-style-type: none"> 1. The Applicant confirms the works required to be undertaken during full closures have been identified during the preliminary design of the Scheme. These works include gantry demolition, gantry installation, installation of temporary traffic management, removal of temporary traffic management, removal of pavement surfacing, installation of pavement surfacing, installation of road markings, overbridge installation, cross carriageway ducts and cross carriageway drains. An assessment of the impact of these works has been undertaken and in turn has allowed full carriageway closures to be quantified and added to the construction programme. The construction programme has been checked to ensure that the use of diversion routes do not exceed 10 or more nights in any consecutive 15 nights, or a total of more than 40 nights in any consecutive six-month period. Therefore, it is unlikely that the time periods would be reached or exceeded. 2. The proposed diversion routes onto the local road network are shown in Appendix A of the Outline Traffic Management Plan [APP-150]. The noise impacts from the use of diversion routes has been considered in Chapter 11: Noise and Vibration, of the Environmental Statement [APP-050], with the numbers of receptors within a 25m study area of the routes identified in Table 11.27. Works will be planned and coordinated to maximise the utilisation of full carriageway closures. Commitment NV7 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan [REP1-010] states that, where full carriageway closures are required (utilising local road network diversion routes), the Principal Contractor will keep the timetable under review and aim to keep the number of nights that these would be implemented to below the temporal criteria of 10 or more nights in any consecutive 15 nights, or a total of more than 40 nights in any consecutive six-month period. Regular programme reviews will be undertaken to ensure that the use of diversion routes do not exceed 10 or more nights in any consecutive 15 nights, or a total of more than 40 nights in any consecutive six-month period. 3. Table 3 and Appendix A of the Outline Traffic Management Plan [APP-150] details the local road network diversion routes that have been identified for use during construction. It should be noted that the exact diversion routes to be utilised will be confirmed at later stages of the construction planning stage. Section 4 of the Outline Traffic Management Plan [APP-150] details how diversion routes would be agreed and communicated to key stakeholders. The agreed diversion routes would allow identification of all receptors that are likely to be impacted by the works. Commitments G3 and G5 in the Register of

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			<p>Environmental Actions and Commitments, contained within the First Iteration Environmental Management Plan [REP1-010], detail the requirement to produce a Communication Plan (that includes community engagement) which will be developed before work commences on site. The Communication Plan will provide appropriate advanced notice of all evening/nighttime/off-peak works to the relevant planning authority.</p> <p>4. If the levels were predicted to be exceeded, the programmed works would be revised to ensure that the use of diversion routes do not exceed 10 or more nights in any consecutive 15 nights, or a total of more than 40 nights in any consecutive six-month period. If revising the programmed works was unavoidable then appropriate advanced notice will be provided to the relevant planning authority. Commitment NV7 in the Register of Environmental Actions and Commitments, within the First Iteration Environmental Management Plan [REP1-010], states that, where full carriageway closures are required (utilising local road network diversion routes), the Principal Contractor will keep the timetable under review and aim to keep the number of nights that these would be implemented to below the temporal criteria of 10 or more nights in any consecutive 15 nights, or a total of more than 40 nights in any consecutive six-month period.</p> <p>The Outline Traffic Management Plan [APP-150] will be developed into the Traffic Management Plan for implementation during construction following consultation with the local planning authority and approved by the Secretary of State and is secured by Requirement 10 of the draft Development Consent Order [REP1-004].</p>
NV.1.6	Applicant	<p>Construction Noise at Night</p> <p>[REP1A-001] states “<i>The Applicant expects that some of the work will be carried out during night-time closures and weekend work, however during the noisiest phases of night-time working, the Applicant will aim to reduce adverse impacts to the shortest duration possible</i>”.</p> <ol style="list-style-type: none"> 1. Define what is meant by ‘shortest possible duration’. 2. Explain what measures are proposed to ensure adverse impacts would be reduced to the shortest duration, or signpost to where this is covered in the application documents. 	<p>The Applicant confirms that the shortest duration possible is the shortest duration of which the element of works must be undertaken on nights or weekends to not impact the efficiency of the construction and the safety of the workforce or road users.</p> <p>A hierarchical approach will be taken during the planning of works to minimise the amount of work being undertaken during night-time or weekends. The hierarchical approach to programming will prioritise the undertaking of works during the day-time within the work areas available. Where this is not possible, alternative construction methods may be considered to allow for works to be undertaken during the day-time. Where works cannot be undertaken efficiently and/or safely under day-time conditions, they will need to be undertaken on nights or weekends. Works which must be undertaken during night-time or weekend working will be reviewed to utilise construction methods and plant/equipment which will minimise the noise impacts of the work activity. Design decisions have been made during the preliminary design considering the noise levels of plant and equipment utilised during the construction process. Where practicable the design has been altered to accommodate infrastructure that will reduce noise impacts on nearby receptors during construction.</p> <p>Commitment NV2 in the Register of Environmental Actions and Commitments, contained within the First Iteration Environmental Management Plan [REP1-010] includes a commitment to reduce the number of night-shifts of the noisiest phases of night-time work, where practicable.</p>
NV.1.7	Applicant	<p>Construction Noise at Night</p> <p>[APP-146] Case for the scheme, paragraph 1.5.4 states “Night time working is required for construction to maintain the operation of the motorway and for the safety of workers. Additional potential mitigation is being investigated to reduce these impacts and the Principal Contractor will work closely with the community to develop this further.” Detail what ‘additional potential mitigation’ is proposed and how this would be secured within the DCO.</p>	<p>The Applicant confirms that design decisions have been taken during the preliminary design considering the noise levels of plant utilised during the construction process and the requirement for certain activities to take place during night-time closures. Design development and construction assessments have led to adoption of alternative engineering solutions which will reduce impacts upon nearby receptors during construction. Design decisions during the detailed design and construction planning stage will continue to consider the noise levels of plant utilised during the construction process and explore opportunities to mitigate the impacts of night-time working.</p> <p>Alternative working methods that have lower noise effects and can be utilised for construction processes are being considered. Alternatives being considered include low noise piling methods such as pressing and pre-</p>

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			<p>augering, however it should be noted that the effectiveness of low noise construction methods are dependent on multiple factors, including ground conditions, working room, design requirements and other site specific constraints.</p> <p>The First Iteration Environmental Management Plan [REP1-010] contains a Register of Environmental Actions and Commitments that includes ongoing processes to ensure compliance with Scheme controls and implementing corrective actions that may be required (commitment NV1). The First Iteration Environmental Management Plan [REP1-010] will be developed into the Second Iteration Environmental Plan for implementation during construction and is secured through Requirement 4 of the draft Development Consent Order [REP1-004].</p>
NV.1.8	Applicant	<p>Noise Mitigation</p> <p>Existing noise barriers (which are to be retained) are shown in Figure 11.1a [APP-071]. Are any new locations for noise barriers (in addition to those existing) proposed? If not, why not.</p>	<p>The Applicant is not proposing to install any new noise barriers for mitigation from road traffic noise. One noise barrier EB07 is being relocated and replaced on a like-for-like basis because of the need to realign the carriageway.</p> <p>As described in Chapter 12, paragraphs 12.5.5 to 12.5.9, of the Environmental Scoping Report [APP-143], noise mitigation measures are first considered at source, as this is often the most practical and cost-effective solution. The reduction of noise between the source and receptor is considered next, with examples of mitigation of the path including noise barriers or earth bunds. The mitigation of noise at individual receptors is considered last, as it would only benefit the individual receptor.</p> <p>To mitigate the potential significant effects identified in paragraph 11.8.24 of Chapter 11: Noise and Vibration of the Environmental Statement [APP-050], the Applicant has first considered mitigation measures at source. A low noise road surface with better performance than a conventional low noise surface will be laid between J17 and J18 of the M60, resulting in an overall reduction in road traffic noise of between 1 and 5 dB(A) at residential dwellings, depending upon location.</p> <p>As the installation of low noise road surface with better performance than a conventional low noise road surface is predicted to reduce road traffic noise levels with no resulting significant adverse effects, additional mitigation such as noise barriers are not considered to be required. It should also be noted that the presence of existing noise barriers alongside the M60 means that there is limited scope for additional noise barriers to be provided or for these to be improved.</p>
NV.1.9	Applicant	<p>Noise Mitigation</p> <p>[REP1-020] states "As the installation of low noise road surface with better performance than a conventional low noise road surface is predicted to reduce road traffic noise levels with no resulting significant adverse effects additional mitigation is not considered necessary." ES Chapter 11 paragraph 11.10.33 explains resurfacing with better noise reducing properties than a conventional low noise surfacing (LNS) would only provide beneficial effects in the short term due to gradual increases in traffic growth over the time period, and an assumed reduction in performance of low noise road surfaces. Considering this, has the installation of environmental barriers or bunds to provide beneficial effects on noise over the long term been considered? If not, why not?</p>	<p>The Applicant confirms that the long-term assessment of road traffic noise presented in Chapter 11: Noise and Vibration of the Environmental Statement [APP-050] takes a conservative approach in the assumption that the performance of the surface with better noise reducing properties than a conventional low noise surface would decrease over time. This has been done by reducing the performance of the road surface from the -6.0 RSI to be installed in the opening year to -3.5dB RSI that is required from a conventional low noise surface. There is no current evidence to suggest that this would be the case, but there is also no current evidence to confirm that the performance would remain the same as at the time of installation. Therefore, the Applicant has adopted a conservative approach in the assumption to the performance of the surface with better noise reducing properties than a conventional low noise surface over time.</p> <p>The results of the long-term assessment, based on this conservative assumption, are presented in Table 11.35 of Chapter 11: Noise and Vibration of the Environmental Statement [APP-050]. Negligible increases and decreases in noise are predicted for 1,753 and 4,638 dwellings, respectively. As the predicted changes over the long term are all of a negligible magnitude impact, which is not considered to be a significant adverse or beneficial effect, then further noise mitigation in the form of barriers or bunds has not been considered. It should also be noted that the presence of existing noise barriers alongside the M60 means that there is limited scope for additional noise barriers to be provided or for these to be improved.</p>

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NV.1.10	Applicant	<p>Noise Mitigation</p> <p>Chapter 11 of the ES [APP-050] states that surfacing with better noise reducing properties than conventional LNS will be implemented. Please provide a plan to indicate the extent of the various types of new surfacing proposed including any surfacing of the existing highway network to be undertaken out with the application boundary. Please also explain what maintenance policies exist to ensure that future resurfacing would include low and very low-noise surfacing as an ongoing requirement and how this would be secured within the DCO.</p>	<p>The Applicant advises that the locations of the low noise surface with better noise reducing properties than a conventional low noise surface (RSI of at least -6.0dB) are shown in Figure 2.3: Environmental Masterplan, of the Environmental Statement Figures [APP-057] and are also listed in paragraph 11.9.6 of Chapter 11: Noise and Vibration, of the Environmental Statement [APP-050]. All other roads within the Scheme extents, as indicated by the black 'The Scheme' lines shown on the Works Plans [AS-006], will be surfaced with conventional low noise surfacing (RSI -3.5dB). As such, an additional plan to indicate the extent of the various types of new surfacing proposed has not been provided.</p> <p>No resurfacing is proposed to be undertaken of the existing highway network out with the Order Limits.</p> <p>Maintenance/renewals would be undertaken in accordance with the National Highways Design Manual for Roads and Bridges standards GM 701 Asset delivery asset maintenance requirements and CD 227 Design for pavement maintenance, coupled with the consideration of other Design Manual for Roads and Bridges standards for pavement treatments and investigation, and asset management plans. Pavement surfacing will undergo like-for-like replacement, based on measured wear and usage. The performance requirements for any replacement surfaces will be secured via a variation to commitment NV4 in the Register of Environmental Actions and Commitments within the First Iteration Environmental Management Plan [REP1-010] to include the following:</p> <p><i>"Subsequent resurfacing of these sections of the M60 would be undertaken with a surface meeting the RSI described above as a minimum"</i></p> <p>Commitment NV4 has been updated for Deadline 3 of the Examination and is intended to secure the replacement of road surfaces on the strategic road network so that the noise emission performance is no worse than that laid for Scheme opening. The commitment discussed above will also be included in the Third Iteration Environmental Management Plan, which is secured by Requirement 4 of the draft Development Consent Order [REP1-004]. By the end of the construction, commissioning and handover stage of any part of the Scheme, the Principal Contractor will have developed the Third Iteration Environmental Management Plan. The Third Iteration Environmental Management Plan will detail maintenance and monitoring activities throughout the operational phase having regard for the specific mitigation measures identified within the Register of Environmental Actions and Commitments as well as operating procedures of the Applicant, the local authority and local highway authority.</p>
NV.1.11	Applicant	<p>Noise Mitigation</p> <p>[APP-050] ES Chapter 11 paragraph 11.9.7 states that whilst providing a road surface with better noise reducing properties than a conventional LNS is required as essential mitigation for sensitive receptors where potential significant effects are likely, it would also provide road traffic noise reduction for other receptors within the study area. The Applicant therefore concluded that this would constitute an enhancement. How many receptors within the study area would benefit from this enhancement?</p>	<p>The Applicant confirms there is no definition of enhancement provided within National Highways Design Manual for Roads and Bridges LA 111, and so it has been assumed that this would be a Moderate or Major magnitude of decrease in road traffic noise (i.e. a significant benefit) for those dwellings where a significant adverse increase in road traffic noise was predicted without consideration of any mitigation. In order to provide a number of dwellings that may experience an enhancement the number of receptors where a significant adverse effect was predicted before the consideration of any noise mitigation measures was counted. This number is 1,377 dwellings that would have experienced an increase in road traffic noise of 1dB or more and where the existing level of road traffic noise is above the SOAEL of 68dB LA10,18h. Table 11.33 of Chapter 11: Noise and Vibration, of the Environmental Statement [APP-050] presents the results of road traffic noise modelling that includes the provision of a road surface with better noises reducing properties than a conventional Low Noise Surface as noise mitigation. There are a total of 1,585 dwellings that are predicted to experience a decrease in road traffic noise of 3dB or more, which is considered to be significant. It is therefore considered that there are 208 dwellings where there is an enhancement from the provision of a road surface with better noise reducing properties than a conventional Low Noise Surface as noise mitigation. There are also reductions in road traffic noise of a Minor magnitude for 3,011 receptors of 1.0-2.9dB that may be perceptible to some people, but that would not be considered as a significant benefit.</p>

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NV.1.12	Applicant	<p>Noise Insulation Regulations (NIR)</p> <p>[APP-050] ES Chapter 11 paragraph 11.10.37 states "An initial assessment of possible eligibility for Part 2 of the NIR has identified that there are no dwellings where the road traffic noise criteria for eligibility for the provision of noise insulation would be met." Detail how and when this initial assessment of possible eligibility for Part 2 of the NIR was undertaken.</p>	<p>The Applicant confirms the initial assessment of possible eligibility for Part 2 of the Noise Insulation Regulations (NIR) was carried out using the results of the road traffic noise modelling that have informed the assessment, and the full list of noise modelling results is available in Appendix 11.5: Operational Noise Calculation Results, of the Environmental Statement Appendices [APP-109]. This assessment considers the criteria given by the NIR against the road traffic noise modelling results. The criteria are listed in Table 11.1, Chapter 11: Noise and Vibration, of the Environmental Statement [APP-050]. This initial assessment showed that there were no residential receptors that meet the NIR criteria.</p> <p>For completeness, the NIR criteria are as follows:</p> <ul style="list-style-type: none"> • The receptor is a dwelling or a building used for residential purposes and is located within 300m of the nearest point of the carriageway of the highway; • The road traffic noise level at the dwelling after the work must be above a façade level of LA10,18h 68 decibels (dB); • Be at least 1dB(A) greater than the prevailing noise level immediately before the work; and • The noise level from the highway, additional carriageway, or alteration must contribute at least 1dB(A) to the relevant noise level at the receptor.
NV.1.13	Applicant	<p>Design Parameters</p> <p>Confirm whether the design parameters of the Proposed Development inputted into the noise model also make allowance for the proposed vertical limits of deviation sought within the dDCO or signpost to where in the application documents this is covered.</p>	<p>The Applicant confirms the vertical limits of deviation shown on the Works Plans [AS-006] have been taken into account in the preparation of Chapter 11: Noise and Vibration of the Environmental Statement [APP-050], and the potential impacts of a deviation within the permitted limits have therefore been assessed.</p>
Population and Human Health			
PHH.1.1	Applicant	<p>Public Rights of Way (PRoW)</p> <p>Table 12.15 of Chapter 12 of the ES [APP-051] details existing PRoW and other pedestrian and cycle routes in the study area. Please provide details regarding frequency of use for each of these routes and explain what surveys, if any, were undertaken and detail any other supporting data that was used to establish the information in Table 12.15.</p>	<p>The Applicant confirms in Section 13.7 of Chapter 13: Population and Human Health, of the Environmental Scoping Report [APP-143], it was proposed to use survey information from the Walking, Cycling and Horse Riding Assessment and Review (WCHAR) to inform the understanding of frequency and use of key WCH routes in the study area. Unfortunately, due to the COVID-19 pandemic, the planned surveys did not take place in time to inform the WCH Assessment Report. In the absence of survey information, the Population and Human Health assessor drew on spatial analysis of Ordnance Survey mapping data (i.e. to consider the distance and connectivity between residential areas, public rights of way, and key community locations); Bury Metropolitan Borough Council's online mapping; information provided by the survey team who informed the landscape and visual assessment; Strava Global Heatmap data (discussed below) and aerial imagery. The information gained from these sources was considered sufficient to provide a reasonable estimate of the value/sensitivity of each route in line with the criteria in Table 3.11 of National Highways' Design Manual for Roads and Bridges (DMRB) LA 112 Population and Human Health.</p> <p>Strava Global Heatmap is a publicly available dataset, but only registered users of the app may zoom in to street-level details of activity on the heatmap. The heatmap is updated monthly. The global heatmap shows 'heat' made by activities with visibility set to "Everyone" over the last 12 months. A limitation of using this data is that it is dependent on people actually recording their use of a route on the Strava app and setting their recording so that it is visible to everyone. The data is therefore likely to be under representative of overall use as many other people using a route will not be recording it on Strava. It can therefore be reasonably inferred that if a route is used by a Strava user, it is used more frequently by the wider population. It is however considered more reliable as a source of data than spot surveys of a particular route, particularly rural footpaths which may be used relatively infrequently for recreational walks. This is because undertaking surveys to count the number</p>

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			<p>of users on a particular day may be an unreliable sample as it may not be representative of use over a whole year, given seasonal fluctuations in use and the influence of weather conditions in encouraging or discouraging use on a particular day.</p> <p>A walkover survey of some of the walking, cycling and horse riding routes has since been undertaken, on 6 November 2023, by the Walking, Cycling and Horse Riding Review team. In response to the Examining Authority's question, each route included in Table 12.15 of Chapter 12: Population and Human Health, of the Environmental Statement [APP-051] has been reviewed to provide further information on the frequency of use based on the November 2023 survey data and an up-to-date review of Strava Global Heatmap. The results are provided in Appendix D of this response. As noted in Appendix D, broad categories of frequency have been used, as DMRB LA 112 only requires sufficient information on which to base the judgement of environmental value (sensitivity) against criteria in Table 3.11 of DMRB LA 112. The review of the data supports the original findings, with the exception of footpaths 28bPRE and 29bPRE where the November 2023 survey found little evidence of use and on this basis a 'low' value rating could be considered more appropriate than the original judgement of 'medium'. However, this revised sensitivity would not alter the assessment finding of 'Slight adverse (temporary)'.</p>
PHH.1.2	BMBC	<p>PRoW</p> <p>Have there been any applications to revise the status (eg closure, diversion etc) of any PRoW that may be affected by the Proposed Development? For example, 28aPRE, 29aPRE and 7WHI.</p>	Not applicable.
PHH.1.3	BMBC and Unsworth Academy	<p>PRoW</p> <p>Please confirm if footpath 7WHI, which is proposed to be diverted by the Scheme, is the same footpath which connects the school to the playing fields on the east side of the M66 via an underpass. Is the footpath through the underpass a PRoW?</p>	Not applicable.
PHH.1.4	Applicant	<p>PRoW</p> <p>Please respond to the concerns raised by Mr Heaney in his OFH1 oral submission in relation to Mode Hill Lane and Pole Lane.</p>	<p>The Applicant has reviewed the transcript and recording of OFH1 which took place on 11 September to understand the concerns of Mr Heaney. It is noted that during OFH1 the ExA requested Mr Heaney to submit a written representation for Deadline 1 of the Examination. No written representation has been submitted by Mr Heaney.</p> <p>The Applicant confirms the Scheme will install a temporary access and egress into the main construction compound from the strategic road network. This will mean construction traffic can enter and exit the compound directly from the M60/M62/M66 motorways without the need to use Mode Hill Lane and Pole Lane. Temporary access and egress points to the main site compound can be found in Figure 2.4: Temporary Works, of the Environmental Statement Figures [APP-057]. Table 2.8 within Chapter 2: The Scheme, of the Environmental Statement [APP-041] confirms that the access road off Mode Hill Lane would be used by construction traffic for initial enabling works only. Access via Mode Hill Lane would remain an option for private cars accessing the site office throughout the construction period, however, construction traffic would enter via the strategic road network.</p> <p>The Applicant confirms access to properties on Mode Hill Lane and Pole Lane will be unaffected, other than for a short duration to install utility connections to the main compound. The Applicant confirms that Mode Hill Lane has been included within the Order Limits as the Applicant needs to connect the main site compound, required to construct the Scheme, to existing utilities. To complete the utility connections, the Applicant will need to install temporary traffic management. The utilities companies have indicated that this will likely only require 2-way</p>

Written Question Number	Question to: -	Reference (in bold) & Question	Applicant's Response
			<p>traffic lights for a short duration, however, the scope of works is subject to change upon further discussions with the utility companies. During the construction period, a detailed schedule and plan of work will be communicated with residents well in advance of works taking place, including working hours, durations, expected disruption and access implications.</p> <p>The Applicant can confirm that it is not within the scope of the Scheme to resurface or upgrade the eastern end of Mode Hill Lane and/or Pole Lane with street lighting. However, the Applicant will repair and redress any damage to the existing surfaces resulting from the utility connection works described above. Pole Lane and Mode Hill Lane are co-incident with public right of way "12WHI" and as such are maintained by Bury Metropolitan Borough Council.</p>
PHH.1.5	BMBC and Parrenthorn High School	<p>Permissive Path</p> <p>The Haweswater aqueduct underpass permissive path has been identified by the Applicant as the most direct route of access to Parrenthorn High School from the residential area to the north of the M60. Safety concerns have been raised through the relevant representations regarding both those using the path and with respect to the general condition of the underpass which the representations state encourages antisocial behaviour. Do you have any safety concerns related to the use of this permissive path or the underpass in general? If yes, please detail these concerns and explain, with reference to any policy support that may exist, whether upgrade to the permissive path under the motorway should be included as part of the proposed development.</p>	Not applicable.
PHH.1.6	Applicant	<p>Permissive Path</p> <p>In response to [RR-057] the Applicant states "<i>The Applicant confirms that the enhancement of existing facilities such as the improvement of the Haweswater Underpass permissive path is not within the scope of the Scheme</i>" [REP1-020]. Paragraph 5.184 of the NPSNN states that Applicants should consider what opportunities there may be to improve access where appropriate. Explain why improvement to the Haweswater permissive path is not considered within the scope of this Scheme.</p>	<p>Haweswater Underpass permissive path is not directly impacted by the Scheme and is not directly related to the Scheme's objectives and the improvement of the strategic road network. Further details raised and considered during the statutory consultation process together with the Applicant's response can be found within Annex Q (ref E112) of the Consultation Report Annexes [APP-038].</p> <p>However, the Applicant is aware that the underpass provides a walking and cycling link between Parrenthorn School and the residential areas to the north and would potentially benefit from improvement. The Applicant is therefore exploring an opportunity to deliver some improvements through National Highways' designated funding for delivery outside of the Scheme. It should be noted that a number of bids are made for use of designated funding and it cannot be guaranteed at this stage that a bid will be successful. The opportunity to deliver this improvement will also be dependent on agreement with other parties such as United Utilities who have apparatus in the area and Bury Metropolitan Borough Council.</p>
PHH.1.7	Applicant	<p>Mitigation - Enhancement</p> <p>Chapter 12 [APP-051] sections 12.9 and 12.17 are titled design, mitigation and enhancement measures. No measures are specifically identified as 'enhancement' within these sections. Does the Scheme propose any enhancement measures in respect of land use and accessibility and/or human health? If yes, detail the measures proposed and signpost to where in the application documents they are described and how they would be secured.</p>	<p>The Applicant confirms the headings used in Chapter 12: Population and Human Health, of the Environmental Statement [APP-051] reflect the set template for the Environmental Statement. As noted in response to PHH.1.6 above, the Applicant considers it more appropriate to pursue the opportunity to upgrade the Haweswater permissive path via its designated funds process, and therefore did not identify that enhancement opportunity within Section 12.9 of Chapter 12: Population and Human Health of the Environmental Statement [APP-051].</p> <p>The proposed realignment of footpaths 28aPRE/29aPRE through areas of habitat creation, as indicated on Figure 2.3: Environmental Masterplan, of the Environmental Statement Figures (sheet 4 of 5) [APP-057], is a modest enhancement from the low baseline value of footpaths 28aPRE/29aPRE as the route would offer enhanced connection to nature (as noted in Table 12.21 of Chapter 12: Population and Human Health, of the</p>

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			<p>Environmental Statement [APP-051]. This is of relevance to the use of the public rights of way and health.</p> <p>Section 11.9.7 of Chapter 11: Noise and Vibration, of the Environmental Statement [APP-050] identifies that the provision of a road surface with better noise reducing properties than conventional low noise surfacing (LNS) constitutes an enhancement for those sensitive receptors where potential significant effects are not likely (with standard LNS). This is of relevance to the health of local communities.</p>
Road Drainage and Water Environment			
RDWE.1.1	BMBC	<p>Flooding</p> <p>[RR-039] raises a concern about the flooding of a field adjacent to Parrenthorn Road. As the lead flooding authority for this area are you aware of this issue? If there is a current flooding issue, are you concerned that the Scheme may exacerbate this?</p>	Not applicable.
RDWE.1.2	BMBC	<p>Flooding</p> <p>[APP-052] ES Chapter 13 paragraph 13.11.10 states in relation to flood risk that "No monitoring would be required during the construction or operation phase as it would be highly unlikely that significant flooding would occur." Do you have any concerns regarding the lack of monitoring in relation to flooding? If no explain why and if yes, please detail what measures/monitoring you consider should be included.</p>	Not applicable.
RDWE.1.3	Applicant	<p>Watercourse Protection</p> <p>In the SoCG the Environment Agency [REP1-018] requested that any temporary soil bunds within 10m of a watercourse (which would remain for several weeks) be seeded to minimise risk of erosion and siltation of the nearby watercourse. The Applicant has revised the REAC to include this provision in commitment W9 [REP1-010]. [REP1-014] Appendix F: Outline Soil Management Plan F.9.7 does not include any reference to this seeding requirement and states that stockpiles will be more than 10m away from any existing watercourse or drain. Should [REP1-014] Appendix F: Outline Soil Management Plan be amended to include commitment W9?</p>	<p>The Applicant notes that Appendix F: Outline Soil Management Plan of the First Iteration Environmental Management Plan [REP1-014] is an outline plan and will be updated prior to construction when producing the Second Iteration Environmental Management Plan, secured by Requirement 4 of the draft Development Consent Order [REP1-004]. At this stage, it remains the Applicant's intent to place stockpiles more than 10m away from existing watercourses. Following the later stages of construction planning, should the need arise to place stockpiles within 10m of a watercourse, then the appropriate mitigation will be addressed in the management plan, and will be subject to consultation with the Environment Agency prior to approval by the Secretary of State.</p>
RDWE.1.4	Applicant and BMBC	<p>SuDS (Sustainable Drainage System)</p> <p>Applicant: The EA [REP1-018] have accepted that the Applicant will reword the Surface and Ground Water Management Plan of the second iteration EMP to incorporate H.9.2 which is a commitment to consideration of use of above ground SuDs as part of the temporary surface water drainage solution where feasible. Can this commitment be added to the first iteration EMP? If not, why not.</p>	<p>The Applicant has added the consideration of Sustainable Drainage Systems (SuDs) to the list of good practice procedures in H.9.2 within Appendix H: Outline Surface and Ground Water Management Plan [APP-135] of the First Iteration Environmental Management Plan [REP1-010] submitted at Deadline 3 of the Examination.</p>

Written Question Number	Question to: -	Reference (in bold) & Question	Applicant's Response																		
		BMBC: Do you consider the commitment to only 'consider' the use of above ground SuDs as part of the temporary surface water drainage solution where feasible, rather than a commitment to 'implement where feasible' is sufficient? If no, detail what you would suggest would be an appropriate commitment.																			
RDWE.1.5	BMBC	SuDS 1. Paragraph 3.15 of the LIR [REP1A-001] states "PfE Policy JP-S4: Flood Risk and the Water Environment expects development to manage surface water runoff through sustainable drainage systems and as close to source as possible." Are you satisfied that the sustainable drainage systems proposed by the Applicant are as close to source as possible? 2. Paragraph 3.20 of the LIR [REP1A-001] states that BMBC consider that the scheme would comply with Policy JP-S4. Please supply further detail to explain why you consider the Scheme is compliant with Policy JP-S4.	Not applicable.																		
RDWE.1.6	Applicant	Maintenance Detail what the maintenance programme would comprise for the proposed attenuation ponds. Include estimated timescales for any maintenance works and what the work would involve.	<p>The Applicant has set out in the table below the maintenance regime associated with the attenuation ponds that the Applicant would typically undertake. Specific arrangements for individual ponds and particular requirements of the maintainer will be determined as the pond designs are finalised during detailed design.</p> <table border="1"> <thead> <tr> <th>Attenuation Pond Maintenance Activity</th> <th>Typical Frequency</th> </tr> </thead> <tbody> <tr> <td>Remove litter and debris and sediment that could impair operation.</td> <td>Annually</td> </tr> <tr> <td>Inspection of flow controls and other mechanical devices.</td> <td>Annually</td> </tr> <tr> <td>Inspection of sediment accumulation in forebays and main body of pond.</td> <td>Annually</td> </tr> <tr> <td>Inspection of inlets, outlets, banks, structures and any erosion control.</td> <td>Annually</td> </tr> <tr> <td>Clear all material that could impair operation of all ancillary items (pollution control devices, security/debris screens/penstocks) and ensure fit for operation.</td> <td>Every 2 years or as required.</td> </tr> <tr> <td>Remove sediment from any forebay.</td> <td>Every 5 years or as required.</td> </tr> <tr> <td>Clear outfalls/inlets by removing all material that could impair operation.</td> <td>Every 5 years or as required.</td> </tr> <tr> <td>Clear silt and all material that could impair operation from main body of pond.</td> <td>Every 10 -20 years as required.</td> </tr> </tbody> </table> <p>In addition, Appendix N: Outline Landscape and Ecology Management Plan [APP-141] of the First Iteration Environmental Plan [REP1-010] outlines the landscape related maintenance details for the attenuation ponds at Section N.6 Post-construction monitoring, maintenance and management plans.</p> <p>Paragraph N.6.3 of the Outline Landscape and Ecology Management Plan [APP-141] advises that '<i>detailed maintenance plans for the first five years will be provided in a Landscape and Ecology Management Plan to be included in the Third Iteration Environmental Management Plan for handover</i>' together with management and</p>	Attenuation Pond Maintenance Activity	Typical Frequency	Remove litter and debris and sediment that could impair operation.	Annually	Inspection of flow controls and other mechanical devices.	Annually	Inspection of sediment accumulation in forebays and main body of pond.	Annually	Inspection of inlets, outlets, banks, structures and any erosion control.	Annually	Clear all material that could impair operation of all ancillary items (pollution control devices, security/debris screens/penstocks) and ensure fit for operation.	Every 2 years or as required.	Remove sediment from any forebay.	Every 5 years or as required.	Clear outfalls/inlets by removing all material that could impair operation.	Every 5 years or as required.	Clear silt and all material that could impair operation from main body of pond.	Every 10 -20 years as required.
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			<p>maintenance plans for beyond the first five years. Paragraphs N.6.35 to N.6.37 of the Outline Landscape and Ecology Management Plan [APP-141] provide an outline of short-term maintenance (0-5 years) for the ponds and Paragraphs N.6.38 to N.6.41 of the Outline Landscape and Ecology Management Plan [APP-141] provide an outline for the long-term management (over five years).</p> <p>Paragraphs N.7.1 to N.7.4 of the Outline Landscape and Ecology Management Plan [APP-141] sets out the responsible parties for the duration of the maintenance programme.</p>
RDWE.1.7	Applicant	<p>Clarification</p> <p>[APP-135] H.5.3 and H.7.5 appear to be missing text. Please review this document and supply a corrected version.</p>	<p>The Applicant has submitted an updated version of Appendix H: Outline Surface and Ground Water Management Plan [APP-135] of the First Iteration Environmental Management Plan [REP1-010] at Deadline 3 of the Examination The following amendments have been made:</p> <ul style="list-style-type: none"> • H.5.3 - Unnecessary text removed from paragraph H.5.3. The licensed groundwater abstraction information is noted in this paragraph. • H.7.5 - Three bullets indented at 5th bullet.
RDWE.1.8	Applicant	<p>Private Water Supplies</p> <p>ES Chapter 13, Section 13.5 [REP1-027] notes limitations regarding the identification of private water supplies. Can the Applicant confirm whether they are planning on undertaking further correspondence with landowners and users of potential private water supplies given the limited response to the questionnaires.</p>	<p>The Applicant confirms that, as reported in paragraph 3.4.3 of Appendix 13.4: Groundwater Assessment Report of the Environmental Statement Appendices [APP-119], private water supply (PWS) questionnaires were sent to all landowners with land holdings within 250m of the Order Limits. This distance was considered appropriate given the specific construction methods and excavation requirements for the Scheme. Ten of the 38 PWS questionnaires sent out were returned. Where returned questionnaires indicated the presence of a PWS, details are recorded in Table 3.9 of Appendix 13.4: Groundwater Assessment Report of the Environmental Statement Appendices [APP-119].</p> <p>Due to the Applicant being unable to identify the exact location of Castle Road PWS, further surveys works are proposed, including liaison with the landowner, in advance of construction to ensure that it is not impacted by the Scheme. This is secured through commitment W26 in the Register of Environmental Actions and Commitments, within the First Iteration Environmental Management Plan [REP1-010]. The First Iteration Environmental Management Plan is secured by Requirement 4 of the draft Development Consent Order [REP1-004].</p> <p>It is not the intention of the Applicant to send out additional PWS questionnaires. The Applicant notes that a limited response does not necessarily imply that there are unidentified PWS present. The Applicant is in direct contact or will provide further notifications to those landowners identified as having outstanding PWS questionnaires in Figure 13.4.1 of Appendix 13.4: Groundwater Assessment Report, of the Environmental Statement Appendices [APP-119]. Figure 13.4.1 includes some areas which were relevant at an earlier stage of preliminary design that are no longer within 250m of the Order limits.</p>
Traffic, Transport and Access			
TTA.1.1	BMBC	<p>Transport Modelling</p> <p>Are you satisfied with the transport modelling and the results of the traffic assessment as supplied in [APP-149]? In particular, do you have any concerns that the proposed scheme is predicted to cause an increase in traffic on the local road network ([APP-149] paragraphs 4.2.10 to 4.2.16)?</p>	Not applicable.
TTA.1.2	Applicant	<p>Construction Workers</p> <p>[REP1-020] states "The Applicant acknowledges that the</p>	The Applicant envisages there would be approximately 230 construction staff on-site during the peak construction period of the Scheme. This is discussed in Chapter 2: The Scheme, of the Environmental Statement [APP-041].

Written Question Number	Question to: -	Reference (in bold) & Question	Applicant's Response
		<p><i>operation of a temporary site compound during the construction phase will increase traffic on Mode Hill Lane.</i> How many workers is it envisaged would be using the main site compound off Mode Hill Lane? Provide an estimation of the number of associated vehicle movements throughout the various construction phases. Describe any proposed measures aimed at reduced disruption caused by vehicles accessing the main site compound, or signpost to where in the application documents this information is detailed.</p>	<p>The Applicant confirms that within the Scheme assessment "construction traffic" is defined as traffic occurring throughout the construction period including rerouted traffic due to restrictions around the Scheme, not just construction related vehicles and workers vehicles travelling to site. The Applicant confirms that "construction traffic" is embedded within the overall assessment, the results are presented within the Transport Assessment [APP-149].</p> <p>The Applicant confirms the Scheme will install a temporary access and egress into the main construction compound from the strategic road network. This will mean that construction traffic can enter and exit the site directly from the M60 to M66 northbound link without the need to use Mode Hill Lane. Temporary access and egress points to the main site compound can be found in Figure 2.4: Temporary Works of the Environmental Statement [APP-057]. Table 2.8 within Chapter 2: The Scheme of the Environmental Statement [APP-041] confirms that the access road off Mode Hill Lane will be used by construction traffic for initial enabling works only. Access via Mode Hill Lane will remain an option for private cars accessing the site office throughout the construction period, however, construction traffic will enter and exit from the strategic road network. Once the temporary access and egress off the motorway network is operational, there will be no construction vehicles using Mode Hill Lane and so disruption is expected to be minimal.</p>
TTA.1.3	BMBC	<p>Construction Workers</p> <p>Relevant representation [RR-035] raises concern regarding the poor condition of Mode Hill Lane. Are you satisfied that Mode Hill Lane, in its current state of repair, would be suitable for use by construction workers to access the main construction compound? If not, what measures do you consider would be required to be undertaken to ensure that it would be suitable?</p>	Not applicable.
TTA.1.4	Applicant	<p>Construction Traffic</p> <p>Explain how the impact of construction traffic (including construction workers accessing site compounds) on the local road network has been assessed, or signpost to where in the application documents this is addressed.</p>	<p>The Applicant confirms that within the Scheme assessment "construction traffic" is defined as traffic occurring throughout the construction period including re-routed traffic due to restrictions around the Scheme, not just construction related vehicles and workers vehicles travelling to site. The Applicant confirms that "construction traffic" is embedded within the overall assessment, the results are presented within the Transport Assessment [APP-149]. Extracts summarising the impacts of construction traffic are included below for completeness:</p> <ul style="list-style-type: none"> The impact of construction traffic in terms of road traffic noise is discussed in Chapter 11: Noise and Vibration of the Environmental Statement [APP-050] in paragraph 11.8.25. The construction traffic data was screened to identify any roads where there would be a change of 1dB or more in road traffic noise with the addition of construction traffic. There were no roads where an increase of 1dB or more in road traffic noise was identified, indicating a negligible magnitude of impact for all roads, which is not considered to be a significant effect. As discussed in paragraphs 5.4.8 and 5.6.2-5.6.5 of Chapter 5: Air Quality of the Environmental Statement [APP-044] construction traffic data included traffic accessing the site compounds as well as rerouted traffic due to restrictions around the Scheme. The traffic data was screened to define which roads met the definition for being affected (i.e. the affected road network (ARN)) and the worst-case year modelled to assess the impact on air quality. Paragraphs 5.4.9 to 5.4.10 of Chapter 5: Air Quality, of the Environmental Statement [APP-044] provide details of the methodology used to define the ARN, based on the ARN definition at paragraph 2.1 of the National Highways' Design Manual for Roads and Bridges (DMRB) LA 105 (Air quality). The thresholds defined in DMRB LA 105 (Air quality) are based on levels (e.g. changes in traffic) below which there is no significant change in air quality concentrations due to road traffic. The ARN (purple lines) is shown in Figure 5.8: Construction Human Health Assessment

Written Question Number	Question to: -	Reference (in bold) & Question	Applicant's Response
			<p>Results, of the Environmental Statement Figures [APP-060] along with the modelled receptor change in nitrogen dioxide (NO₂) air pollution concentrations. The purple lines do not incorporate any of the local road network as the change of traffic on these roads was too small to meet the ARN thresholds. As can be seen, most changes in predicted NO₂ concentrations were either a small decrease (i.e. an improvement) or imperceptible (i.e. not significant). Section 5 of Chapter 5: Air Quality, of the Environmental Statement [APP-044] discusses the significance of the impacts and concludes the impact from construction traffic (including rerouting) is not significant for air quality.</p> <ul style="list-style-type: none"> Paragraphs 12.18.32 to 12.18.36 of Chapter 12: Population and Human Health, of the Environmental Statement [APP-051] address the issue of potential community severance from construction traffic. As stated in the response to TTA.1.3 above, the Scheme will install temporary access and egress points into the construction compounds from the strategic road network. This will mean that following the initial enabling works phase (which would last approximately four to six months) construction traffic can enter and exit the site directly from the M60 and M66 motorways. Paragraph 12.18.35 of Chapter 12: Population and Human Health, of the Environmental Statement [APP-051] states that given that the majority of construction traffic access would be directly from the motorways there would be no potential for community severance from construction traffic during the main construction stage although access from the local road network would remain an option for construction worker vehicles and small goods vehicles (such as vans) and it is anticipated that some traffic would divert through local roads to avoid traffic management associated with the Scheme. Paragraph 12.18.36 of Chapter 12: Population and Human Health, of the Environmental Statement [APP-051] concludes that the residual significance of effect on community severance during construction would be slight negative (not significant).
TTA.1.5	Applicant	<p>Construction – Impact on Public Transport</p> <p>Is it anticipated that there will be disruption to public transport during the construction phase? If yes, explain the estimated extent of the disruption and describe what would be proposed to minimise it or signpost to where in the application documents this is covered.</p>	<p>The Applicant confirms there are two bus services that travel between M60 Junction 17 and Junction 18 as well as through the M60 Junction 18 gyratory. These bus services are the X41 and X43 bus services. Both services are timetabled to operate approximately every 20 minutes, daily. The X41 bus service connecting Accrington to Manchester City Centre travels southbound along the M66 through M60 J18 along the M60 westbound to Junction 17. At Junction 17 the service turns left on to A66 Bury New Road. The same service travelling towards Accrington from Manchester City Centre undertakes the opposite route. The service travels northbound along A66 Bury New Road to M60 Junction 17, then travels along the M60 eastbound and turns left at M60 Junction 18. In the outbound direction away from Manchester City Centre, the X41 bus travels Northbound along Bury New Road, it then accesses the M60 at Junction 17 Eastbound before exiting M60 Junction 18 to travel Northbound along the M66.</p> <p>The X43 bus service connects Manchester City Centre and Burnley. This service undertakes a similar route to X41 utilising both M60 Junction 17 and Junction 18. Table 5.1 within the Transport Assessment [APP-149] presents the journey time impact of the construction traffic with and without the traffic management model scenario. This shows that for the right turn at M60 Junction 18 travelling from M66 North to M60 West, is forecast to experience less than 1 minute's delay in both the AM and PM peak periods during the construction phase of the Scheme. Given these services take around 80 minutes to travel the entire length of the route, the additional 1-minute delay forecast to the service is not identified as significant. Furthermore, these bus services are only travelling through the traffic management area for a very short distance, in comparison to the full length of the route.</p> <p>Other bus services which could be impacted by the construction phase of the Scheme are those services using the A66 Bury New Road route north and southbound travelling through M60 Junction 17. These services are 95, 97 and 98, which depart approximately every 30 minutes throughout the weekday, and bus service 135 bus which departs approximately every 10 minutes throughout the weekday. These services are forecast a journey time impact of less than 1 minute. The overall journey time to travel the full length of the route is around 60</p>

Written Question Number	Question to: -	Reference (in bold) & Question	Applicant's Response
			minutes. Thus, the additional journey time impact due to Scheme construction is negligible. These bus services operate between the hours of 5am and midnight, thus, night time impact is not identified as significant.
TTA.1.6	Applicant	Safety Respond to the concerns raised by Mr Peake at the OFH1 with respect to safety of the operation motorway once it moves closer to residential properties.	The Applicant confirms that the provision of an additional running lane between J17 and J18 of the M60 does not fundamentally amend the safe operation of the motorway or have any implication on residential properties beyond the hierarchy of risk that presently exists due to proximity of residential properties to the existing motorway corridor.
TTA.1.7	Applicant and BMBC	Safety - PRoW Applicant: ProW (9WHI) currently runs parallel to the M66 southbound carriageway. It is proposed that this PRoW would be diverted (moved sideways) to accommodate the proposed increased width of the M66. Please supply the Stage 1 Road Safety Audit for this footpath/location and accompanying response from the local highway authority. BMBC: Do you have any concerns over the location of the proposed diverted PRoW 9WHI in relation to its proximity to the M66 carriageway?	<p>The Applicant confirms in the response provided in "Applicant Response to Section 51 and Section 55 Checklist Actions Update Letter" [AS-001] on the topic of the Stage 1 Road Safety Audit, the Applicant does not propose to provide the Stage 1 Road Safety Audit for the same reasons as previously stated. Moreover, the proximity of the diverted footway to the realigned M66 southbound carriageway was not identified as an issue within the Stage 1 Road Safety Audit.</p> <p>As shown on the General Arrangement Plans [APP-005] between chainage 2210 (where the diverted public right of way (PRoW) (9WHI)) connects to the existing alignment and chainage 2020, the new PRoW is at the top of a cut slope (i.e. above the new M66 southbound diverge), following this, the new M66 southbound diverge transitions to embankment. As such, during the detailed design, a detailed assessment of risk will be undertaken that considers the proximity of the new PRoW to the M66 Southbound diverge link and the height of embankment to determine whether safety barrier will need to be installed and over what longitudinal distance. Where safety barrier is required on the approach to the Pike Fold Bridge, it will connect to the parapet of the new Pike Fold Bridge and this combination of safety barrier and bridge parapet will ensure that vehicles cannot deflect down and onto the new PRoW. A Stage 2 Road Safety Audit will be undertaken at detailed design.</p>
TTA.1.8	Applicant	Access Explain how parking, access (vehicular and pedestrian) for residents, businesses and emergency services would be managed and maintained during construction where the Order Limits run along or across the end of an existing road. If this information has been provided, signpost where in the Application documents it can be found. Make particular reference to the arrangements for Balmoral Avenue, Kenilworth Avenue, Warwick Close, Barnard Avenue and Warwick Avenue.	<p>The Applicant confirms that Balmoral Avenue, Barnard Avenue and Warwick Close have been included within the Order Limits as the Scheme design shows interaction with cross carriageway utilities between the two roads. It is anticipated that temporary road closures will be required for Balmoral Avenue, Barnard Avenue and Warwick Close to accommodate the utility diversions. The utility diversions are still in development by statutory undertakers and therefore the full extent of the diversions is still being developed. It is not anticipated that the statutory undertaker diversion works on Balmoral Avenue and Warwick Close will impact pedestrian access, however it is anticipated that vehicular access and parking may be affected during the carrying out of those works. The full extent of diversionary works will be communicated to residents, businesses and emergency services once known.</p> <p>Warwick Avenue has been included within the Order Limits to provide access to the rear of the existing highway barrier. The use of Warwick Avenue for access is primarily for the inspection of existing highway boundary fencing from the rear and will be limited to small construction vehicles only. It is not anticipated that parking, access for residents (vehicular and pedestrian), businesses and emergency services will be impacted by the inclusion of this area within the Order Limits.</p> <p>Kenilworth Avenue has been included within the Order Limits as the Scheme design shows the interaction with a nearby United Utility asset. The utility diversions are still in development by statutory undertakers and therefore the full extent of the diversions are still being developed. It is not anticipated that the statutory undertaker diversion works on Kenilworth Avenue will impact pedestrian access, however, it is possible that vehicular access and parking will be affected. The full extent of diversionary works will be communicated to residents, businesses and emergency services once known.</p>
TTA.1.9	Applicant	Access Section 3.22 of NPSNN states that new developments should	The Applicant confirms that, as set out at Paragraph 6.21.8 of the Case for the Scheme [APP-146], the Scheme will not cause any new community severance.

Written Question Number	Question to: -	Reference (in bold) & Question	Applicant's Response
		<p><i>“seek to deliver improvements that reduce community severance and improve accessibility”</i>. Demonstrate the extent to which the Proposed Development has sought to address the NPSNN objectives.</p>	<p>There are already several formal crossing points of the M60 and M66 within the Order Limits (Sandgate Road, Castle Road, Hills Lane, and Simister Lane) as well as Old Hall Lane Footbridge just south of the Order Limits. As bridges across the M60 and M66 were provided as part of the original construction of the motorway, the Applicant does not consider that there is historical severance within the Order Limits or the surrounding area.</p> <p>The key Scheme objectives include to reduce peak congestion; delivering journey time reliability and improving safety on this section of the Strategic Road Network. Therefore, as no new severance will occur as a result of the Scheme and adequate provision already exists to enable walkers, cyclists and horseriders to travel east/west (and vice versa) across the M60 and M66, the Applicant does not consider that any additional crossing points to those that already exist are required as part of the Scheme.</p> <p>The Applicant confirms that Transport for Greater Manchester (TfGM) raised an opportunity for improving accessibility and to reduce severance in response to the Statutory Consultation for the Scheme. This opportunity is to upgrade an underpass which provides a walking and cycling link between Parrenthorn School and the residential areas to the north. so that it is safer for anyone wishing to use it. Details can be found within Annex Q (ref E112) of the Consultation Report Annexes [APP-038]. As stated in the response, the Applicant has acknowledged this opportunity but, as it is not directly impacted by the Scheme, it does not form part of the Scheme. Instead the Applicant is exploring the possibility of delivering this opportunity through National Highways' designated funding. However, it should be noted that a number of bids are made for use of designated funding and therefore it cannot be guaranteed at this stage that a bid would be successful. The opportunity to deliver this improvement will also be dependent on agreement with other parties such as United Utilities as landowner and who have apparatus in the area, and Bury Metropolitan Borough Council as local authority.</p> <p>The Scheme includes reprovisioning for any side roads or public rights of way that will be permanently affected by the footprint of the Scheme, as set out in the Streets, Rights of Way and Access Plans [APP-008]. Overall, the Applicant considers that the Scheme aligns with Section 3.22 of the NPS NN (designated, January, 2015).</p>

Appendix A Primary and secondary legislation for response to BCG.1.7

Primary or Secondary Legislation Important or Relevant to the Scheme
Animal Welfare Act 2006
Acquisition of Land Act 1964
Acquisition of Land Act 1981
Carbon Budget Order 2011, Carbon Budget Order 2016 and Carbon Budget Order 2021
Climate Change Act 2008
Commons Act 2006
Communications Act 2003
Community Infrastructure Levy Regulations 2010
Compulsory Purchase Act 1965
Compulsory Purchase (Vesting Declarations) Act 1981
Control of Asbestos Regulations 2012
Control of Pollution (Oil Storage) (England) Regulations 2001
Control of Pollution Act 1974
Countryside and Rights of Way Act 2000 (as amended)
Electricity Act 1989
Environment Act 1995 (as amended)
Environment Act 2021
Environmental Damage (Prevention and Remediation) (England) Regulations 2015
Environmental Protection Act 1990 (as amended)
European Landscape Convention, 2000
Equality Act 2010
Flood and Water Management Act 2010
Flood Risk Regulations 2009 (as amended)
Floods and Water (Amendment, etc) (EU Exit) Regulations 2019
Gas Act 1986
Health and Safety at Work etc. Act 1974
Health and Social Care Act 2012 (as amended by the Health and Care Act 2022)
Highways Act 1980
Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
Infrastructure Planning (Environmental Impact Assessment) Regulations 2017
Infrastructure Planning (Interested Parties and Miscellaneous Provisions) Regulations 2015
Interpretation Act 1978
Land Compensation Act 1961
Land Compensation Act 1973
Land Drainage Act 1991 (as amended)
Natural Environment and Rural Communities Act 2006 (NERC)
Neighbourhood Planning Act 2017
New Roads and Street Works Act 1991

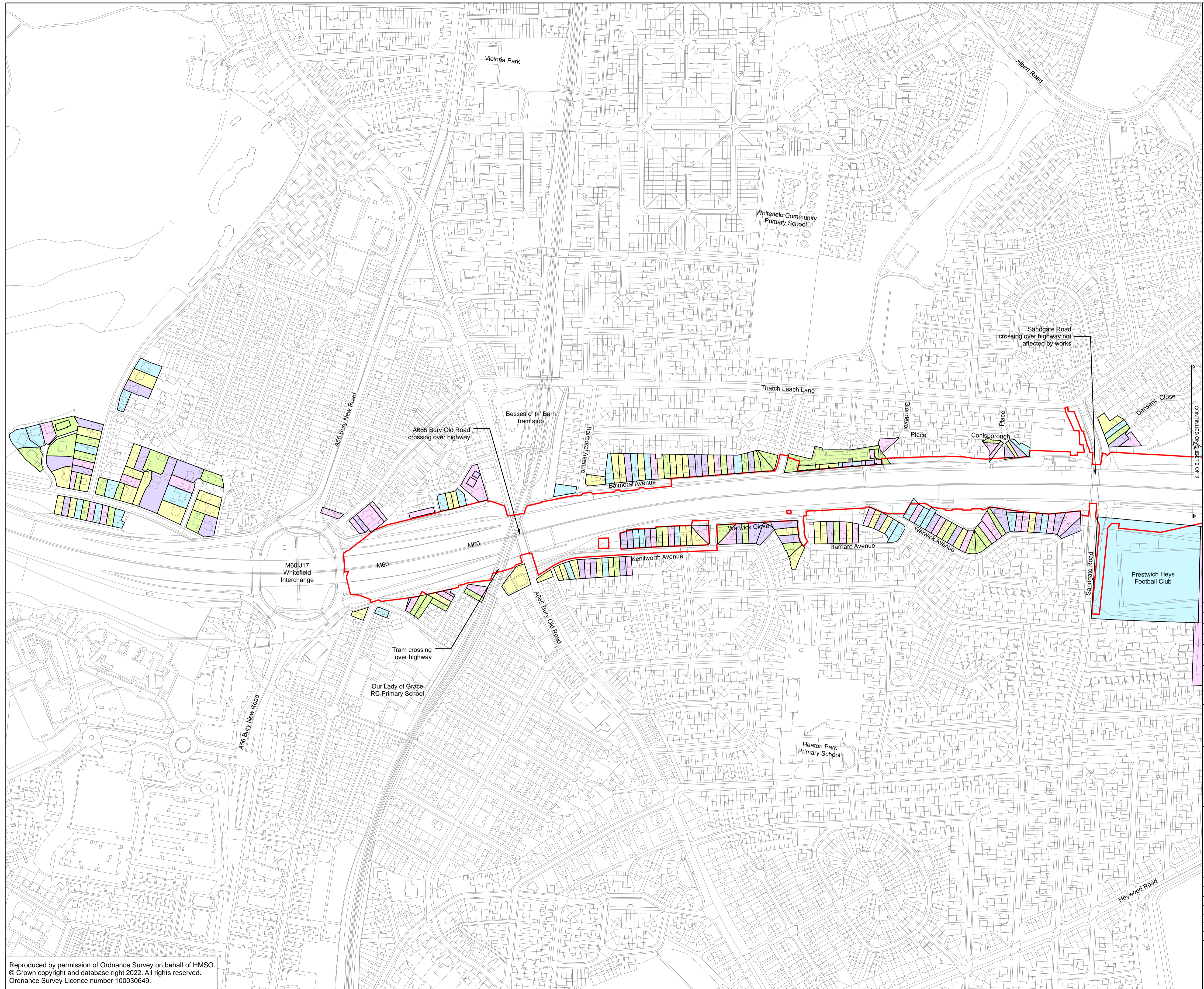
Primary or Secondary Legislation Important or Relevant to the Scheme
Nitrate Pollution Prevention Regulations 2015 (as amended)
Planning Act 2008
Planning (Listed Buildings and Conservation Areas) Act 1990
Protection of Badgers Act 1992
Reservoirs Act 1975
Road Traffic Regulation Act 1984
The Air Quality (England) Regulations 2000 and The Air Quality (England) Amendment Regulations 2002.
The Air Quality Standards Regulations 2010
The Conservation of Habitats and Species Regulations 2017 (as amended)
The Control of Pollution (Applications, Appeals and Registers) Regulations 1996
The Control of Substances Hazardous to Health Regulations 2002
The Controlled Waste (England and Wales) Regulations 2012 (as amended)
The Construction (Design and Management) Regulations 2015
The Environment (Miscellaneous Amendments) (EU Exit) Regulations 2020
The Environmental Noise (England) Regulations 2006 (as amended 2008, 2009)
The Environmental Permitting (England and Wales) Regulations 2016 (as amended)
The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023
The Groundwater (England and Wales) Regulations 2009
The Hazardous Waste (England and Wales) Regulations 2005 (as amended)
The Hedgerows Regulations 1997
The Invasive Alien Species (Enforcement and Permitting) Order 2019
The Landfill (England and Wales) Regulations 2002 (as amended)
The Landfill Tax Regulations 1996 (as amended)
The Noise Insulation Regulations 1975 (as amended 1988)
The Non-Road Mobile Machinery (Type-Approval and Emission of Gaseous and Particulate Pollutants) Regulations 2018
The Private Water Supplies (England) Regulations 2016 (as amended)
The Provision and Use of Work Equipment Regulations 1998
The Waste (England and Wales) Regulations 2011 (as amended)
The Waste Electrical and Electronic Equipment Regulations 2013 (as amended)
The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017
The Water Resources (Abstraction & Impounding) Regulations 2006
The Water Supply (Water Quality) Regulations 2016
Traffic Management Act 2004
Town and Country Planning Act 1990
Urban Wastewater Treatment (England and Wales) Regulations 1994
Water Act 2003 (as amended)
Water Act 2014
Water Industry Act 1991 (as amended)
Water Resources Act 1991 (as amended)

Primary or Secondary Legislation Important or Relevant to the Scheme

Wild Mammals (Protection) Act 1996

Wildlife and Countryside Act 1981 (as amended)

Appendix B Category 3 Persons Plan



Notes
 1. All dimensions, chainages, levels and co-ordinates are in metres unless stated otherwise.
 2. This drawing is to be read in conjunction with all other relevant documentation.

ORDER LIMITS

CONTINUED ON SHEET 2 OF 3

POO	01/11/24	DRAFT	NH	LH	JW	--
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Appr'd
Development Consent Order Number			Development Consent Order Drawing Number			
TR010064			TR010064/APP/2.3			



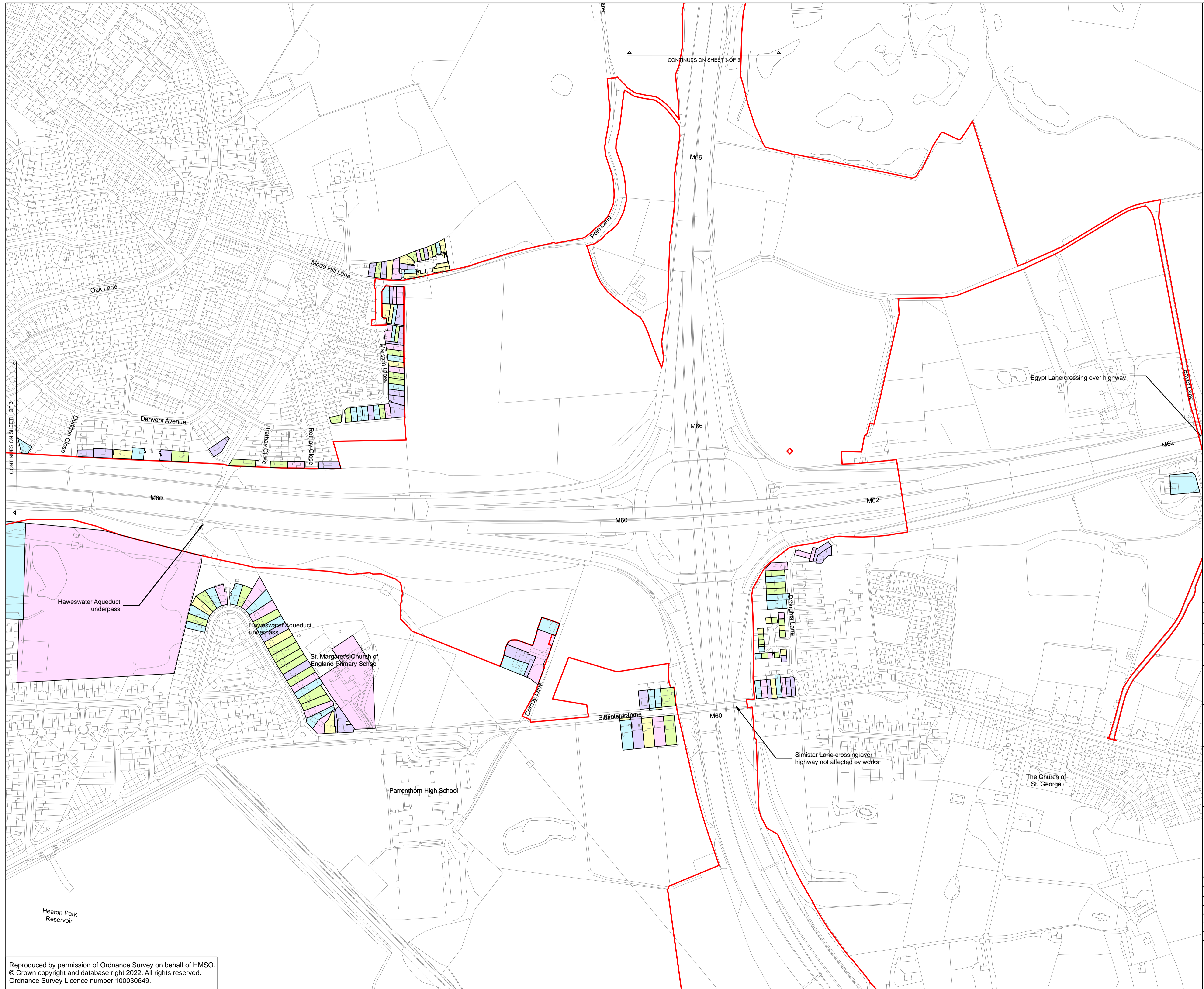
Project
M60/M62/M66 SIMINSTER ISLAND INTERCHANGE

Drawing title
**CATEGORY 3
 LAND BOUNDARIES PLAN
 SHEET 1 OF 3**

Regulation	-(-)(c)				
Purpose of issue	APPLICATION ISSUE				
State Code	PRELIMINARY				
Project Stage	PCF STAGE 3	Drawing Status			
Scale at A1 (841 x 594)	SCALE AT A1 (841 X 594)	S2			
Jacobs No.	HE548642	Rev			
Client No.	HE548642	0000			

Drawing number: **HE548642 - ARD - GEN - DC2**
 Originator: **ARD**
 Volume: **-GEN-**
 Type: **-DR-** Role: **Z** Number: **-0000**

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ORDER LIMITS

P00	01/11/24	DRAFT	NH	LH	JW	--
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Appr'd
Development Consent Order Number			Development Consent Order Drawing Number			
TR010064			TR010064/APP/2.3			



Client
 national highways

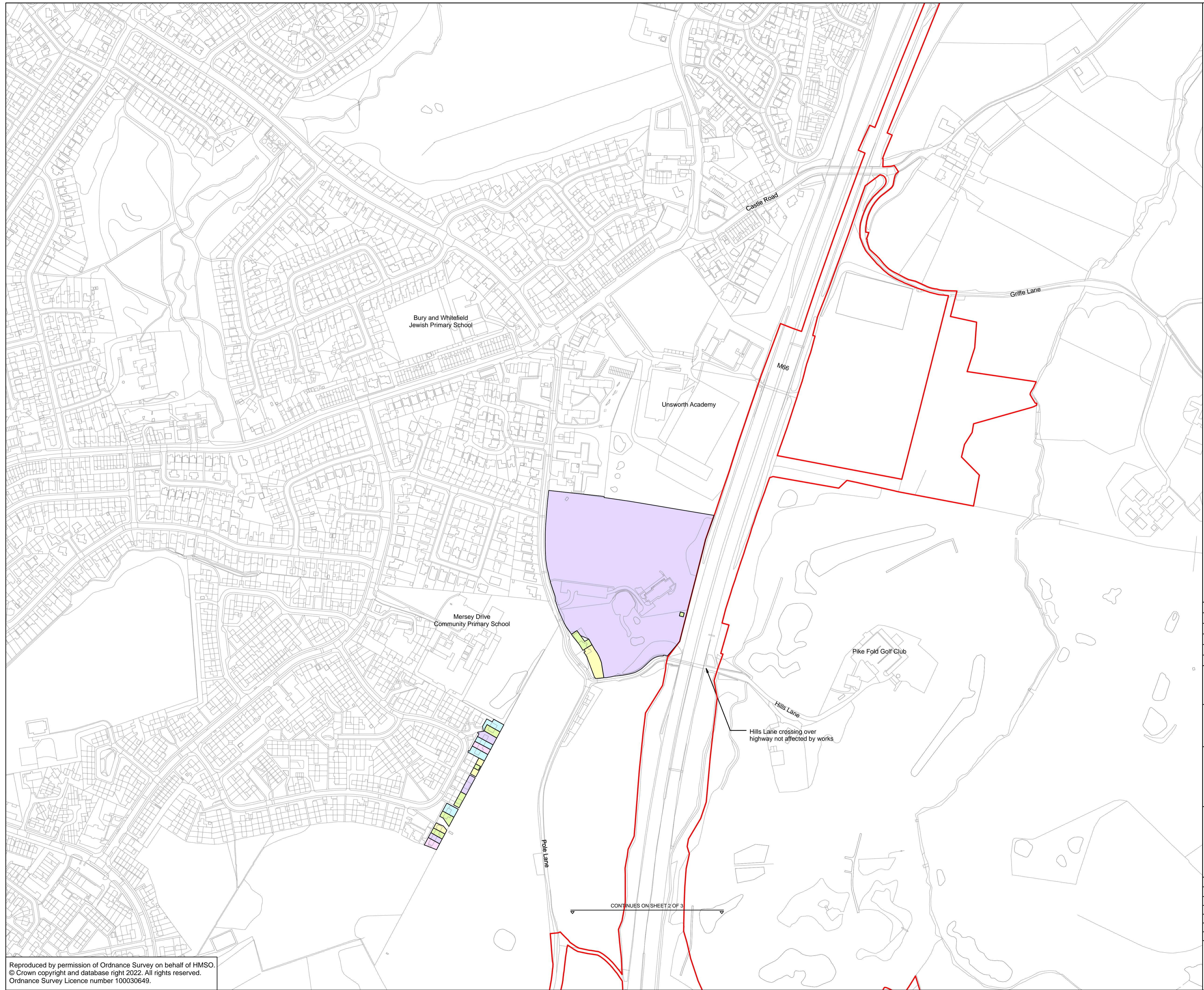
Project
 M60/M62/M66 SIMINSTER ISLAND INTERCHANGE

Drawing title
**CATEGORY 3
 LAND BOUNDARIES PLAN
 SHEET 2 OF 3**

Regulation	-(-)(c)	
Purpose of issue	APPLICATION ISSUE	
State Code	PRELIMINARY	
Project Stage	PCF STAGE 3	Drawing Status
Scale at A1 (841 x 594)	SCALE AT A1 (841 X 594)	S2
Jacobs No.	HE548642	Rev
Client No.	HE548642	0000

Drawing number
 HE548642 - ARD -GEN-
 DC2 -DR- Z -0000

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 2. This drawing is to be read in conjunction with all other relevant documentation.

ORDER LIMITS

POO	01/11/24	DRAFT	NH	LH	JW	--
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd
Development Consent Order Number			Development Consent Order Drawing Number			
TR010064			TR010064/APP/2.3			



Project
M60/M62/M66 SIMINSTER ISLAND INTERCHANGE

Drawing title
**CATEGORY 3
 LAND BOUNDARIES PLAN
 SHEET 3 OF 3**

Regulation	-(-)(c)	
Purpose of issue	APPLICATION ISSUE	
State Code	PRELIMINARY	
Project Stage	PCF STAGE 3	Drawing Status
Scale at A1 (841 x 594)	SCALE AT A1 (841 X 594)	S2
Jacobs No.	HE548642	Rev
Client No.	HE548642	0000

Drawing number
HE548642 - ARD -GEN-
 Location
DC2 -DR- Z -0000

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CONTINUES ON SHEET 2 OF 3

Appendix C Assessment of Scheme Component Impacts on Openness in response to ExQ GB.1.1

Work No & Description	Assessment of Openness
Works No. 01 – shown on sheet 1 of the Works Plans [AS-006] as being the construction of a re-aligned M60 on-slip road in cutting (183m in length) comprising 1 lane that merges onto the improved M60 eastbound (Works No. 02) from Junction 17 of the M60.	Works No.01 is not within Green Belt and therefore the Applicant confirms there will be no impact on openness.
Works No. 02 – shown on sheets 1 and 2 of the Works Plans [AS-006] as being the improvement widening from 4 lanes to 5 lanes of the eastbound carriageway of the M60 between Junction 17 and 18 (1586m in length) and incorporating the small section within the Order limits near Sandgate Road, such works including - (a) the alteration of 1 no. portal gantry above the M60 Motorway within the gantry siting location shown as Gantry Type 1 on sheet 1 of the works plans, including the installation of new signs, signals, sign illumination, control cabinets, power and communication cable connections; (b) the construction of 2 no. portal gantries above the M60 Motorway within the gantry siting locations shown as Gantry Type 3 on sheets 1 and 2 of the works plans, including the installation of new gantry foundations, gantry structures, earthwork retaining structures, signs, signals, sign illumination, control cabinets, power and communication cable connections; and (c) the construction of 1 no. cantilever gantry above the M60 Motorway within the gantry siting locations shown as Gantry Type 4 on sheet 1 of the works plans, including the installation of new gantry foundation, gantry structure, earthwork retaining structure, signals, control cabinets, power and communication cable connections.	Reference is required to the Green Belt boundary, as some of Works No. 02 are outside the Green Belt. This work introduces new permanent above ground infrastructure into the Green Belt including overhead gantries as well as additional lighting, therefore the Applicant considers that openness would not be preserved, although this will form part of the existing motorway which is already an established use in the Green Belt.
Works No. 03 – shown on sheets 1 and 2 of the Works Plans [AS-006] as being the improvement widening from 4 lanes to 5 lanes of the westbound carriageway of the M60 between Junction 18 and 17 (1523m in length). The works include the construction of 2 no. portal gantries above the M60 Motorway within the gantry siting locations shown as Gantry Type 3 on sheets 1 and 2 of the works plans, including the installation of new gantry foundations, gantry structures, earthwork retaining structures, signs, signals, sign illumination, control cabinets, power and communication, cable connections.	Reference is required to the Green Belt boundary, as some of Works No. 03 are outside the Green Belt. This work introduces new permanent above ground infrastructure into the Green Belt including overhead gantries, therefore the Applicant considers that openness would not be preserved, although this will form part of the existing motorway which is already an established use in the Green Belt.
Works No. 04 – shown on sheet 1 of the Works Plans [AS-006] as being the construction of a re-aligned M60 off-slip road in cutting (311m in length) comprising 1 lane that widens to 2 lanes and that diverges off the improved M60 westbound (Works No. 03) and connects to Junction 17 of the M60.	Works No. 04 is not within Green Belt and therefore the Applicant confirms there will be no impact on openness.
Works No. 05 – shown on sheets 1 and 2 of the Works Plans [AS-006] as being the construction of a new M60 off-slip road on embankment (1911m in length) comprising 2 lanes that diverges from the improved M60 eastbound (Works No. 02), the construction of a new 3-span viaduct structure (Pike Fold Viaduct) and the construction of a re-aligned M60 on-slip road on embankment that merges onto the improved M60 southbound (Works No. 22), commencing from a point 118m east of Sandgate Road overbridge and terminating at a point 20m north of M60 Junction 18. Works include removal of Important Hedgerow (HG_08) as described in Schedule 8 of the draft Development Consent Order [REP1-004].	Reference is required to the Green Belt boundary, as some of Works No. 05 are outside the Green Belt. Works No. 05 introduces new permanent above ground infrastructure into the Green Belt including Pike Fold Viaduct, therefore openness would not be preserved. However, as the section of the work continues to the east of the M66 and this land is not within the Green Belt, this means that this section only partially impacts on openness and the remaining sections are not in the Green Belt. Furthermore, the impact on openness is lessened as the new infrastructure will form part of the existing motorway which is already an established use in the Green Belt.
Works No. 06 – shown on sheets 1 and 2 of the Works Plans [AS-006] as being the construction of a temporary haul route (298m in length), required to enable the construction of Works Nos. 02 and 05.	Works No. 06 relates to temporary works only and therefore the Applicant confirms openness would be preserved following completion of the Scheme.

Work No & Description	Assessment of Openness
<p>Works No. 07 – shown on sheets 1, 2 and 3 of the Works Plans [AS-006] as being the construction of a realigned M60 off-slip road in cutting (1123m in length) comprising 2 lanes that diverges from the improved M60 northbound (Works No. 18) and construction of a re-aligned M60 on-slip road on embankment that merges onto the improved M60 westbound (Works No. 03), commencing from a point 120m south of Simister Lane overbridge and terminating at a point 250m east of Sandgate Road overbridge. The works include the alteration of 2 no. portal gantries above the M60 Motorway within the gantry siting locations shown as Gantry Type 1 on sheet 2 of the works plans, including the installation of new signs, signals, sign illumination control cabinets, power and communication cable connections.</p>	<p>Works No. 07 realigns existing infrastructure and is in a cutting, but also introduces new signs and lighting. As such, the Applicant considers therefore openness is not preserved, although this will form part of the existing motorway which is already an established use in the Green Belt.</p>
<p>Works No. 08 – shown on sheet 1 of the Works Plans [AS-006] as being the construction of a temporary haul route (135m in length), required to enable the construction of Works Nos. 03 and 07.</p>	<p>Works No. 08 relates to temporary works only and therefore the Applicant confirms openness would be preserved following completion of the Scheme.</p>
<p>Works No. 09 – shown on sheet 2 of the Works Plans [AS-006] as being the construction of a re-aligned M60 off-slip road in cutting (684m in length) comprising 1 lane that diverges from the improved M60 eastbound (Works No. 02) and construction of a re-aligned M66 on-slip road in cutting comprising 1 lane that connects directly with the existing M66 northbound on-slip, commencing from a point 416m west of M60 Junction 18 and terminating at a point 100m north of M60 Junction 18.</p>	<p>Work No. 09 realigns existing infrastructure and is in a cutting and therefore the Applicant considers that there is no additional impact on openness when compared to the existing situation as it will replicate the existing motorway. Openness would therefore be preserved.</p>
<p>Works No. 10 – shown on sheet 2 of the Works Plans [AS-006] as being the construction of a temporary haul route (268m in length), required to enable the construction of Works Nos. 02, 05, 27 and 29. Works include removal of Important Hedgerow (HG_08) as described in Schedule 8 of this Order.</p>	<p>Works No.10 relates to temporary works only and therefore the Applicant confirms that openness would be preserved following completion of the Scheme.</p>
<p>Works No. 11 – shown on sheet 2 of the Works Plans [AS-006] as being the construction of a temporary haul route (571m in length), required to enable the construction of Works Nos. 03, 07, 12, 13 and 14.</p>	<p>Works No. 11 relates to temporary works only and therefore the Applicant confirms that openness would be preserved following completion of the Scheme</p>
<p>Works No. 12 – shown on sheet 2 of the Works Plans [AS-006] as being the construction of a re-aligned M60 on-slip road in cutting (554m in length) comprising 2 lanes that merges onto the improved M60 westbound (Works No. 03) from the improved Junction 18 of the M60 (Works No. 25).</p>	<p>Works No.12 realigns existing infrastructure and is in a cutting and therefore the Applicant considers that there is no additional impact on openness when compared to the existing situation as it will replicate the existing motorway. Openness would therefore be preserved.</p>
<p>Works No. 13 – shown on sheet 2 of the Works Plans [AS-006] as being the installation of a drainage attenuation pond and swales, 236m southwest from M60 Junction 18, including excavations, embankments, cuttings, environmental mitigation, and fencing necessary for its construction and operation. Works No. 13 is adjacent to the re-aligned M60 northbound to M60 westbound link (Works No. 07) and is accessed via a new maintenance access track (Works No. 14).</p>	<p>Works No. 13 is a pond so is less visually prominent and more in keeping with maintaining openness as it stores water, however, on balance the Applicant considers that it would introduce new engineered features on previously undeveloped land so openness would not be preserved. However, this impact needs to be considered within the overall context of the existing motorway which is already an established use in the Green Belt.</p>
<p>Works No. 14 – shown on sheet 2 of the Works Plans [AS-006] as being the construction of a new maintenance access track (184m in length) from Corday Lane to the new attenuation pond (Works No. 13). Works to include diversion and/or protection of buried statutory undertaker equipment (Works No. 51).</p>	<p>Whilst Works No.14 is minimal associated infrastructure to the motorway, it introduces a new permanent feature into the Green Belt. On balance, the Applicant considers therefore that openness would not be preserved although this impact is considered minimal within the overall context of the existing motorway which is already an established use in the Green Belt.</p>
<p>Works No. 15 – shown on sheet 2 of the Works Plans [AS-006] as being the construction of a temporary haul route (245m in length), for construction of Works Nos. 03, 07, 09, 14, 16 and 17. Works to include diversion and/or protection of buried statutory undertaker equipment (Works No. 51) to enable construction of a new maintenance access track (Works No. 14).</p>	<p>Works No. 15 relates to temporary works only and therefore the Applicant confirms that openness would be preserved following completion of the Scheme</p>

Work No & Description	Assessment of Openness
Works No. 16 – shown on sheet 2 of the Works Plans [AS-006] as being the construction of a temporary haul route (200m in length), for construction of Works Nos. 03, 07, 13, 14, 15 and 17.	Works No. 16 relates to temporary works only and therefore the Applicant confirms that openness would be preserved following completion of the Scheme
Works No. 17 – shown on sheet 2 of the Works Plans [AS-006] as being the construction of a re-aligned M60 off-slip road in cutting and on embankment (187m in length) comprising 1 lane that widens to 2 lanes and that diverges from the improved M60 northbound (Works No. 18) and merges with the improved M60 Junction 18 circulatory carriageway (Works No. 25), commencing from a point 10m north of Simister Lane overbridge.	Works No.17 realigns existing infrastructure and is in a cutting and therefore it is considered that there is no additional impact on openness when compared to the existing situation as it replicates the existing motorway. Overall, as these works create infrastructure similar in appearance to the existing motorway and is in close proximity to the existing alignment, the Applicant considers openness would be preserved.
Works No. 18 – shown on sheets 2, 3 and 4 of the Works Plans [AS-006] as being the improvement of the northbound carriageway of the M60 comprising 5 lanes, commencing at the re-aligned M60 northbound off-slip (Works No. 07) and terminating at the M66 northbound on-slip. The works include the alteration of 1 no. portal gantries shown as Gantry Type 1 on sheet 3 of the works plans.	Works No.18 comprises widening of the existing carriageway and is associated with the realignment of this slip road as well as reconfiguring gantries. Overall, as Works No.18 are in close proximity to the existing motorway and similar in appearance to existing infrastructure, the Applicant considers openness would be preserved.
Works No. 19 – shown on sheet 3 of the Works Plans [AS-006] as being the construction of a new maintenance access track (231m in length) from the improved M60 northbound carriageway (Works No. 18) to 35th the new attenuation pond (Works No. 21). Works could include the management of Important Hedgerow (HG_80) as described in Schedule 8 of this Order.	Works No.19 is a low level engineering work but creates an additional visible track and is associated with the creation of a new drainage pond. Overall, it is considered that the combination of the track and the drainage pond means therefore that openness would not be preserved, although this impact is considered minimal within the overall context of the existing motorway which is already an established use in the Green Belt.
Works No. 20 – shown on sheet 3 of the Works Plans [AS-006] as being the establishment of environmental mitigation area(s) to the west of the improved M60 northbound carriageway (Works No. 18) including ecology pond creation, hedgerow planting and species rich grassland seeding to mitigate for biodiversity loss and integrate the authorised development into the surrounding landscape. Works could include the management of Important Hedgerow (HG_80) as described in Schedule 8 of the draft Development Consent Order [REP1-004].	Works No.20 is required to provide mitigation and biodiversity net gain. As it comprises soft landscaping features such as hedges, grassland and water features, the Applicant considers that openness would be preserved.
Works No. 21 – shown on sheet 3 of the Works Plans [AS-006] as being the installation of a drainage attenuation pond, to the west of the improved M60 northbound carriageway (Works No. 18), including excavations, embankments, cuttings, environmental mitigation, and fencing necessary for its construction and operation. Works No. 21 is adjacent to the improved M60 northbound carriageway (Works No. 18) and is accessed via a new maintenance access track (Works No. 19).	Works No. 21 relates to the provision of a pond so is less visually prominent and more in keeping with maintaining openness as it stores water and it would be surrounded by planting, however, on balance the Applicant considers that it would introduce new engineered features on previously undeveloped land so openness would not be preserved. However, the overall impact on existing openness is minimal within the overall context of the existing motorway which is already an established use in the Green Belt
Works No. 22 – shown on sheets 2 and 3 of the Works Plans [AS-006] as being the improvement widening from 2 lanes to 4 lanes of the southbound carriageway of the M60, commencing at a point 20m north of M60 Junction 18 and terminating 338m south of Simister Lane overbridge. The works include the construction of 1 no. cantilever gantry above the M60 Motorway within the gantry siting locations shown as Gantry Type 4 on sheet 2 of the works plans, including the installation of new gantry foundation, gantry structure, earthwork retaining structure, signals, control cabinets, power and communication cable connections.	Works No. 22 includes widening of the existing carriageway and creates new associated infrastructure close to the existing motorway. The works introduce a new overhead gantry above the motorway which will be steel structure with lighting. As such, the Applicant considers that openness would not be preserved, although this impact is minimal when set in the context of the existing motorway infrastructure.
Works No. 23 – shown on sheets 2 and 3 of the Works Plans [AS-006] as being the construction of a re-aligned M62 off-slip road in cutting and on embankment (585m in length) comprising 1 lane that diverges from the M62 westbound and construction of a re-aligned M60 on-slip road in cutting that connects directly with the improved M60 southbound carriageway (Works No. 22), commencing from a point 192m east of	This work realigns and replicates existing infrastructure and is in a cutting and therefore the Applicant considers that there is no additional impact on openness when compared to the existing situation. Openness would therefore be preserved.

Work No & Description	Assessment of Openness
M60 Junction 18 and terminating at a point 132m south of Simister Lane overbridge.	
Works No. 24 – shown on sheet 2 of the Works Plans [AS-006] as being the creation of a new emergency service and traffic officer service access road (78m in length) from the improved M60 Junction 18 circulatory carriageway (Works No. 25) to the re-aligned M60 southbound on-slip (Work No. 23).	This work creates new infrastructure close to the existing motorway which is similar to the existing infrastructure which is already established in the Green Belt. Therefore, the Applicant considers that openness would be preserved.
Works No. 25 – shown on sheet 2 of the Works Plans [AS-006] as being the modification improvement of the M60 Junction 18 circulatory carriageway (585m in length) including the provision of new wearing course to the pavement, amendment of the road markings and replacement of traffic signals and associated infrastructure.	Works No.25 is to reconfigure and upgrade infrastructure on the existing motorway which is already an established use in the Green Belt. As such, the Applicant considers that this work relates to the existing highway and therefore does not impact on the Green Belt.
Works No. 26 – shown on sheet 2 of the Works Plans [AS-006] as being the creation of a new emergency service and traffic officer service access road (101m in length) from the re-aligned M60 off-slip (Works No. 09) to the improved Junction 18 circulatory carriageway (Works No. 25).	Works No.26 creates new infrastructure close to the existing motorway which is the same as (both in terms of appearance and use) to the existing infrastructure. Therefore, the Applicant considers that openness would be preserved.
Works No. 27 – shown on sheet 2 of the Works Plans [AS-006] as being the installation of a drainage attenuation pond, to the north of the new M60 eastbound off-slip carriageway (Works No. 05), including excavations, embankments, cuttings, environmental mitigation, and fencing necessary for its construction and operation. Works No. 27 is adjacent to the new M60 eastbound off-slip carriageway (Works No. 05) and is accessed via a new maintenance access track (Works No. 29).	Works No.27 relates to the provision of a pond so is less visually prominent and more in keeping with maintaining openness as it stores water and will include landscape planting, however, on balance the Applicant considers that it would introduce new engineered features on previously undeveloped land so openness would not be preserved. However, this impact is considered minimal within the overall context of the existing motorway which is already an established use in the Green Belt.
Works No. 28 – shown on sheet 2 of the Works Plans [AS-006] as being the re-alignment of the exit road (84m in length) from the improved Junction 18 circulatory carriageway (Works No. 25) to the re-aligned M66 northbound on-slip (Works No. 09).	Works No.28 is to realign the existing motorway junction and replicates existing motorway infrastructure. As such, the Applicant considers that openness would be preserved.
Works No. 29 – shown on sheet 2 of the Works Plans [AS-006] as being the construction of a new maintenance access track (535m in length) from Mode Hill Lane to the new attenuation pond (Works No. 27) including the continuation of the temporary haul route (Works No. 10). Works include the removal of Important Hedgerow (HG_80) as described in Schedule 8 of the draft Development Consent Order [REP1-004].	Works No.29 is a low level engineering work but creates an additional visible track running along the edge of the Green Belt boundary and is associated with the creation of a new drainage pond. Overall, the Applicant considers that the combination of the track and the drainage pond means that openness would not be preserved, particularly as the new track will be at a further distance from the existing motorway infrastructure.
Works No. 30 – shown on sheets 2, 4 and 5 of the Works Plans [AS-006] as being the improvement widening of the southbound carriageway of the M66 (951m in length) comprising of 2 lanes commencing from the new M66 southbound off-slip (Works No. 39) and terminating at a point 20m north of M60 36Junction 18 including the alteration of an existing portal gantry and the construction of a new cantilever gantry, comprising - (a) the construction of 1 no. cantilever gantry above the M66 Motorway within the gantry siting locations shown as Gantry Type 4 on sheet 4 of the Works Plans [AS-006], including the installation of new gantry foundation, gantry structure, earthwork retaining structure, signals, control cabinets, power and communication cable connections. (b) shown on sheet 5 of the Works Plans [AS-006] as being the construction of 2 no. cantilever gantries above the M66 Motorway within the gantry siting locations shown as Gantry Type 4 on sheet 5 of the Works Plans [AS-006], including the installation of new gantry foundations, gantry structures, earthwork retaining structures, signs, signals, sign illumination, control cabinets, power and communication cable connections.	Some of Works No. 30 is within the existing highways boundary and any works to the east of the current operational motorway is not within the Green Belt. As such, the Applicant considers that there is no impact on openness as a result.
Works No. 31 – shown on sheet 2 of the Works Plans [AS-006] as being the establishment of environmental mitigation area(s) on Mode Hill Lane/Pole Lane	Works No. 31 is required to provide essential environmental mitigation as well as delivering biodiversity net gain. As it comprises soft landscaping features such as hedges, grassland and water

Work No & Description	Assessment of Openness
including hedgerow planting and species rich grassland seeding.	features, the Applicant considers that openness would be preserved.
Works No. 32 – shown on sheet 2 of the Works Plans [AS-006] as being the establishment of environmental mitigation area(s) to the west of the improved M66 northbound carriageway (Works No. 18) and north of Mode Hill Lane/Pole Lane including hedgerow planting and species rich grassland seeding.	Works No. 32 is required to provide essential environmental mitigation as well as delivering biodiversity net gain. As it comprises soft landscaping features such as hedges, grassland and water features, the Applicant considers openness would be preserved.
Works No. 33 – shown on sheets 2 and 4 of the Works Plans [AS-006] as being the construction of a new temporary haul route (966m in length), which commences from the M66 southbound verge and terminates south of the loop towards M60 Junction 18.	Works No. 33 relates to temporary works only and therefore the Applicant confirms that openness would be preserved following completion of the Scheme
Works No. 34 – shown on sheet 2 of the Works Plans [AS-006] as being the construction of a new link road on embankment (301m in length) connecting the new M66 southbound off-slip and link road (Works No. 39) to the M62 eastbound on-slip.	Some of Works No. 34 is within the existing highways boundary and any works to the east of the current operational motorway is not within the Green Belt. As such, the Applicant considers that there is no impact on openness as a result
Works No. 35 – shown on sheet 2 of the Works Plans [AS-006] as being the construction of a new maintenance access track (722m in length) from Egypt Lane to the new attenuation pond (Works No. 37), the new M60 eastbound off-slip road and link to M60 southbound (Work No. 05) and new M66 southbound off-slip and link road (Works No. 39).	Works No.35 do not fall within Green Belt. Therefore, the Applicant confirms that there is no impact on openness as a result.
Works No. 36 – shown on sheet number 2 of the Works Plans [AS-006] as being the establishment of environmental mitigation area(s) to the north east of M60 Junction 18 and south of Egypt Lane, including woodland planting, hedgerow and species rich grassland.	Works No. 36 do not fall within Green Belt, Therefore, the Applicant confirms that there is no impact on openness as a result.
Works No. 37 – shown on sheet 2 of the works plans as being the installation of a drainage attenuation pond and swales, 500m northeast from M60 Junction 18, including excavations, embankments, cuttings, environmental mitigation, and fencing necessary for its construction and operation. Works No. 37 is adjacent to the new M60 eastbound to M60 southbound link (Works No. 05) and is accessed via a new maintenance access track (Works No. 35).	Works No. 37 do not fall within Green Belt. Therefore, the Applicant confirms that there is no impact on openness as a result.
Works No. 38 – shown on sheet number 2 of the Works Plans [AS-006] as being the establishment of environmental mitigation areas to the north east of M60 Junction 18 and north of Egypt Lane, including woodland planting, hedgerow planting and species rich grassland. Works could include the management of Important Hedgerow (HG_80) as described in Schedule 8 of the draft Development Consent Order [REP1-004].	Works No. 38 do not fall within Green Belt. Therefore, the Applicant confirms that there is no impact on openness as a result.
Works No. 39 – shown on sheets 2 and 4 of the Works Plans [AS-006] as being the construction of a new M66 southbound off-slip and link road on embankment (944m in length) comprising 2 lanes, and the construction of a new single span bridge structure (Pike Fold Bridge), connecting the improved M66 southbound carriageway (Works No. 30) with the improved Junction 18 circulatory carriageway (Works No. 25) and the new link road to the M62 eastbound on-slip (Works No. 34).	Works No. 39 do not fall within the Green Belt. Therefore, the Applicant confirms that there is no impact on openness as a result.
Works No. 40 – shown on sheets 2 and 4 of the Works Plans [AS-006] as being works to realign the existing Public Right of Way (footway) 9WHI, due to the construction of the new M60 eastbound off-slip road and link to M60 southbound (Works No. 05), connecting Egypt Lane to existing public right of way (ref. 9WHI), adjacent to the new M66 southbound off-slip and link road (Works No. 39), approximately 200m south of Hills Lane (approximately 673m in length). Works also include 37mitigation measures comprising netting up to a maximum height of 25	Works No. 40 do not fall within the Green Belt. Therefore, the Applicant confirms that there is no impact on openness as a result

Work No & Description	Assessment of Openness
metres on the boundary between the highway and golf course.	
Works No. 41 – shown on sheet 4 of the Works Plans [AS-006] as being the diversion of a buried water main and associated infrastructure due to the construction of the improved M66 southbound carriageway (Works No. 30) and the new M66 southbound off-slip and link road (Works No. 39) (approximately 100m in length).	Works No. 41 do not fall within the Green Belt. Therefore, the Applicant confirms that there is no impact on openness as a result.
Works No. 42 – not used.	Works No. 42 – not used.
Works No. 43 – shown on sheet 4 of the Works Plans [AS-006] as being the installation of a drainage attenuation pond, 200m east of the M66 southbound carriageway, including excavations, embankments, cuttings, environmental mitigation, and fencing necessary for its construction and operation. Works No. 43 is adjacent to the M66 southbound and is accessed via a new maintenance access track (Works No. 44).	Works No.43 do not fall within the Green Belt. Therefore, the Applicant confirms that there is no impact on openness as a result.
Works No. 44 – shown on sheet 4 of the Works Plans [AS-006] as being the construction of a new maintenance access track (152m in length) from Griffie Lane to the new attenuation pond (Works No. 43). Works could include the management of Important Hedgerows (HG_21, HG_22 and HG_39) as described in Schedule 8 of the draft Development Consent Order [REP1-004]	Works No.44 do not fall within the Green Belt. Therefore, the Applicant confirms that there is no impact on openness as a result.
Works No. 45 – shown on sheet 1 of the Works Plans [AS-006] as being the diversion of a low and high voltage electricity cables, low pressure gas main, communications / telephone cables and a water main and associated infrastructure due to the construction of the improved M60 eastbound carriageway (Works No. 02) (approximately 30m in length).	Works No. 45 do not fall within the Green Belt. Therefore, the Applicant confirms that there is no impact on openness as a result.
Works No. 46 – shown on sheet 3 of the Works Plans [AS-006] as being works to realign the existing Public Rights of Way (footway) 28aPRE and 29aPRE to accommodate the construction of the new drainage attenuation pond (Works No. 21) and new maintenance access track (Works No. 19) (approximately 90m in length).	Works No.46 is to realign an existing Public Right of Way. As it replaces green infrastructure the Applicant considers that openness would be preserved.
Works No. 47 – shown on sheet 4 of the Works Plans [AS-006] as being works to realign the existing Public Right of Way (footway) 7WHI to accommodate construction of the new drainage attenuation pond (Works No. 43) and new maintenance access track (Works No. 44) (approximately 90m in length).	Works No.47 are not within the Green Belt. Therefore, the Applicant confirms there is no impact on openness as a result.
Works No. 48 – shown on sheet 1 of the works plans as being the diversion of low and high voltage electricity cables, telecommunications cables and a water main and associated infrastructure due to the construction of the improved M60 eastbound carriageway (Works No. 02) and the improved M60 westbound carriageway (Works No. 03) (approximately 250m in length).	Works No.48 are not within the Green Belt. Therefore, the Applicant confirms there is no impact on openness as a result.
Works No. 49 – shown on sheet 1 of the Works Plans [AS-006] as being the diversion of low voltage electricity cables, combined sewer, telecommunications cables and a water main and associated infrastructure due to the construction of the improved M60 westbound carriageway (Works No. 03) (approximately 300m in length).	Works No.49 are not within the Green Belt. Therefore, the Applicant confirms there is no impact on openness as a result
Works No. 50 – shown on sheet 1 of the Works Plans [AS-006] as being the diversion of low voltage electricity cables and associated infrastructure due to the construction of the improved M60 westbound carriageway (Works No. 03) (approximately 40m in length).	Works No.50 are not within the Green Belt. Therefore, the Applicant confirms there is no impact on openness as a result.

Work No & Description	Assessment of Openness
Works No. 51 – shown on sheet 2 of the Works Plans [AS-006] as being the diversion of low voltage electricity cables and telecommunications cables and associated infrastructure due to the construction of the new maintenance access track (Works No. 14) (approximately 180m in length).	Works No.51 relate to the realignment of existing infrastructure rather than the creation of new infrastructure. Therefore, the Applicant considers that openness is preserved.
Works No. 52 – shown on sheet 2 of the Works Plans [AS-006] as being the diversion of low voltage electricity cables, telecommunications cables and a water main and associated infrastructure due to connections required into the main site compound, northwest of M60 Junction 18 (approximately 275m in length).	Works No.52 relate to the realignment of existing infrastructure rather than the creation of new infrastructure. Therefore, the Applicant considers that openness is preserved.
Works No. 53 – shown on sheet 2 of the Works Plans [AS-006] as being the construction of maintenance access track (174m in length), which runs parallel to the Junction 18 circulatory carriageway.	Works No.53 creates new infrastructure close to the existing motorway which is similar in appearance to the existing infrastructure which is already established in the Green Belt. Therefore, the Applicant considers that openness would be preserved.
Works No. 54 – shown on sheet 1 of the Works Plans [AS-006] as being the establishment of an environmental mitigation area, north of M60 eastbound carriageway (Works No. 02) and west of Sandgate Road, including woodland planting, hedgerow planting and species rich grassland.	Works No.54 are not within the Green Belt. Therefore, the Applicant confirms there is no impact on openness as a result.
Works No. 55 – shown on sheet 1 of the Works Plans [AS-006] as being the establishment of an environmental mitigation area, north of M60 eastbound carriageway (Works No. 02) and west of Sandgate Road including woodland planting, hedgerow planting and species rich grassland.	Works No.55 are not within the Green Belt. Therefore, the Applicant confirms there is no impact on openness as a result.
Works No. 56 – shown on sheet 1 of the Works Plans [AS-006] as being the establishment of an environmental mitigation area, south of M60 westbound carriageway (Works No. 03) west of utilities works (Works No. 50), and west of Sandgate Road, including woodland planting, hedgerow planting and species rich grassland.	Works No.56 are not within the Green Belt. Therefore, the Applicant confirms there is no impact on openness as a result.
Works No. 57 – shown on sheet 2 of the Works Plans [AS-006] as being the establishment of an environmental mitigation area, north of M60 eastbound to M60 southbound interchange link (Works No. 05) situated between a maintenance access (Works No. 29) and a drainage attenuation pond (Works No. 27), including woodland planting, hedgerow planting and species rich grassland.	Works No.57 is required to provide essential environmental mitigation as well as delivering biodiversity net gain. As it comprises soft landscaping features such as hedges and grassland, the Applicant considers openness would be preserved.
Works No. 58 – shown on sheet 2 of the Works Plans [AS-006] as being the establishment of an environmental mitigation area, southwest of a slip road between the M60 northbound and the M60 westbound (Works No. 07) and southeast of utilities work (Works No. 51), including woodland planting, hedgerow planting and species rich grassland.	Works No.58 is required to provide essential environmental mitigation as well as delivering biodiversity net gain. As it comprises soft landscaping features such as hedges and grassland, the Applicant considers that openness would be preserved.
Works No. 59 – shown on sheet 2 of the Works Plans [AS-006] as being the establishment of an environmental mitigation area, inside of the northern loop included in interchange link of M60 eastbound and M60 southbound (Works No. 05) east of a maintenance access (Works No. 35), including woodland planting, hedgerow planting and species rich grassland.	Works No.59 are not within the Green Belt. Therefore, the Applicant confirms there is no impact on openness as a result.
Works No. 60 – shown on sheet 3 of the Works Plans [AS-006] as being the establishment of an environmental mitigation area, west of the M60 northbound carriageway (Works No. 18) north of a drainage attenuation pond (Works No. 21), including woodland planting, hedgerow planting and species rich grassland.	Works No. 60 is required to provide essential environmental mitigation as well as delivering biodiversity net gain. As it comprises soft landscaping features such as hedges, grassland and water features, the Applicant considers that openness would be preserved.

Appendix D Details of frequency of use of public rights of way and other routes from Table 12.15 of the Environmental Statement [APP-051] in response to ExQ PHH.1.1

From Table 12.15 Chapter 12: Population and Human Health, of the Environmental Statement [APP-051]			New information in response to ExQ PHH1.1	From Table 12.15 Chapter 12 of the Environmental Statement [APP-051]
PRoW / route	Location	Description / baseline issues	Frequency of use	Baseline value/sensitivity
Bury New Road	Crosses within 50m of Order Limits at the J17	Bury New Road (A56) runs north to south across the Proposed Scheme between Besses o' th' Barn and Prestwich. The road and junction are largely a dual carriageway with pavement on either side. Bury New Road crosses the M60 via J17. This is likely used as a key crossing point between communities north and south of the M60 for walkers and cyclists but is not a convenient route for them. They either need to negotiate an indirect route via a subway system and Prestwich Footbridge, or in the case of cyclists, negotiate intimidating traffic conditions (slip-roads and multiple lanes of traffic) on the gyratory itself. Due to high local population likely to use the route, this is valued as very high.	Frequent (daily) use. Evidence: Strava Global Heatmap has been very frequently recorded by Strava app users over past 12 months.	Very high
Local cycle route near J17 Whitefield Interchange	Off road cycle route parallel to Bury New Road south of J17	A Transport for Greater Manchester's (TfGM) Cycle Network route segregated from pedestrians follows a route parallel to south-bound side of Bury New Road south of J17 as far as junction with Valley Lane Road where it crosses to continue adjacent to north-bound side of Bury Road. It is within 50m of Order Limits at its closest point near J17. Due to high local population likely to use the route, this is valued as very high.	Frequent (daily) use. Evidence: Strava Global Heatmap has been very frequently recorded by Strava app users over past 12 months.	Very high
Bury Old Road	Crosses the Proposed Scheme to the north-east of J17	Bury Old Road (A665) runs north-west to south-east across the Proposed Scheme between Besses o' th' Barn and Prestwich. It crosses over the M60 and under the tram line, with pavements on both sides for pedestrians. It offers a more direct crossing point for walkers and cyclists than J17. Due to high local population likely to use the route, this is valued as very high.	Frequent (daily) use. Evidence: Strava Global Heatmap has been very frequently recorded by Strava app users over past 12 months.	Very high
Sandgate Road / Footpath 18WHI	Crosses over the M60 on Sandgate Road, between Besses o' th' Barn and Kirkhams.	Public footpath that crosses over the M60 on Sandgate Road. Sandgate Road has pavements on either side of the road. Generally, this connects the residential areas either side of the M60 and is therefore an important community route. It may also be used as a school route for children living north of the M60 who go to Parrenthorn High school. There is also a number of recreational routes and footpaths that can be accessed via this crossing. North of the crossing, it connects to Footpath 12WHI which, if followed, leads to Unsworth as well as crossing the M66 at Hills Lane. This joins to Footpath 9WHI which runs in a south-easterly direction within the Order Limits. These routes feed into longer recreational routes to the north, east and south of the Proposed Scheme. To the south of the Sandgate Road crossing, this connects to routes to Heaton Park and Heaton Park Reservoir. Due to high local population likely to use the route, this is valued as very high.	Frequent (daily) use. Evidence: Strava Global Heatmap has been very frequently recorded by Strava app users over past 12 months.	Very high
Permissive path via	Heybrook Close to	Permissive path that connects Derwent Avenue and Heybrook Close to Parrenthorn Road via an underpass under the M60. This used by	Frequent (daily) use.	Very high

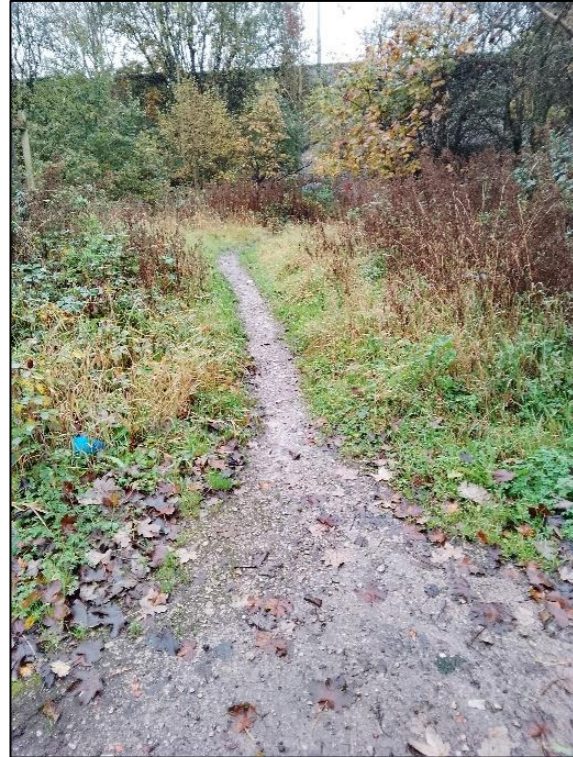
From Table 12.15 Chapter 12: Population and Human Health, of the Environmental Statement [APP-051]			New information in response to ExQ PHH1.1	From Table 12.15 Chapter 12 of the Environmental Statement [APP-051]
PRoW / route	Location	Description / baseline issues	Frequency of use	Baseline value/sensitivity
Haweswater Underpass	Parrenthorn Rd	pedestrians to connect the communities in the north to the facilities in the south, including schools and leisure and sporting facilities. The route appears well used and offers a more direct route for schoolchildren than Sandgate Road, but can get very muddy, has no lighting provision and has evidence of attracting anti-social behaviour. Public feedback during statutory pre-application consultation has suggested that this is viewed as an important route for schoolchildren despite the conditions. Therefore, it has been assigned a 'very high' value in terms of sensitivity.	Evidence: Consultation feedback. On the ground signs identified during November 2023 survey (See photographs 1A and 1B below). Strava Global Heatmap indicates use of this route has been regularly recorded by Strava app users over past 12 months.	
Footpath 28bPRE and 29bPRE	Within and south of Simister, abuts Order Limits on southbound side of M60.	Footpath 28bPRE links from Simister Lane following a south-south-east direction before connecting with 29bPRE at Heywood Farm from which it follows a north-east direction back to Simister Lane at Mellarliue Farm. These public footpaths have been severed from their counterparts (28aPRE and 29aPRE) by the original construction of the M60. Access for walkers across the M60 is now facilitated through connection to Nutt Lane/Old Hall Lane and via Old Hall Lane footbridge. Assigned medium value as likely to be regularly used for recreation.	Scarcely used Evidence: During the site visit in November 2023 it was noted that the footpaths do not appear to connect as shown on the Definitive Map and were very overgrown with little sign of use. Strava Global Heatmap indicates that this route (footpath 28bPRE and onto footpath 29bPRE) has been used by a Strava user at least once during the past 12 months. On this basis it is judged it is still used for recreation. However it may not be as regularly used as assumed at the time of the preparation of the Environmental Statement. Therefore it may have been more appropriate to assign this route a low value due to lack of use. This would not affect the judgement of significance of effect on this route which was Slight adverse during construction.	Medium
Footpaths 28aPRE and 29aPRE	South of the M60 and east of Prestwich. Coincide with Order Limits adjacent to northbound side of M60.	Footpaths that form a loop to the north of bridleway 27aPRE and no longer provide any meaningful recreational or active travel use due to historic severance from footpaths 28bPRE and 29bPRE. Walkers are more likely to continue along bridleway 27aPRE than use these footpaths. There is little evidence of use on the ground. Assigned low value due to its lack of use and meaningful route.	Scarcely used Evidence: Strava Global Heatmap indicates that this route (footpath 28aPRE and onto footpath 29aPRE) has been used by a Strava user at least once during the past 12 months. However, the survey in November 2023 did not identify any signs for these footpaths or any evidence that they are often used. Therefore the low value assignation is considered appropriate.	Low
Bridleway 27aPRE	South of the M60 on Bridle Road. Abuts Order Limits close to northbound side of M60.	Bridleway follows the course of Bridle Lane. Footpaths 28aPRE and 29aPRE link with this bridleway. The bridleway leads to Old Hall Lane footbridge over the M60 some 218m south-east of Order Limits. The footbridge has steps and is not suitable for equestrian use, which limits the value of 27aPRE as a route for horse riders. Connectivity across the M60 can be achieved for cyclists via a bridge across M60 J19 (also called Old Hall Lane) some 680m south-east of Old Hall Lane footbridge. Assigned medium value as likely to be regularly used for recreation.	Frequent use. Evidence: Strava Global Heatmap indicates use of this route has been regularly recorded by Strava app users over past 12 months. The survey in November 2023 found footprints, cycle tyre tracks and horse muck indicate that the bridleway is used by walkers, cyclists and horse-riders.	Medium

From Table 12.15 Chapter 12: Population and Human Health, of the Environmental Statement [APP-051]			New information in response to ExQ PHH1.1	From Table 12.15 Chapter 12 of the Environmental Statement [APP-051]
PRoW / route	Location	Description / baseline issues	Frequency of use	Baseline value/sensitivity
Simister Lane	Simister, south of the M60 J18	Simister Lane runs south-west to north-east across the M60, south of the M60 J18. This could be used by residents in Simister and Kirkhams to cross between communities as well as to access recreational routes within the local area.	Frequent (daily) use. Evidence: Strava Global Heatmap has been very frequently recorded by Strava app users over past 12 months.	High
Footpath 46WHI	Crosses the M62 close to Egypts Farm and Lower Droughts Farm. Coincides with Order Limits.	Footpath Public footpath starting at Simister Lane, that runs north to cross the M62 on an overbridge. This connects to a large number of routes to the north, east and south. Directly it connects to Footpath 50PRE and Footpath 9WHI. Likely to be used for recreational journeys.	Frequent use. Evidence: Strava Global Heatmap has been very frequently recorded by Strava app users over past 12 months. See Photograph 2 below.	Medium
Footpath 50PRE	Links with Footpath 46WHI at Lower Droughts Farm. Coincides with Order Limits.	Unnamed road that provides access from Simister Lane to Lower Droughts Farm. It also links to Simister Allotments. Assigned medium value as likely to be regularly used for recreation.	Frequent use. Evidence: Strava Global Heatmap has been very frequently recorded by Strava app users over past 12 months.	Medium
Footpath 9WHI	North-east of the M60 J18. Coincides with Order Limits to north-east of J18 Simister Island.	This PRoW runs along Egypt Lane before heading north parallel to the M66 and south of Pike Fold Golf Course to join Hills Lane, Unsworth. Likely to be used for recreational journeys. Assigned medium value as likely to be regularly used for recreation.	Frequent use. Evidence: Strava Global Heatmap has been frequently recorded by Strava app users over past 12 months.	Medium
Footpath 7WHI	Crosses the M66 at Unsworth Academy. Coincides with Order Limits.	Public footpath that crosses under the M66 at Unsworth Academy, which also allows access for school pupils to the school playing fields. Assigned very high value as it provides direct access for schoolchildren between school and playing field.	Frequent (daily) use. Evidence: Key route from school to playing field so required for function of the school. Strava Global Heatmap has been occasionally recorded by Strava app users over past 12 months.	Very high
Castle Road / Restricted byway 85BUR	Crosses the M66 at Castle Road where it coincides with Order Limits.	Restricted byway that crosses over the M66 on Castle Road, which has pavements for some of its route. This connects directly to Footpaths 89BUR and 87BUR as well as bridleway 79BUR. Generally, this crossing connects residential areas in Unsworth to recreational routes to the north and east of the Proposed Scheme. A TfGM Cycle Network route also follows Castle Road which loops northwards to Aviation Road which could be followed by all types of cyclists. It is assigned high value as it may provide an important connection between Heywood and Unsworth.	Frequent (daily) use. Evidence: Strava Global Heatmap has been very frequently recorded by Strava app users over past 12 months.	High
Footpath 89BUR	Coincides with Order Limits to east of Unsworth (east of M66)	Connects 85BUR to 6WHI. Path No.85 to county borough Boundary Path starts from path No.85 by the motorway and continues along Griffe Lane to cross Castle Brook near the county borough boundary approximately 319m to the west of Brick House. Assigned medium	Frequent use. Evidence: Strava Global Heatmap has been frequently recorded by Strava app users over past 12 months.	Medium

From Table 12.15 Chapter 12: Population and Human Health, of the Environmental Statement [APP-051]			New information in response to ExQ PHH1.1	From Table 12.15 Chapter 12 of the Environmental Statement [APP-051]
PRoW / route	Location	Description / baseline issues	Frequency of use	Baseline value/sensitivity
		value as likely to be regularly used for recreation.		
Footpath 12WHI	North-west of Simister Island, along Mode Hill Lane. Coincides with Order Limits.	Public footpath that follows one lane track down Mode Hill Lane. Connects to Unsworth Pole via Pole Lane Mode Hill Lane and Oak Lane to Oak Bank Estate. Footpath is metalled and used by the public and by farm traffic. Assigned medium value as likely to be regularly used for recreation.	Frequent use. Evidence: Strava Global Heatmap has been frequently recorded by Strava app users over past 12 months. The survey in November 2023 found that ponding of the footpath occurs which may limit its amenity for recreation (see Photographs 2A and 2B below).	Medium
Footpath 84BUR	Within 30m of Order Limits (west of M66)	79BUR to Hollins Lane. Path starts from 79BUR and runs southwards alongside the motorway. The path then turns south westwards along the eastern boundary of woodland to emerge on Hollins Lane between No.124 Hollins Lane and Unsworth North Methodist Church. Assigned medium value as likely to be regularly used for recreation.	Frequent use. Evidence: Strava Global Heatmap has been frequently recorded by Strava app users over past 12 months.	Medium

Photographs – taken by during site visit for Walking, Cycling, Horse-Riding Assessment and Review Site Visit 6 November, 2023.

Photographs 1A and 1B - Permissive path via Haweswater Underpass



Photograph 1A Vegetation hides view of subway (but can be seen that the route is regularly used)



Photograph 1B Route through subway is unlit, muddy and uneven (but can be seen that the route is regularly used).

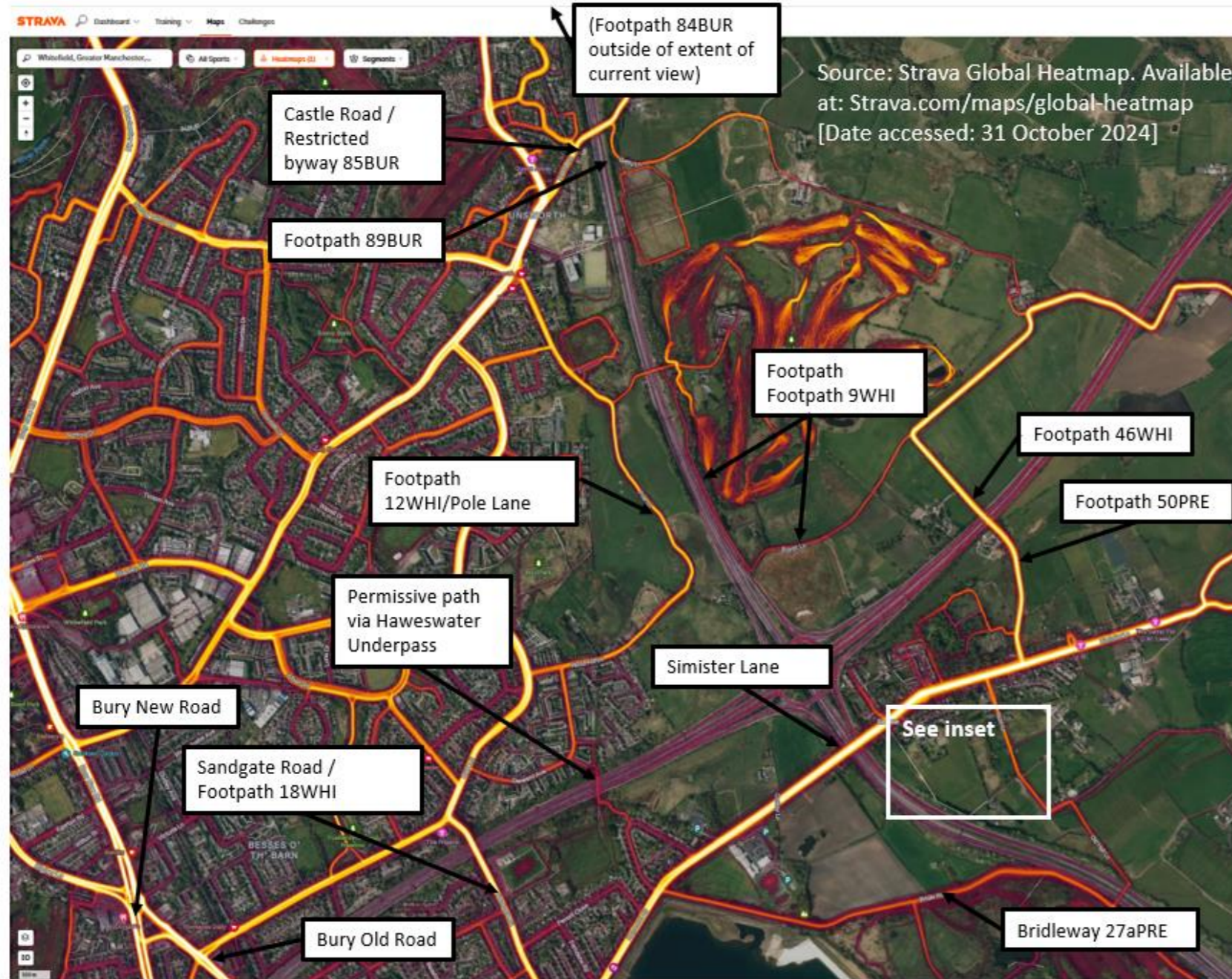
Photographs 2A and 2B Public footpath 12WHI/Pole Lane



Photograph 2A: Ponding in Pole Lane (Public footpath 12WHI) date: 6 November 2023.



Photograph 2B: Pedestrian attempting to take pram along Pole Lane. Date: 6 November 2023.



Interpretation applied as follows:

'White hot' indicates use of route very frequently recorded by Strava app users over past 12 months.

'Orange' indicates use of route frequently recorded by Strava app users over past 12 months.

'Red' indicates use of route occasionally recorded by Strava app users over past 12 months.

