

12th October 2022

A57 Link Roads Case Team
National Infrastructure Planning.

Peter Simon – A57L-001

Dear Secretary of State

A57 Link Roads Secretary of State Consultation – response to invitation to comment on the Applicant's response - TR010034 9.92 Applicant's Response to Secretary of State's Consultation

(iii) Status of GM's Joint Development Plan

The Applicant (National Highways) acknowledge in Chapter 5 of their letter that they answer a question that was not put to them but to GMCA. Nevertheless the Applicant obliquely answer the question, referring to a documented position of Tameside Council. [REP6-037]. The question sought to establish the status and point of trajectory of the Greater Manchester Combined Authority (GMCA) Places for Everyone Plan where the Examination process has begun with hearings due in November. Transport for Greater Manchester (TfGM) however have directly answered the question their reply being already published on the A57 Link Roads (LRs) Examination website.

The reference the Applicant makes however implies “prematurity” to suggest that “*only very limited weight*” should be given by the SOSfT to Places for Everyone in their consideration of the DCO Application. TfGM-GMCA also made this additional point.

I would comment on this additional point raised as follows: the Statutory Parties above have consistently sought to circumvent examination scrutiny of Places for Everyone in respect of the NH A57 LR DCO application. I discussed this quite extensively in my closing representation (D12-042).

I do not agree with the NH's implied claim of “prematurity” to suggest “*limited planning weight*”. The consultation/examination processes for the two matters are effectively contemporaneous with no final decisions made for either. In fact I am an Interested Party at both because I have understood the two proposals to be evidently interrelated and am confident that that PfE would need to be at a much less advanced stage for feasible cumulative impacts of considerable weight not to be considered

Such cumulative impacts apply to the policy compliance of the A57 scheme as regards the Traffic Model which informs the corresponding EIA; air quality, greenhouse gas emissions, as well as inappropriate development of the Green Belt, and infringement of relevant GMCA transport policies.

These should not be discounted due to “limited weight” but fully addressed due to the considerable bearing of Places for Everyone as an emerging contemporary plan.

yours sincerely

Peter Simon