

A57 Link Roads TR010034 5.1 Consultation Report

APFP Regulation 5(2)(q)

Planning Act 2008 Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009



Infrastructure Planning Planning Act 2008

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

A57 Link Roads

Development Consent Order 202[x]

5.1 CONSULTATION REPORT

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Abbreviation	Full text
APFP	Applications: Prescribed Forms and Procedure
ARN	Affected Road Network
BNG	Biodiversity Net Gain
CPRE	Campaign to Protect Rural England
DCC	Derbyshire County Council
DCLG	Department for Communities and Local Government ¹
DCO	Development Consent Order
DDA	Disability Discrimination Act
DfT	Department for Transport
EIA	Environmental Impact Assessment
ES	Environment Statement
LED	Light emitting diode
HGV	Heavy Goods Vehicle
MBC	Metropolitan Borough Council
MP	Member of Parliament
NSIP	Nationally Significant Infrastructure Project
NTS	Non-Technical Summary
PA 2008	Planning Act 2008
PAEs	Public Awareness Events
PDNPA	Peak District National Park Authority
PEIR	Preliminary Environmental Information Report
PIL	Persons with an Interest in Land
PRA	Preferred Route Announcement
PROW	Public Right of Way
RBS	Route Based Strategy
RIS	Road Investment Strategy
S42	Planning Act 2008 – Section 42: Duty to consult

¹ Department for Communities and Local Government is now the Ministry of Housing Communities and Local Government

Abbreviation	Full text
S44	Planning Act 2008 – Section 44: Duty to consult each person who is within one or more of the categories set out in section 44.
S46	Planning Act 2008 – Section 46: Duty to notify Commission of proposed application
S48	Planning Act 2008 – Section 48: Duty to publicise
S49	Planning Act 2008 – Section 49: Duty to take account of responses to consultation and publicity
S55	Planning Act 2008 – Section 55: Acceptance of applications
SoCC	Statement of Community Consultation
SAC	Special Area of Conservation
SPA	Special Protection Area
SPRS	South Pennines Route Strategy
SRN	Strategic Road Network
TAR	Transport Assessment Report
TPU	Trans-Pennine Upgrade
TPUP	Trans-Pennine Upgrade Programme
TfGM	Transport for Greater Manchester
The Inspectorate	Planning Inspectorate
VMS	Variable Message Signs
WCH	Walkers, Cyclists and Horseriders

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1. Summary

1.1 Purpose and Scheme Overview

- 1.1.1 This Consultation Report relates to the A57 Link Roads Scheme at Mottram, Longdendale in Tameside, Greater Manchester. Formerly part of the Trans-Pennine Upgrade Programme, the A57 Link Roads Scheme has evolved over many years and consequently this report includes sections written at the time, that report on non-statutory consultation in 2017 and statutory consultation in 2018, as well as the most recent statutory consultation at the end of 2020.
- 1.1.2 In seeking legal powers to construct, Highways England is making an application for a Development Consent Order (DCO) to the Secretary of State. Section 37(3)(c) of the Planning Act 2008 requires Highways England to submit this Consultation Report as part of the application. This Consultation Report will explain how Highways England has complied with the consultation requirements set out in the Planning Act 2008.
- 1.1.3 This report has been developed following the information presented in the Planning Inspectorate's 'Advice Note 14: Compiling the Consultation Report' (v2 April 2012) and the Department for Communities and Local Government Planning Act 2008 'Guidance on the Pre-Application Process' (March 2015).
- 1.1.4 Due to the COVID-19 pandemic a revised set of legislation was published in 2020 to support developers to continue with consultation activities, during this period of uncertainty. This legislation is known as The Infrastructure Planning (Publication and Notification of Applications etc.) (Amendment) Regulations 2020 (the 2020 Regulations).
- 1.1.5 The A57 Link Roads Scheme consists of:
- Mottram Moor Link Road – a new dual carriageway from the M67 junction 4 roundabout to a new junction on the A57(T) at Mottram Moor
 - A57 Link Road – a new single carriageway link from the A57(T) at Mottram Moor to a new junction on the A57 in Woolley Bridge.

1.2 Consultations

- 1.2.1 Pre-non-statutory consultation took place between October 2015 and March 2017 comprising of early engagement with local authorities and statutory consultees, plus public awareness events.
- 1.2.2 A non-statutory consultation ran for 4 weeks from 13 March to 10 April 2017 and provided an early opportunity for stakeholders, the general public, the road user, and any other interested parties to be informed about the Scheme and provide their views on the options presented, as detailed in Chapter 3 of this report. A number of publicity documents for this consultation were included and are listed in Chapter 3.2.8 of this report. The information gathered from this consultation informed the decision on the Preferred Route that was announced on 2 November 2017.

- 1.2.3 A statutory consultation ran for 6 weeks from 12 February to 25 March 2018 in accordance with the 2018 Statement of Community Consultation, as detailed in Chapter 4.2 of this report. This consultation provided more detailed information on the Preferred Route. A number of consultation events and meetings were undertaken which are summarised in Table 2-1 of this report. The consultation material was available for view online and at deposit locations around the Scheme. Section 42 letters were sent in accordance with the requirements of the Planning Act 2008, a Section 46 letter was sent to the Planning Inspectorate and 6 public consultation events were held in February and March 2018, in accordance with Section 47 of the Planning Act 2008.
- 1.2.4 A targeted statutory consultation event ran for 4 weeks from 4 June to 1 July 2018 to ensure those additional parties identified through further review of land referencing were informed about the Scheme; and received all consultation materials in line with statutory requirements.
- 1.2.5 A further 6 week statutory consultation ran from 5 November 2020 to 17 December 2020 in accordance with the 2020 Statement of Community Consultation as detailed in Chapter 7.2 of this report. This additional consultation gave people a chance to comment on changes to the Scheme since the 2018 consultation. The consultation was during COVID-19 restrictions so face to face events were not possible. Information was provided through consultation booklets and feedback forms delivered to a wide area, online material, material available at local deposit points, through telephone events and webinars and via social and traditional media. Section 42 letters were sent in accordance with the requirements of the Planning Act 2008 and a Section 46 letter was sent to the Planning Inspectorate.
- 1.2.6 A timeline of non-statutory and statutory events is provided in Figure 1-1.

1.3 Analysis of Responses

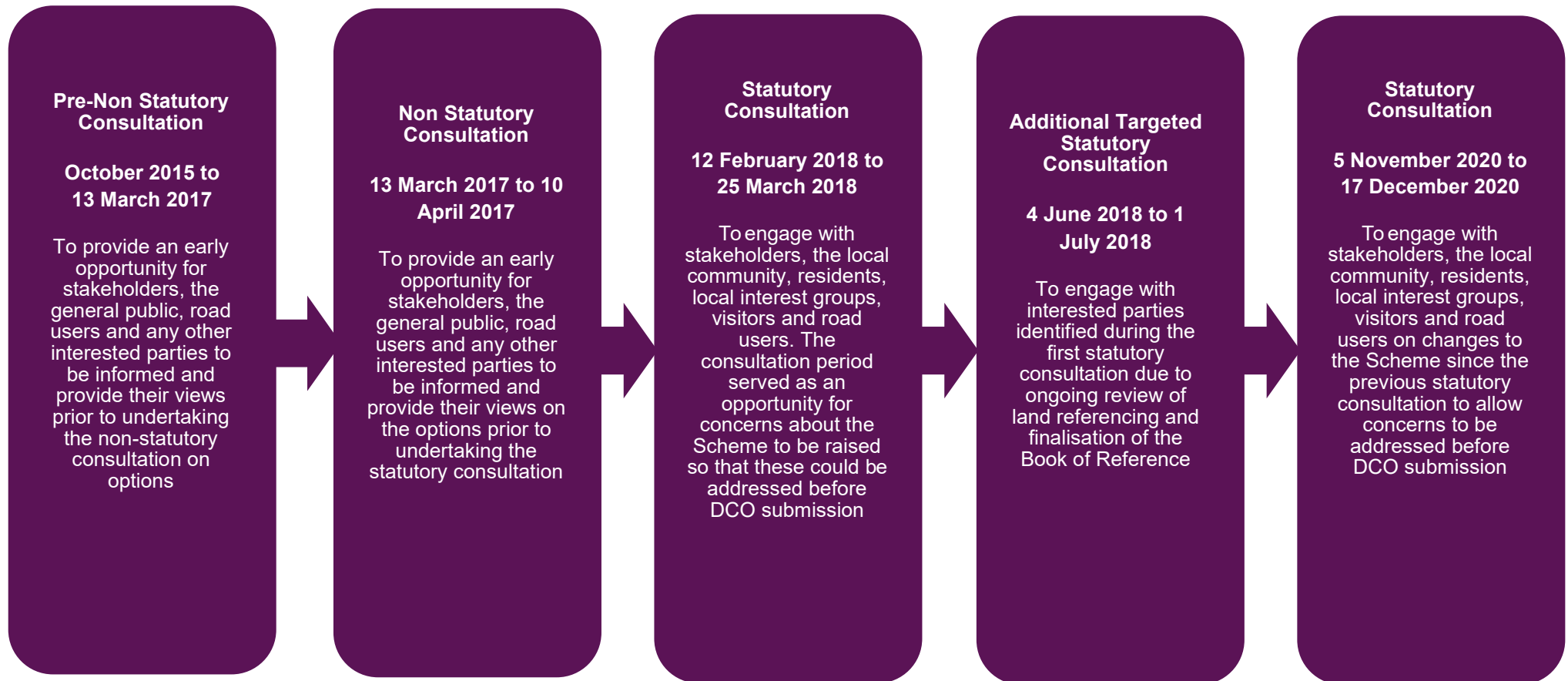
- 1.3.1 During the 2017 non-statutory consultation A total of 878 completed responses to the consultation questionnaire were received. When asked which of the Options A or B was preferred 50% of the respondents preferred Option A, compared to 33% preferring Option B, and 17% not offering any response.
- 1.3.2 The information gathered as part of the non-statutory options consultation helped to inform the decision on the Preferred Route and the development of the Scheme which was taken to statutory consultation.
- 1.3.3 During the 2018 statutory consultation a total of 478 consultation response forms were completed and returned during the statutory consultation period with responses to the closed and free text questions analysed.
- 1.3.4 The closed question responses (questions 1, 2, 4, 13, 15,) were analysed in a spreadsheet and are summarised in Chapter 5 of this report. The free text responses (questions 3, 5, 7, 8, 10 and 17) were analysed with answers assigned to a topic category and the number of responses recorded against Section 42, Section 44 and Section 47 consultees. Questions 11-16 related to non-DCO elements of the Scheme (i.e. works at the A616/A61 Westwood Roundabout and the A628 Safety and Technology enhancements) and have not been analysed in this report. Consideration was given to those comments raised in regard to the non-DCO elements outside of this report.

- 1.3.5 No responses were received during the additional targeted consultation from 4 June to 1 July 2018.
- 1.3.6 During the 2020 statutory consultation, 1492 completed consultation response forms were returned during the consultation period. The responses were analysed following the same methodology as for the 2018 statutory consultation. A summary of the responses can be found in Chapter 8.

1.4 Amendments to the Scheme

- 1.4.1 All comments raised during statutory consultation were analysed and those that were suggestions relating to design were examined further. A summary of changes, as a result of consultation, can be found in Tables 6-1 and 9-1 of this report.
- 1.4.2 The full analysis of free text and written responses for statutory consultation and the Applicant's responses can be found in Appendix M and Appendix Y.

Figure 1-1: Summary of Non-Statutory and Statutory Consultation Periods



2. Introduction

2.1 Purpose of this Document

- 2.1.1 This Consultation Report relates to the A57 Link Roads Scheme. Formerly part of the Trans Pennine Upgrade Programme, the A57 Link Roads Scheme has evolved over many years and consequently this report includes sections written at the time, that report on non-statutory consultation in 2017 and statutory consultation in 2018, as well as the most recent statutory consultation at the end of 2020.
- 2.1.2 In seeking the legal powers to construct the Scheme, Highways England (the Applicant) is making an application for a Development Consent Order (DCO) to the Secretary of State. Section 37(3)(c) (s37) of the Planning Act 2008 (the Act) requires the Applicant to submit this Consultation Report as part of our application. This Consultation Report will explain how the Applicant has complied with the consultation requirements set out in the Act. Guidance about the report and the pre-application process, including statutory consultation, is found in the Department for Communities and Local Government's (DCLG) document 'Planning Act 2008: guidance on the pre-application process' (DCLG pre-application Guidance, March 2015).
- 2.1.3 This report has been developed following the information presented in the Planning Inspectorate's (the Inspectorate) 'Advice Note 14: Compiling the Consultation Report' (v2 April 2012) and the DCLG Planning Act 2008 'Guidance on the Pre-Application Process' (March 2015).
- 2.1.4 As stated within the introduction, additional legislation was released in 2020 to support developers undertake consultation during the COVID-19 pandemic. 'Applicants no longer need to place paper copies of the SoCC on deposit at location in the vicinity of the Proposed Development. Instead, applicants should make the SoCC available for inspection online.' The legislation states that this should be evidenced within the Consultation Report.

2.2 Scheme Description

- 2.2.1 The Scheme lies mainly within the administrative boundaries of Tameside Metropolitan Borough Council (TMBC), up until to the proposed River Etherow Bridge. To the east of this, the Scheme crosses over the boundary with High Peak Borough Council (HPBC) and Derbyshire County Council (DCC).
- 2.2.2 The Scheme includes the following components:
- A new offline bypass of 1.12 miles (1.8km) of dual carriageway road connecting the M67 Junction 4 to A57(T) Mottram Moor Junction
 - A new offline bypass of 0.81 miles (1.3km) of single carriageway connecting the A57(T) Mottram Moor to the A57 Woolley Bridge
 - Creation of two new junctions, Mottram Moor Junction and Woolley Bridge Junction and improvement works to the existing M67 Junction 4
 - Creation of five new structures (Old Hall Farm Underpass, Roe Cross Road Overbridge, Mottram Underpass, Carrhouse Lane Underpass, River Etherow Bridge and Roe Cross Road overbridge)

- One main temporary construction compound area, located on agricultural land to the east of the M67 Junction 4
- De-trunking, including safety measures from the M67 Junction 4 to Mottram Back Moor Junction, to be agreed with Tameside MBC.
- Safety measures and improvements to the A57 from Mottram Moor Junction to Gun Inn Junction and from Gun Inn Junction to Woolley Lane Junction, to be agreed with TMBC.

2.2.3 The full Scheme description is included in the Environmental Statement (TR010034/APP/6.3) and the Case for the Scheme (TR010034/APP/7.1)

2.3 Summary of Consultation Activities

- 2.3.1 Pre-non-statutory consultation took place between October 2015 to March 2017 comprising of workshops with key stakeholders, Statutory Environmental Body meetings and public awareness events
- 2.3.2 A non-statutory consultation took place between 13 March to 10 April 2017, where a number of options were presented to the public. Early consultation with the public at this non-statutory stage allowed members of the public to provide feedback on the options stage and influence the development of the TPUP. The views collected during this time informed the Preferred Route Announcement (PRA) in November 2017.
- 2.3.3 A statutory consultation took place from 12 February to 25 March 2018 to ensure the local community, residents, local interest groups, businesses, visitors and road users all had the opportunity to fully understand the TPUP and comment on the proposals. A follow-up statutory consultation was held between 4 June and 1 July 2018 to allow additional persons with an interest in land to respond.
- 2.3.4 A second statutory consultation took place from 5 November 2020 to 17 December 2020 to allow people to comment on changes to the Scheme since the 2018 statutory consultation, before DCO submission.
- 2.3.5 The various consultation activities are summarised in Table 2-1.

Table 2-1: Summary of Consultation Activities

Pre Non-Statutory Consultation – October 2015 to October 2016	
Key Stakeholder Workshop No. 1	22 October 2015
Statutory Environmental Bodies Meeting No.1	27 June 2016
Key Stakeholder Workshop No.2	11 July 2016
Public Awareness Event – Hollingworth	8 October 2016
Public Awareness Event – Tankersley	13 October 2016
Non-Statutory Consultation – 13 March to 10 April 2017	
Public Exhibition at Mottram Community Centre, Brow, Mottram, Hyde, SK14 6JJ	18 March 2017
Public Exhibition at Tankersley Welfare Hall, Pilley Lane, Tankersley, Barnsley, S75 3AP	22 March 2017
Public Exhibition at Bradbury Community House, Glossop, Derbyshire, SK13 8AR	24 March 2017

Non-Statutory Consultation – 13 March to 10 April 2017	
Public Exhibition at Tesco, Stockport Road, Hattersley, Hyde, SK14 6QA	25 March 2017
Public Exhibition at St Mary's Church, Market Street, Hollingworth, Hyde, SK14 8NE	1 April 2017
Statutory Consultation – 12 February to 25 March 2018	
Meeting with Barnsley Metropolitan Borough Council	14 February 2018
Public Exhibition at Mottram Church of England Primary School, Mottram, Hyde, SK14 6JL	17 February 2018
Meeting with DCC to update on the Scheme	26 February 2018
Public Exhibition at Bradbury Community House, Glossop, Derbyshire, SK13 8AR	28 February 2018
Public Exhibition at Tesco, Stockport Road, Hattersley, Hyde, SK14 6QA	3 March 2018
Public Exhibition at Tankersley Welfare Hall, Pilley Lane, Tankersley, Barnsley, S75 3AP	5 March 2018
Public Exhibition at St Mary's Church, Market Street, Hollingworth, Hyde, SK14 8NE	9 March 2018
Public Exhibition at Mottram Community Centre, Brow, Mottram, Hyde, SK14	10 March 2018
Targeted Statutory Consultation – 4 June to 1 July 2018	
Targeted statutory consultation to engage with those missed from previous statutory consultation. The same information and materials were used from the statutory consultation	4 June – 1 July 2018
Ongoing Engagement Between 2018 and 2020 Statutory Consultations	
Post PRA resident surgery	11 November 2017
One to One meetings were arranged with landowners who would potentially have land acquired as a result of the Scheme, if they were unable to attend the targeted event.	Post PRA Announcement
Statutory Environmental Bodies Meeting No.2	24 May 2017
Statutory Environmental Bodies Meeting No.3	25 September 2017
Local Authority Steering Group Meeting No. 1	11 October 2017
DCO Presentation (To explain the Local Planning Authority role in the DCO process)	22 November 2017
Mottram Bypass Steering Group	11 December 2017
Local Authority Steering Group Meeting No. 2	23 January 2018
Meeting with Ruth George Member of Parliament (MP) (High Peak Constituency)	17 April 2018
Local Authority Steering Group Meeting No. 3	1 May 2018
Old Hall Lane Residents Group Meeting	11 May 2018
Meeting with Jonathan Reynolds MP, as part of the Old Hall Lane Residents Group Meeting (Stalybridge and Hyde Constituency)	11 May 2018

Statutory Consultation - 5 November to 17 December 2020	
Tameside Council Leader and Cabinet Members briefing	26 October 2020
Tameside elected members briefing	2 November 2020
High Peak elected members briefing	3 November 2020
Public dial in	10 November 2020
Stakeholder webinar	11 November 2020
Phone back day	12 November 2020
Public dial in	17 November 2020
Public webinars x2	18 November 2020
Phone back day	19 November 2020
Tameside Partnership Engagement Network (PEN) Conference online session	19 November 2020
Public webinar	21 November 2020
Landowner dial in	23 November 2020
Public dial in	24 November 2020
Phone back day	26 November 2020
Second stakeholder webinar	8 December 2020
United Utilities	5 November 2020
TMBC	10 November 2020
TMBC Drainage and LLFA	10 November 2020
DVSA and Greater Manchester Police	11 November 2020
TMBC	12 November 2020
Tintwistle Parish Council	12 November 2020
WCH Group (TMBC, Peak and Northern Footpath Society, Tameside Riders, British Horse Society, Sustrans Cycle Group)	18 November 2020
TMBC	18 November 2020
British Horse Society	19 November 2020
WCH Group (TMBC, Peak and Northern Footpath Society, Tameside Riders, British Horse Society)	20 November 2020
Landowner	20 November 2020
Landowner	20 November 2020
TMBC	20 November 2020
TfGM	23 November 2020
Landowner	23 November 2020
Member of Parliament (HPBC)	26 November 2020
Landowner	27 November 2020
Landowner	27 November 2020

Statutory Consultation - 5 November to 17 December 2020	
TfGM	30 November 2020
Landowner	30 November 2020
Landowner	30 November 2020
DCC	30 November 2020
DCC and HPBC	01 December 2020
Forestry Commission	02 December 2020
United Utilities	02 December 2020
TMBC	02 December 2020
TMBC and Greater Manchester Ecology Unit	02 December 2020
Environment Agency	03 December 2020
DVSA	04 December 2020
Public Health England	07 December 2020
Charlesworth Parish Council	07 December 2020
Environment Agency	07 December 2020
Local Business	08 December 2020
Bamford with Thornhill Parish Council	08 December 2020
Landowner	08 December 2020
Landowner	09 December 2020
PDNPA	09 December 2020
PDNPA	10 December 2020
TMBC	11 December 2020
DVSA	14 December 2020
TMBC	15 December 2020
Public Health England	17 December 2020
One to ones with landowners	Ongoing as required
One to ones with key stakeholders	Ongoing as required
One to ones with members of the public	Ongoing as required

2.4 Covering Letter and Completed Section 55 Checklist

- 2.4.1 A covering letter and completed s55 checklist is submitted with the application documents (TR010034/APP/1.1).
- 2.4.2 The completed s55 checklist provides evidence of compliance with the pre-application consultation requirements within the Act.

3. 2015 to 2017 Non-Statutory Consultation

3.1.1 Overview of 2015 to 2017 Pre-Non-Statutory Consultation

3.1.2 Early consultation activities were undertaken between October 2015 and March 2017 prior to the non-statutory consultation period. This included a series of meetings, workshops and public awareness events.

Key Stakeholders Pre-Non-Statutory Consultation

3.1.3 The key stakeholders consulted prior to the PRA are presented in Table 3-1.

Table 3-1: Key Stakeholders Pre-Non-Statutory Consultation 2017

Stakeholder	Role	Relevance
TMBC HPBC DCC	Host Local Authority	
PDNPA Oldham Borough Council Manchester City Council Stockport Metropolitan Borough Council Kirklees Council Barnsley Metropolitan Borough Council Sheffield City Council Derbyshire Dales District Council Derby City Council Leicestershire City Council Rotherham Metropolitan Borough Council Staffordshire County Council Staffordshire Moorlands District Council Nottinghamshire County Council Cheshire East Council	Neighbouring Local Authority	Primary consultees to provide detailed knowledge of existing infrastructure, environment, potential issues within local community groups and economic growth strategies to inform design.
TfGM	Transport Body	A primary consultee to provide detailed knowledge of existing infrastructure and potential issues to inform design
Natural England Environment Agency Historic England Greater Manchester Archaeological Advisory Service	Statutory and non-statutory environmental organisations	Statutory and non-statutory environmental organisations to inform the Environmental Impact Assessment (EIA) Scoping, the Environmental Statement (ES) and overall design.
Statutory Undertakers	National Grid United Utilities Cadent	Consulted to provide knowledge on existing land and asset infrastructure, potential

Stakeholder	Role	Relevance
	Electricity North West BT Openreach	issues and requirements for diversions of utilities, protective provisions, health and safety provisions when working near assets, overview of the Scheme and process.
Landowners		Landowners who would be significantly affected were contacted to begin to establish a relationship.
Local Community		Interested parties and groups to provide 'on the ground' first-hand knowledge of local issues, concerns, as well as community aspirations.
Andrew Bingham (MP, High Peak), Jonathan Reynolds (MP, Stalybridge and Hyde), Ruth George (MP, High Peak)	Members of Parliaments (MPs)	These are the MPs of local constituencies and have a vested interest in the potential effects on their communities.

- 3.1.4 Workshops were held to discuss the proposals with key stakeholders. The first workshop was held in October 2015 with relevant statutory authorities and undertakers, Statutory Environmental Bodies and affected transport bodies invited. A second workshop was held in July 2016. Following the second workshop a feedback form was circulated to invitees asking for their views. Initially 6 out of 23 of these forms were received from stakeholders. It was recognised that this was a low return and follow-up engagement led to the return of a further 8 responses.
- 3.1.5 Bespoke meetings with Local Authorities were held to discuss various Scheme items.
- 3.1.6 Two public awareness events were held for the TPUP in October 2016 in Hollingworth and Tankersley to gather information to inform options development. The events also provided insight into the perceptions and concerns of the public. A total of 802 responses were received through a number of channels. The analysis undertaken of the responses showed clear support for measures to be taken to improve key routes, such as the A57 and A628, with the aim of relieving traffic through the villages of Hollingworth and Tintwistle. This was reflected in overwhelming support for a bypass around the villages of Hollingworth and Tintwistle, which many believed should also extend past Mottram. These awareness events informed options development and the subsequent preparation of materials for the non-statutory consultation.
- 3.1.7 MPs were offered the opportunity of a briefing in advance of the non-statutory consultation; this offer was taken up by Andrew Bingham MP and Jonathan Reynolds MP.
- 3.1.8 All identified landowners that were affected by Option A, Option B and the climbing lanes (that would be the subject of the non-statutory consultation) were

contacted by letter in November 2016. The letter informed them that public awareness events had been held in Hollingworth and Tankersley in October 2016 and invited them to attend individual informal meetings with the project team to discuss their concerns and answer any queries they may have. These individual meetings were known as resident surgeries and were held in November 2016. The majority of recipients took up the offer of a face-to-face meeting.

3.2 Description of the 2017 Non-Statutory Consultation

- 3.2.1 A non-statutory public consultation regarding options was undertaken for 4 weeks from 13 March to 10 April 2017 (28 days). The non-statutory consultation was recorded in the 'Trans Pennine Upgrade Programme, Non-Statutory Consultation Report, v0.6, 5 October 2017'².
- 3.2.2 The purpose of the non-statutory public consultation was to provide an early opportunity for stakeholders, the general public, the road user and any other interested parties to be informed and provide their views on the options prior to undertaking the statutory consultation.
- 3.2.3 The consultation was non-statutory and not required to meet any statutory obligations, however it was conducted using a comparable methodology to a statutory process. The consultation process was influenced by government guidance, best practice and lessons learned from other major consultations.
- 3.2.4 Fly-throughs of all the proposals presented in the non-statutory consultation were available online³. The proposals included:

- Mottram Moor Link Road and the A57(T) to A57 Link Road:

Option A and Option B were consulted on (further details are provided below). Both options would provide the same connectivity and standard of road but differed in their alignment. Option A provided a connection with Mottram Moor closer to the junction with Back Moor whilst Option B provided this connection on Mottram Moor closer to the junction with the A57 at the Gun Inn.

Option 1 and Option 2 were consulted on. Option 1 provided no gaps in the central reservation and prohibited right turns at the junction with Wentworth Way and Church Lane. Option 2 provide a gap in the central reserve and allowed right turns from the A61 into Wentworth Way.

- A628 Climbing Lanes:

Climbing lanes at 2 different locations were proposed. Each climbing lane would be built by cutting into the adjacent ground on the northern (higher) side of the existing road, to provide a wider carriageway. There would be 2 lanes in the eastbound (uphill) direction and a single westbound (downhill) lane

- Safety Improvements:

² <https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade-programme/results/consultation-report.pdf>

³ <https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade-programme/>

Implementation of some or all of the following measures were proposed as part of the safety improvements:

- changing speed limits (usually reducing them)
 - average speed cameras
 - introducing highly reflective road markings
 - installing light-emitting diode (LED) road studs
 - erecting vehicle actuated signs that light up to warn drivers of hazards or inappropriate speed
 - introducing skid resistant surfaces
 - providing parking bays to prevent vehicles parking on footways in built up areas
 - installing measures to protect right turning vehicles and prevent overtaking manoeuvres at specific locations
 - constructing better crossing facilities for pedestrians in built up areas.
- Technology Improvements:

Additional Variable Message Signs (VMS) were proposed to inform drivers of conditions on the network and automate the existing snow gates on the A628.

Option A

- 3.2.5 Option A would include a new dual carriageway link from the M67 Junction 4 roundabout at Hattersley to a new junction at A57(T) Mottram Moor near the existing junction with Back Moor. The route included new junctions at the former Cricket Ground, Roe Cross Road, and at Mottram Moor. The road between the former Cricket Ground and Roe Cross Road junctions would have been single carriageway. There would be a short tunnel under Roe Cross Road, Old Road and Old Hall Lane. From the tunnel, the route would turn sharply southwards to a new junction just east of the existing Back Moor traffic lights of A57(T) with A6018. From the new junction at Mottram Moor, the route would be a new single carriageway road running down the valley toward the River Etherow where it would connect to the existing A57 via a new junction at Brookfield. Several new drains would be required to carry existing streams beneath the new road and there would be new structures to provide access to farms and maintain footpaths and footways. A new river crossing of the River Etherow near the connection at Brookfield would also be required. This option is shown in Figure 3-1.

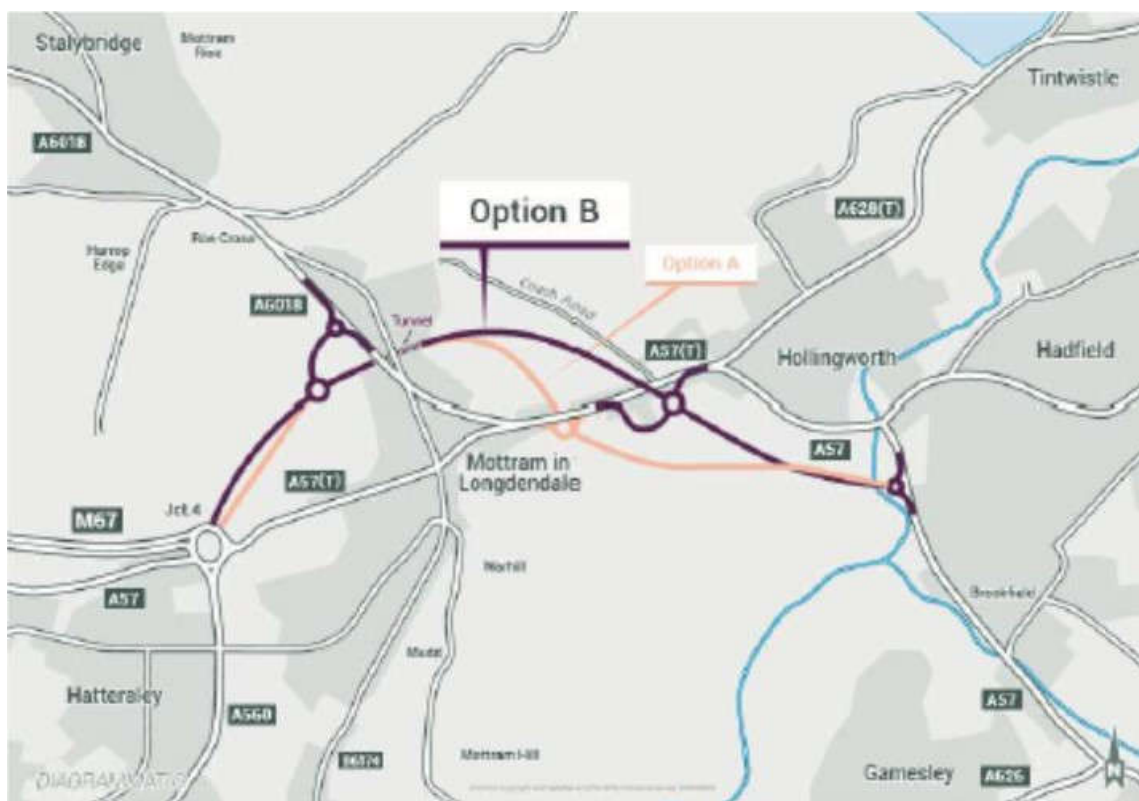
Figure 3-1 Option A



Option B

3.2.6 Option B would include a new dual carriageway link from the M67 Junction 4 roundabout at Hattersley to a new junction at A57(T) Mottram Moor near Coach Road. The route would include new junctions at the former Cricket Ground, Roe Cross Road, and at Mottram Moor. The road between the former Cricket Ground and Roe Cross Road junctions would be single carriageway. There would be a short tunnel under Roe Cross Road, Old Road and Old Hall Lane. From the tunnel, the route turns southwards to form a new junction at Mottram Moor near Coach Road west of the existing Gun Inn traffic lights at A57(T) with A57 Woolley Lane. From the new junction at Mottram Moor, the route would be a new single carriageway road running down the valley parallel to Woolley Lane toward the River Etherow where it would connect to the existing road network via a new junction on the A57 Woolley Lane at Brookfield. Several new drains would be required to carry existing streams beneath the new road and there would be new structures to provide access to farms and maintain footpaths and footways. A new river crossing of the River Etherow near the connection at Brookfield would be required. This option is shown in Figure 3-2.

Figure 3-2: Option B



3.2.7 Several of the proposals presented in the non-statutory consultation do not require a DCO to progress. The only elements requiring a DCO are the Mottram Moor Link Road and the A57(T) to A57 Link Road, which are the only elements of the non-statutory consultation considered within this Consultation Report.

Discounted Option

3.2.8 A number of discounted options were also shown within the non-statutory consultation brochure. These included two options that ran closer to Edge Lane than Option A, and crossed Mottram Moor near the Back Moor junction, and ran closer to Carrhouse Farm but join the A57 at Brookfield at the same point. It also included two other options, which between the M67 and the tunnel under Roe Cross Road was similar to Option A and another similar to Option B. East of the tunnel both routes ran closer to the Gun Inn than Option B, crossing Wedneshough Green but also joined the A57 at Brookfield at the same point.

3.2.9 These options were discounted for a range of safety, environmental, engineering and operational reasons. Additionally, the possibility of building Option A or B without a A57(T) to A57 Link Road was discounted.

Publicity and Documentation

3.2.10 Publicity and documentation for the non-statutory public consultation on options comprised of:

- 25,000 option consultation brochures with questionnaires distributed to key stakeholders and properties, closest to the Scheme. All affected landowners were included in the distribution.
- 27,500 flyers were distributed to residential, commercial and industrial properties in key areas surrounding the Scheme including Hattersley, Mottram, Hollingworth, Tintwistle, Crowden, Woodhead, Flouch, Langsett, Midhopestones, Stocksbridge, Wortley and Tankersley.
- A press release announcing the consultation and providing details of the website where information was available was issued on 14 March 2017.
- Press advertisements were displayed in local newspapers.
- A poster printed in A3 and A4 displayed on notice boards at deposit locations and exhibition venues.
- The fly-through videos of Option A, Option B, climbing lane 1 and climbing lane 2 that had been prepared for the exhibitions were available on the TPUP website⁴.
- A 16-page A4 size brochure providing information about the proposals within the Trans-Pennine Upgrade Programme with an 8-page A4 size feedback questionnaire.
- Copies of the Mottram Link Map and discounted options graphics in the consultation document, showing Option A and Option B and the rejected routes.
- Nine exhibition panels with summarised information from the consultation brochure.
- Engineering drawings showing Option A, Option B, climbing lane 1 and climbing lane 2 in plan at 1:2500 scale.
- MPs were also invited to a preview event for key stakeholders on the 18 or 21 March 2017

3.2.11 The 'Options Consultation Brochure and Response Form' is provided in Appendix A.

3.3 2017 Non-Statutory Consultation Responses

3.3.1 All responses received by Monday 10 April 2017 were included in the Non-Statutory Consultation Report and postal returns were accepted until Tuesday 18 April 2017, to allow for postal delays. The online questionnaire was closed on the day the consultation period ended

3.3.2 A total of 878 completed responses to the consultation questionnaire were received.

⁴ <https://highwaysengland.co.uk/projects/a57a628-trans-pennine-programme/>

3.3.3 The analysis of the questionnaires included a postcode analysis, age and gender demographics analysis.

- Questions 1-3 enquired how often and why the respondents used the route and whether they are affected by noise, vibration, poor air quality, difficulty crossing roads and congestion.
- Question 4 enquired whether the respondent agreed with a number of statements relating to improving journey times and their reliability, air quality, noise and vibration, available information for drivers on incidents, whether reducing collisions is more important than reducing journey times, poor road conditions in the National Park, and whether it should remain a route for all types of Trans-Pennine traffic.
- Question 5a enquired which of the two options the respondent preferred for the Mottram Moor Link Road and the A57(T) to A57 Link Road and question 5b asked the respondent to explain why.
- Question 6a enquired which of the two options the respondent preferred for the A61 Dualling and question 5b asked the respondent to explain why.
- Question 7a asked the respondent whether they agreed that plans for the A628 climbing lanes would reduce collisions and reduce journey times for eastbound traffic between Tintwistle and Flouch and question 7b asked for additional comments on the climbing lanes.
- Question 8 enquired to what extent the respondent agreed that the various technology measures would improve safety along the route if installed, and question 9 enquired whether they would improve conditions for traffic.
- Question 10 asked the respondent for any further comment on the proposals.
- Questions 11-13 asked the respondent for details on how they found out about the consultation, whether they found consultation materials useful in answering the questionnaire and whether they attended one of the public exhibitions.

Summary of Responses

3.3.4 When asked which of the Options A or B was preferred 50% of the respondents preferred Option A, compared to 33% preferring Option B, and 17% not offering any response.

3.3.5 The reasons given for preferring Option A over Option B were that respondents believed that it was the most sensible and logical route, and they felt that Option A strikes a balance between solving the traffic problems in the area, having minimal impact on the environment and providing a safe route. Respondents also favoured its familiarity as it is the most similar to previously proposed routes. Option A utilised a route that had been previously proposed as part of an earlier Scheme and fewer properties would be affected by this option.

3.3.6 For those who preferred Option B over Option A, the reasons for preference were that it bypasses more of Mottram Moor and congestion problems would be better addressed. They also considered that the smoother road layout is safer. However, many respondents expressed concern for the potential effects on property and disruption to communities.

- 3.3.7 A large number of respondents argued that the plans are inadequate because they do not bypass the villages of Hollingworth and Tintwistle and therefore do not properly address the problem. The Applicant's remit for the TPUP is provided by the Road Investment Strategy (RIS). A bypass of Hollingworth and Tintwistle is currently not included in the RIS. Proposals for the Strategic Road Network (SRN) and its current and future needs have been published in a multi-year RIS, the 2nd RIS covers the financial years post 2020 and the possibility of further study being to consider Hollingworth and Tintwistle.
- 3.3.8 Several respondents felt that only Mottram will benefit from the implementation of either of the options for the Link Road. The TPUP objectives include improved reliability, reduced congestion and fewer delays for all customers travelling through Mottram, benefiting more than just the residents of Mottram.
- 3.3.9 Full analysis results and details can be viewed in the Non-Statutory Consultation Report.

3.4 2017 Preferred Route Announcement (PRA)

- 3.4.1 The information gathered as part of the non-statutory options consultation helped to inform the decision on the Preferred Route and the development of the Scheme which was taken to statutory consultation. Information received through the questionnaires was considered as well as alternative suggestions put forward in the questionnaires and in other written consultation responses. All this information was considered alongside other factors including meeting the Scheme objectives, cost and compliance with design and safety standards when making decisions about which options to develop.
- 3.4.2 The PRA was made by the Applicant on 2 November 2017. Option A was selected as the Preferred Route to be progressed to the next stage of development. The Applicant received feedback that 50% of respondents preferred Option A, as they believed that the road layout is more straightforward and easier to use than Option B and will have less impact on local communities. Additionally, the feedback suggested that people felt Option A balanced solving traffic problems in the area, with a reduced impact on the environment and providing a safer route.
- 3.4.3 The PRA was publicised on the Applicant's website, via a press release⁵ and via a brochure delivered to households close to the Scheme and all of the individuals who had contacted Highways England as part of the non-statutory consultation.
- 3.4.4 A letter was sent to affected residents after the PRA, inviting them to a residents' surgery. This was held in St Marys Church on Saturday 11 November 2017. It provided an opportunity for directly affected residents to understand more about the Scheme, to identify their concerns and to gather property information. At this surgery, the project team (including the district valuer) were available to discuss the implications of the PRA for these landowners. Where individuals were unable to attend the residents' surgery, private meetings were organised to make the information available to these parties.

⁵ [A57 Mottram bypass in £242 million Trans-Pennine plans - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

3.5 2017 to 2018 Post PRA Ongoing Engagement

3.5.1 The Applicant continued to engage with interested parties after the non-statutory consultation period and the PRA. This comprised of the establishment of a Local Authority Steering Group, a Statutory Environmental Bodies group, attendance at meetings with local authorities, residents' groups and those with land interests.

Local Authority Steering Group

3.5.2 The Applicant established a Local Authority Steering Group, which consists of representatives from the local authorities listed below. Transport for Greater Manchester (TfGM) is included in its capacity as the local government body responsible for delivery Greater Manchester's transport strategy and commitments:

- TMBC
- DCC
- Barnsley MBC
- Sheffield City Council
- HPBC
- PDNPA
- TfGM

3.5.3 The Local Authority Steering Group has met on 3 occasions, the details of which are summarised in Table 3-2.

Table 3-2: Local Authority Steering Group Meetings and Outcomes

Date	Consultee	Discussions/ Issues raised	Outcome (influence on Scheme)
11 October 2017	Local Authority Steering Group TMBC DCC Barnsley MBC Sheffield City Council HPBC PDNPA TfGM	Summary: This meeting included discussions around the Terms of Reference, Scheme progress and programme, non-statutory consultation feedback, preliminary traffic flows, future highway ownership, Statutory Consultation, Statement of Community Consultation (SoCC)	Another option for Westwood Roundabout was to be investigated (this is not part of the DCO application). Negotiation around Highways Authority responsibility when the Scheme is built. Further investigation into the options around the Old Hall Lane alignment were undertaken to minimise the impact on the community. It was agreed to visit DCC to inform them of the traffic model with their traffic engineers

Date	Consultee	Discussions/ Issues raised	Outcome (influence on Scheme)
23 January 2018	Local Authority Steering Group (attendees as above)	<p>The meeting included discussions around: programme updates, Scheme updates, statutory consultation, traffic in Glossop area, detrunking measures & maintenance responsibilities.</p> <p>Discussions were held around Mottram tunnel becoming an underpass and the advantages an underpass provided for the operational and maintenance regime.</p> <p>HPBC informed the team of a planning application which is located at the eastern end of the Scheme.</p> <p>Consultation events presented de-trunking drawings</p>	<p>TMBC was interested in viewing a drawing on how Walkers, cyclists and horse riders (WCHs) would navigate the area. Their suggestions have been taken forward.</p> <p>Since the meeting, Highways England investigated the planning application at the eastern end of the Scheme and met with the developer. The alignment has since been moved to accommodate the development.</p> <p>TMBC requested an additional deposit location for consultation materials which Highways England added to the SoCC</p>
1 May 2018	Local Authority Steering Group (attendees as above)	<p>This meeting provided Scheme updates, consultation overview, traffic update, air quality and noise update.</p> <p>Presented draft traffic information to the group and confirmed this was the data presented within the Preliminary Environmental Information Report (PEIR). Highways England confirmed that a further consultation would be undertaken where final traffic data would be presented.</p>	<p>It was agreed that this data would be provided to the steering group prior to the additional non-statutory consultation period.</p> <p>DCC raised concern over the draft traffic figures in Glossop due to increased flows and it was agreed Highways England would undertake additional LinSig⁶ analysis. The consultation strategy would need to be discussed further at the next meeting.</p>

Statutory Environmental Bodies Meeting

- 3.5.4 The Applicant has established a group representing the relevant Statutory Environmental Bodies (Natural England, Environment Agency and Historic England).

⁶ LinSig is a software tool that allows traffic engineers to model traffic signals and their effect on traffic

3.5.5 Owing to the proximity of the Peak District National Park to the Scheme, representatives from the Conservation and Planning, Policy and Communities and Transport Policy departments of the PDNPA also attended these meetings. The group has met on 3 occasions, the details of which are summarised in Table 3-3.

Table 3-3: Statutory Environmental Bodies Meetings and Outcomes

Date	Consultee	Discussions/ Issues raised	Outcome (influence on Scheme)
27 June 2016	Natural England	Programme updates, programme elements, Hollingworth and Tintwistle, and programme and delivery were discussed at this meeting	
	Environment Agency		
	Historic England	<ol style="list-style-type: none"> 1. The Environment Agency stated a Water Framework Directive assessment is expected to be required with respect to Hurstclough Brook and River Etherow, and possibly other watercourses 2. PDNPA will require demonstration of why climbing lanes are required and why they are proposed at these locations in preference to others with overriding public interest to be demonstrated. 3. Natural England assume that the Habitat Regulations Assessment (HRA) will be completed for both climbing lanes. 4. PDNPA suggested some of the best sites for VMS signs may be in the PDNP where there is more vegetation to provide screening 5. PDNPA stated the use of fluorescent coloured cameras should be avoided 6. Barnsley MBC should be consulted about the 	<ol style="list-style-type: none"> 1. A Water Framework Directive assessment is being completed for the Scheme in respect to Hurstclough Brook, River Etherow, Tara Brook, Lamb Stream Hollingworth Brook and the Arnfield reservoir. 2. Climbing lanes were removed from scope during stage 2 and they do not form part of the DCO application. 3. As above 4. The project team set up a meeting with Peak District National Park Authority on site to further discuss the locations of the VMS signs. (This is not part of the DCO application). 5. No cameras are included in the scope. 6. Barnsley MBC is a neighbouring authority to the DCO elements of
	PDNPA		

Date	Consultee	Discussions/ Issues raised	Outcome (influence on Scheme)
		<p>surface water management.</p>	<p>the Scheme. It was later discussed that DCC and the Environment Agency will be consulted on surface water management in relation to the DCO elements of the Scheme.</p>
		<p>7. Peak District National Park Authority requested the community benefits of any proposals clearly identified.</p>	<p>7. The public benefits of the Scheme were presented in the consultation brochure produced for the Statutory Consultation and are embedded in the Scheme objectives.</p>
<p>24 May 2017</p>	<p>Natural England Environment Agency Historic England PDNPA</p>	<p>The topics discussed included the emerging results of non-statutory consultation, PRA, Trans Pennine Trail diversions and climbing lanes. PDNPA expressed concerns over the climbing lanes, Trans Pennine Trail diversions and WCH crossings.</p>	<p>Climbing lanes were removed from scope during stage 2 (they do not form part of the DCO application). The Applicant has continued to work with the Peak District National Park in regard to the Trans-Pennine Trail diversions and WCH crossings.</p>
<p>25 September 2017</p>	<p>Natural England Environment Agency Historic England PDNPA</p>	<p>The topics discussed included an update on traffic, the DCO process and programme, the PRA and the River Etherow floodplain. PDNPA expressed concerns over the second climbing lanes proximity to the Site of Special Scientific Interest (SSSI) / Special Protection Area (SPA) / Special Area of Conservation (SAC) and that a reasonable approach might be to ensure that poorer quality areas of land within the existing SSSI / SAC / SPA are enhanced. A further meeting to discuss traffic issues would be arranged with PDNPA, Natural England Traffic specialists and Highways England.</p>	<p>Climbing lanes were removed from scope during stage 2 (they do not form part of the DCO application).</p>

Local Authority

3.5.6 Highways England has attended meetings with local authorities and relevant consultees individually and as groups throughout the Scheme development. Those held post PRA are summarised in Table 3-4.

Table 3-4: Meetings Held Post PRA

Date	Consultee	Discussions/ Issues raised	Outcome (influence on Scheme)
22 November 2017	Sheffield City Council PDNPA Natural England Historic England HPBC Barnsley MBC TMBC DCC	This meeting presented the DCO process to host and neighbouring authorities and environmental organisations to discuss their roles. Highways England was informed of a pending planning application within the access road on to the A57 close to the proposed junction south of Woolley Bridge.	Confirmed who would be classed as the host and neighbouring authorities. Highways England was able to further investigate the planning application and come to an agreement with the developer. The red line boundary was adjusted.
27 November 2017	TfGM Sheffield City Council Natural England PDNPA Natural England Environment Agency Historic England HPBC Barnsley MBC TMBC DCC	The traffic model was presented	TfGM provided positive feedback in term of their confidence in the model and the results were those expected. It was agreed that specific traffic numbers for various locations would be provided and to provide details of the transport network in the Glossop area to DCC
28 November 2017	TMBC TfGM	In this meeting, a number of options were presented for the M67 Junction 4 Roundabout. TfGM suggested considering changing the form of junction to a signal-controlled crossroads. TMBC suggested contacting TMBC Public Right of Way (PRoW) officer to discuss WCH issues.	This form of junction has been considered however the results of traffic modelling indicated that it would cause traffic flows to worsen. A meeting was held with TMBC footpath officer on 11 January 2018.
14 December 2017	TMBC TfGM	Discussed the options around the M67 Junction 4 Roundabout and an agreed preferred solution as well as the	A meeting with TfGM was set up after this meeting to further discuss designs around the options.

Date	Consultee	Discussions/ Issues raised	Outcome (influence on Scheme)
		A57 De-trunking proposals. TfGM requested a meeting to further explain the highway design around the options and that plans should be submitted to TfGM's bus consultant. TfGM suggested a Road Safety Audit stage 1 be carried out.	Plans were submitted to TfGM and discussions progressed at recent meetings. The Road Safety Audit stage 1 has been produced which assesses the safety of the design.

3.5.7 The Applicant continues to engage with affected local authorities on an individual and group basis.

Persons with an Interest in Land

3.5.8 The Applicant has been undertaking ongoing engagement with landowners. Appendix A of the Statement of Reasons (document reference: TP010034/APP/4.1) provides details of the status of negotiations with affected landowners.

Mottram Residents Group (Old Hall Lane)

3.5.9 The Mottram Residents Group (Old Hall Lane) was assembled by the residents to ensure more specific and informed consultation with the Applicant. The topics covered in the first meeting held on 11 May 2018 included: the tunnel compared to the underpass; ground settlement damage to property and insurance implications; pollution levels and traffic volumes; a full bypass i.e. including Hollingworth and Tintwistle and disruption during construction. Concerns regarding damage to property have been followed up with relevant landowners and an underpass has been selected for geological, operational and maintenance cost reasons.

3.6 Environmental Impact Assessment

3.6.1 The Scheme has been subject to EIA procedures on the basis that: it is listed within Schedule 2 Regulation 3(1) Part 10 (f) 'Construction of roads' of the EIA Regulations; and has the potential to generate significant environmental effects by virtue of its nature, scale and location.

3.6.2 A PEIR was produced for the statutory consultation to inform the parties consulted under s42 of the Act and the public of the environmental work which had been undertaken to this point.

3.6.3 During the preparation of the ES a number of topic specific consultations have been undertaken with various organisations as part of the baseline data gathering process and to review some early assessment work (both with statutory and non-statutory consultees). All consultation undertaken as part of the EIA is outlined in Chapter 3: Consultation of the ES (document reference: TR010034/APP/6.3).

- 3.6.4 In accordance with Regulation 8(1) (b) of the EIA Regulations, the Applicant notified the Secretary of State in a letter to the Inspectorate dated 8 November 2017 that an ES would be provided in respect of the Scheme. An Environmental Scoping Report (ESR) was prepared to establish the scope of the ES by setting out the proposed technical content and methodologies to be used during the EIA. This was submitted to the Planning Inspectorate on 08 November 2017. The Planning Inspectorate reviewed this and provided a response in December 2017, which is presented in the Scoping Opinion.
- 3.6.5 A copy of the letter and the acknowledgment are provided within Appendix B.

4. Statutory Consultation 2018

4.1 Overview of the 2018 Statutory Consultation

- 4.1.1 The statutory consultation ran for 6 weeks from the 12 February to 25 March 2018 (42 days). This was to ensure the local community, residents, local interest groups, businesses, visitors and road users all had the opportunity to fully understand the Schemes and comment on the non-DCO proposals, including Westwood Roundabout and the safety and technology elements.
- 4.1.2 Since the non-statutory consultation on options (Q2 2017) and the PRA (Q4 2017), the Scheme proposals had developed. Improvements were required at M67 Junction 4, in order for the Scheme to perform at its best. The new junctions at A6018 Roe Cross Road and the new A57 link with Woolley Bridge were to be signalised 'T' junctions. The design of the Mottram Tunnel was reduced by approximately 40 metres in length on the eastern side, meaning that it was now classified as an underpass, offering significant cost savings during construction and ongoing maintenance costs. Opportunities for facilities for cyclists, pedestrians, equestrians and walkers were identified through work with local authorities and TfGM. A meeting with Tameside's WCH group was set up to present the Scheme and provide a forum for discussion. Crossing facilities on the A57 from the M67 Junction 4 were to be improved and a combined cycleway and footpath alongside the new A57(T) to A57 link road between Mottram Moor and Woolley Bridge were provided. The existing A57(T) Hyde Road between the M67 Junction 4 and the new roundabout on Mottram Moor will no longer be part of the trunk road network and ownership will be passed to the local highway authority, TMBC. The improvements to the community environment include lower speed limits, speed reduction measures, local junction improvements, additional parking bays, and traffic priority signals.
- 4.1.3 The statutory consultation was an opportunity to seek views on a number of aspects of the Scheme including:
- level of support for link roads
 - agreement with community environment improvements proposals
 - views and suggestions of how the land above Mottram underpass may look on completion of the Scheme.
 - level of support for improved facilities for pedestrians, cyclists, equestrians and walkers
 - level of agreement with improved safety
 - whether proposals for Westwood roundabout will reduce delays
- 4.1.4 At the start of the consultation period, copies of the public consultation brochure were sent directly to residential and commercial properties in close proximity to the Scheme. The brochure outlined the Scheme's objectives, how proposals have developed and changed since the PRA and details of the elements which we would like views on as well as details for the public exhibitions and how to respond to the consultation. A wider distribution catchment area also received notification of the consultation period, and how to find out more information about the Schemes, via an A4 flyer.

The distribution zones for the brochures and flyers can be seen in Figure 4- 3 and Appendix 1 of the 2018 SoCC in Appendix F and were identified as the areas likely to be most affected by the proposals. They were agreed in consultation with the Local Authorities on the SoCC.

- 4.1.5 A wide range of other communication activities ensured that those outside the distribution zones were also made aware of the consultation and were able to ask questions, attend events and express their views if they wished.
- 4.1.6 From the 12 February 2018 the consultation material, including the brochure with the customer response form, the PEIR and Non-Technical Summary (NTS), and the 2018 SoCC, were available to view on the dedicated Scheme webpage⁷. The documents were also available at deposit locations within the vicinity of the Scheme.
- 4.1.7 Six public consultation events were held on 17, 28 February, 3, 5, 9, 10 March 2018. The exhibitions gave people an opportunity to view the proposals, talk to the project team and provide comments. The public were informed of the exhibition through channels including advertisements in appropriate local newspapers, via our webpage, the media, direct communications (including brochure/flyer drop) and Scheme updates (if subscribed to on the Scheme website).
- 4.1.8 All responses received by Tuesday 25 March 2018 were included in the consultation. The online response form closed on the day the consultation period ended.
- 4.1.9 Councillors from TMBC, HPBC and Barnsley MBC were invited to a VIP event, which was held during the first hour of the first public exhibition event. A brief presentation was given to attendees followed by the opportunity to view the exhibition and discuss the proposals with the project team.
- 4.1.10 The consultation was advertised in local and national newspapers. This included publication of the 2018 s47 and s48 notices in addition to further adverts notifying the public of the consultation, the public exhibitions, how to acquire further information and the deadline for submitting responses. Details of all 2018 s47 and s48 newspaper publications are provided in Table 4-4 and Table 4-8 respectively. The notices were published twice due to an editorial error. The second published notice in the press still allowed 28 days consultation period. The s48 notices were placed in the Barnsley Chronical, Tameside Reporter and Sheffield Star. Advertisements of the consultation were also advertised in the Manchester Evening News and Glossop Chronical. Copies of the advertisements are provided in Appendix L.
- 4.1.11 A press release detailing the consultation and how the community and road users can participate was issued on 13 February 2018.
- 4.1.12 The public consultation was also advertised on Highways England North West Twitter feed @highwaysNWEST.

⁷ A57 Link Roads - Highways England

4.2 Preparation of the 2018 Statement of Community Consultation (SoCC)

- 4.2.1 TMBC, DCC, HPBC and PDNPA were consulted on the preparation of the 2018 SoCC as the host local authorities of the Scheme as listed in s43 of the Act.
- 4.2.2 Prior to the development of the 2018 SoCC, a non-statutory public consultation on options captured the views of the local community, which assisted with the development and refinement of the Scheme.
- 4.2.3 The information contained within the 2018 SoCC consisted of an introduction outlining the purpose of the 2018 SoCC, the application as a Scheme being developed under the Act, a description of the Scheme and its objectives, setting out the non/DCO elements of the proposals for consultation, as required by s47 of the Act, documents available for inspection and the next steps of the DCO process. An overview to the methods of consultation with the community is provided in the table on page 5-7 of the 2018 SoCC.
- 4.2.4 Documents, including the Public Consultation Brochure with the Customer Response Forms, Route Map 1 and 2, PEIR and NTS, Non-Statutory Consultation Report and DCO Leaflet were made available for inspection online and at deposit locations as listed in the 2018 SoCC. The 2018 SoCC explains how the development requires EIA and that the PEIR and NTS will therefore be made available as part of the consultation materials. A copy of the draft 2018 SoCC is provided in Appendix C.
- 4.2.5 An email was sent to the local authorities listed in Table 4-1 on the 24 November 2017 requesting comments on the 2018 SoCC; responses were requested to be returned by the 2 January 2018. Therefore, the authorities were provided with 37 days to respond; greater than the 28 calendar days prescribed in s47(3) of the Act. A copy of the letter / e-mail to each local authority is provided in Appendix D.
- 4.2.6 Responses received from the local authorities are detailed in Table 4-1 with the date the responses were received identified; a copy is provided within Appendix E.

Table 4-1: Local Authorities Consulted on the 2018 SoCC and Date Response Received

Authority	Date Sent	Date to be Returned	No of Days to Respond	Method of Communication	Date Response Received
TMBC	24 November 2017	2 January 2018	37 Days	e-Mail	13 December 2017
HPBC	24 November 2017	2 January 2018	37 Days	e-Mail	13 December 2017
DCC	24 November 2017	2 January 2018	37 Days	e-Mail	13 December 2017
PDNPA	24 November 2017	2 January 2018	37 Days	e-Mail	13 December 2017

4.2.7 The suggestions made by the host authorities to improve the SoCC, the regard the Applicant had to those suggestions and any amendments made to the SoCC, as a result of the responses received, are detailed in Table 4-2.

Table 4-2: SoCC Consultation with Local Authorities and Regard had to Suggestions

Section of SoCC:	Suggestion/Comment Made by Local Authority:	Regard had to the Suggestion:	Amendment to 2018 SoCC (if applicable)
TMBC			
'The Scheme' (p4)	Distinguish between DCO and non-DCO elements.	Agreed	The DCO and non-DCO elements were identified separately in the revised SoCC in section 8, page 3.
'Consulting the Community' (p6)	17 February is start of the school holidays so change paragraph to reflect this.	Agreed, there are no planned events within the Tameside half term	Text updated on p6 of final SoCC as follows 'Please note: apart from the first event being the Saturday before half term, there are no events during school holidays'.
'Consulting the Community' (p6)	Information on media usage to publicise contradictory.	Agreed	Details of media coverage has been updated to only be included within the 'Media' section on p7 to avoid contradiction
'Local Benefits' (p4)	Minor revisions to the text on page 4.	Agreed	Details of media coverage has been updated to only be included within the 'Media' section on p7 to avoid contradiction
HPBC			
'Documents available for inspection' (p8)	Requested that High Peak offices in Glossop are used as a deposit point.	Agreed	The deposit locations were updated to include the High Peak offices in Glossop (p8).
N/A	Engage with Charlesworth, Chisworth and Tintwistle Parish Councils	Agreed	Whilst no amendment was made to the SoCC, the parish councils have been contacted and offered a meeting to further inform them of the Scheme and provide opportunity for comment. Meetings have been held with Tintwistle and Hollingworth Parish Councils
Appendix 2	Should the PDNPA be added to the list of local	Agreed	The PDNPA were added to the list of local

Section of SoCC:	Suggestion/Comment Made by Local Authority:	Regard had to the Suggestion:	Amendment to 2018 SoCC (if applicable)
	authorities within Appendix 2?		authorities in Appendix 2 of the SoCC.
Peak District National Park Authority			
N/A	Highlighting the fact that PDNPA is the local planning authority for sections of road within the National Park	Noted	N/A
'Documents available for inspection' (p8)	Concern that the Peak District deposit point is some distance from the road	Agreed	Deposit location changed from PDNPA to their main office at Aldern House.
DCC			
N/A	Want regular progress/update meetings with the other local authorities involved.	Noted -regular meetings are being held with all local authorities as part of the Local Authority Steering Group 3.5.2	N/A
'Consulting the Community' (p5)	Requested early sight of the Preliminary Environmental Information (PEI)	Due to timescales for delivering the PEIR and there being no legal requirement to provide the document in advance, no early sight of the PEIR was provided. It was provided along with the consultation material during the statutory consultation period	N/A

4.2.8 A copy of the published 2018 SoCC is provided in Appendix F.

4.2.9 The 2018 SoCC was available in the vicinity of the Scheme, the locations of which are detailed in Table 4-3.

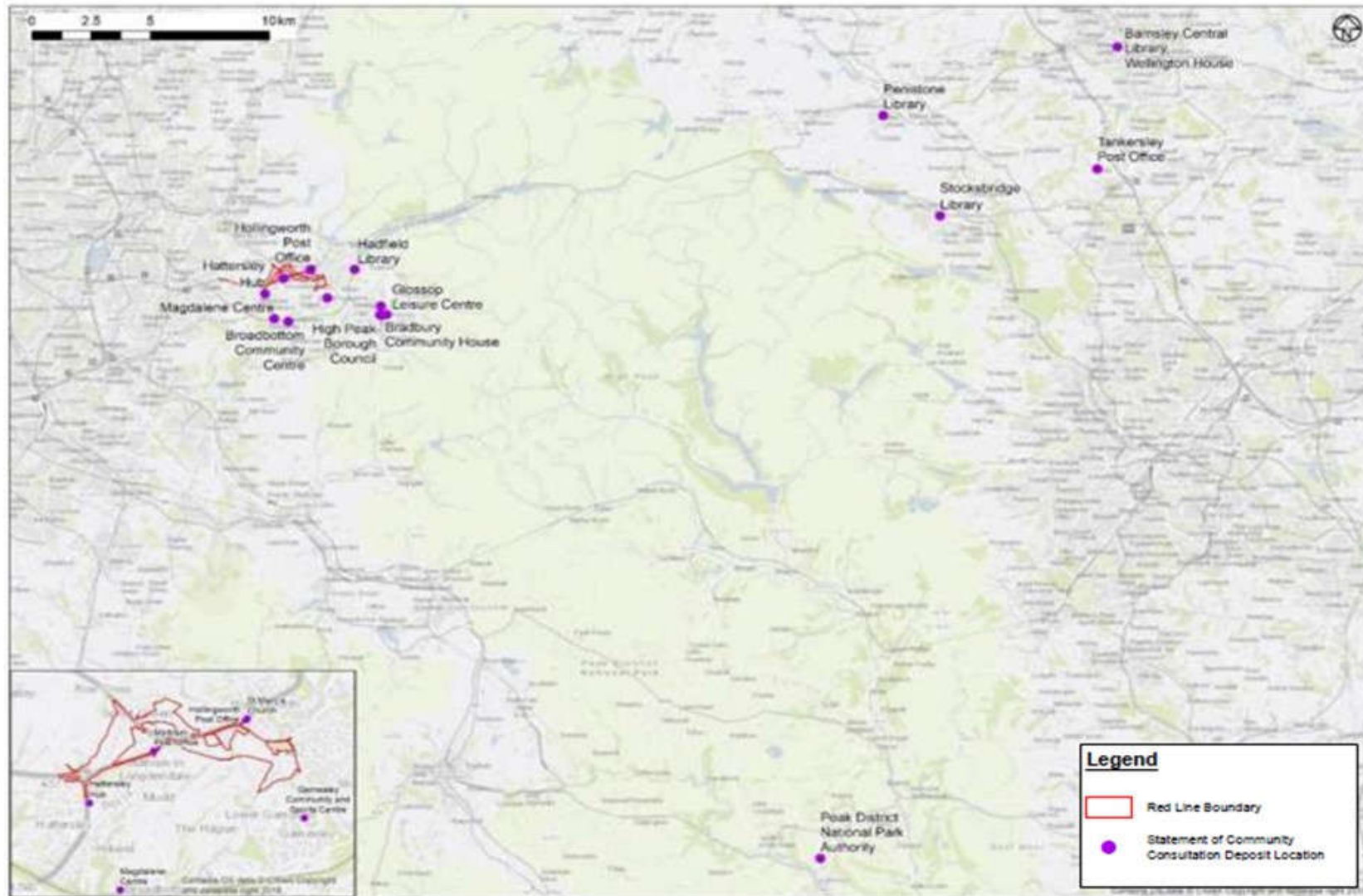
Table 4-3: Availability of the 2018 SoCC in the Vicinity of the Scheme

Date Available	Location
<p>Monday 12 February 2018 – Sunday 25 March 2018</p>	<p>Broadbottom Community Centre, Lower Market Street, Broadbottom, SK14 6AA http://broadbottomvillage.com/</p> <p>Hattersley Hub, Stockport Road, Hattersley, SK14 6NT https://libraryopeningtimes.co.uk/listing-3863.html</p> <p>Hattersley Library, Stockport Road, Hattersley, SK14 6NT https://libraryopeningtimes.co.uk/listing-3863.html</p> <p>Hollingworth Post Office, 33 Market St, Hollingworth, Hyde, SK14 8NE https://www.royalmail.com/delivery-and-collection-office-finder</p> <p>Magdalene Centre, Mottram Road, Broadbottom, SK14 6BB https://www.list.co.uk/place/90838-magdalene-centre-broadbottom/</p>
<p>Monday 12 February 2018 – Sunday 25 March 2018</p>	<p>Mottram Post Office, 1 Mottram Moor, Mottram in Longdendale, Hyde, SK14 6LA https://www.royalmail.com/delivery-and-collection-office-finder</p> <p>St Mary's Church, Market Street, Hollingworth, Tameside, SK14 8NE http://tameside.directory/st-marys-hollingworth/</p> <p>Bradbury Community House, 10 Market Street, Glossop, SK13 8AR www.bradbury-house.co.uk</p> <p>Gamesley Community and Sports Centre, Melandra Castle Road, Glossop, SK13 6UQ https://www.activederbyshire.org.uk/high-peak4</p> <p>Glossop Leisure Centre, 36-40 High Street East, Glossop, SK13 8QA https://sports-facilities.co.uk/sites/view/1004984</p> <p>Glossop Library, Victoria Hall, Talbot Street, Glossop, Derbyshire, SK13 7DQ https://libraryopeningtimes.co.uk/listing-707.html</p> <p>Hadfield Library, Station Road, Glossop, SK13 1AA https://www.libraryopeningtimes.co.uk/listing-708.html</p> <p>High Peak Borough Council, Municipal Buildings, Market Place, Glossop, SK13 8AF https://www.highpeak.gov.uk/</p> <p>Peak District National Park Authority, Aldern House, Baslow Road, Bakewell, DE45 1AE http://www.peakdistrict.gov.uk/visiting/maps/aldern-house</p> <p>Barnsley Central Library, Wellington House, 36 Wellington St, Barnsley, S70 1WA https://www.barnsley.gov.uk/services/libraries/find-a-library/central-library/</p> <p>Penistone Library, High Street, Penistone, Sheffield, S36 6BR https://www.barnsley.gov.uk/services/libraries/find-a-library/penistone-library/</p> <p>Tankersley Post Office, 12 Worsborough View, Tankersley, Barnsley, S75 3AH https://www.royalmail.com/branch-finder?page=1</p> <p>Tankersley Welfare Hall, Pilley Lane, Tankersley, Barnsley, S75 3AP http://www.tankersleypc.org/</p> <p>Stocksbridge Library, Manchester Road, Stocksbridge, Sheffield, S36 1DH https://libraryopeningtimes.co.uk/listing-2987.html</p>

Date Available	Location
From Monday 12 February 2018 to Sunday 25 March 2018 (statutory and non-statutory consultation documentation is still available via the Applicant's website)	Via the Applicants website: https://highwaysengland.co.uk/projects/a57a628-trans-pennine-programme/ https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade/

4.2.10 The locations of the 2018 SoCC deposit points are shown in relation to the red line boundary in Figure 4-1.

Figure 4-1: Locations where the 2018 SoCC was available for public inspection



4.2.11 The 2018 SoCC notice was published in the newspapers detailed in Table 4-4. Copies of the 2018 SoCC notices as published are provided within Appendix F

Table 4-4: 2018 SoCC Notice Publication Dates

Date Published	Newspapers
29 January 2018	The Guardian
1 February 2018	Tameside Reporter
2 February 2018	Barnsley Chronicle
5 February 2018	Sheffield Star
5 February 2018	London Gazette

4.3 2018 Section 42 (Letters and Consultation Documents)

4.3.1 In accordance with section 42 (s42) of the Act, Highways England has consulted with the following:

- Prescribed Consultees
- Each local authority within section 43 (s43)
- Each person who is within one or more of the categories set out in section 44 (s44) (Category 1, 2 or 3 landowner).

Prescribed Consultees

4.3.2 A list of prescribed consultees has been identified which are provided in Appendix G. The inclusion of each consultee is justified through the ‘circumstances’ test as identified in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 (APFP Regs). A statutory consultation letter was prepared and sent out on 26 January 2018. An example of this letter is provided in Appendix I.

Local Authorities

4.3.3 Relevant local authorities were identified and sent a s42 consultation letter. A list of the relevant local authorities can be seen in Table 4-5, including their classification as an ‘A, B, C or D’ authority as per s43 of the Act, and a plan identifying the boundaries of these local authorities is provided in Figure 4-2.

Table 4-5: Identification of Relevant Local Authorities

Name	A, B, C or D Authority	Criteria for Identification:
Tameside Metropolitan Borough Council	B & D	Tameside Metropolitan Borough Council is a unitary council in which the development is situated – a host authority.
Derbyshire County Council	C & A	Derbyshire County Council is an upper tier county council in which the development is situated – a host authority.

Name	A, B, C or D Authority	Criteria for Identification:
High Peak Borough Council	B	High Peak Borough Council is a lower tier district council in which the development is situated – a host authority.
Peak District National Park Authority	A & D	The Peak District National Park Authority is a neighbouring local authority that shares a boundary with a unitary council or lower-tier district council within whose area development is situated.
Oldham Borough Council	A & D	Oldham Borough Council is a neighbouring local authority (s43(3)) that shares a boundary with a unitary council (Tameside MBC and Derbyshire County Council) within whose area the development is situated.
Manchester City Council	A & D	Manchester City Council is a neighbouring local authority (s43(3)) that shares a boundary with a unitary council (Tameside MBC) within whose area the development is situated.
Stockport MBC	A & D	Stockport MBC is a neighbouring local authority (s43(3)) that shares a boundary with a unitary council (Tameside MBC & Derbyshire County Council) within whose area the development is situated
Kirklees Council	A & D	Kirklees Council is a neighbouring local authority (s43(3)) that shares a boundary with a lower tier district council (High Peak Borough Council) within whose area the development is situated. Kirklees Council is a unitary council which shares a boundary with a host 'C' authority (Derbyshire County Council) - a neighbouring authority (s43(3)).
Barnsley MBC	A & D	Barnsley MBC is a neighbouring local authority (s43(3)) that shares a boundary with a lower tier district council (High Peak Borough Council) within whose area the development is situated. Barnsley MBC is a unitary council which shares a boundary with a host 'C' authority (Derbyshire County Council) - a neighbouring authority (s43(3)).
Sheffield City Council	A & D	Sheffield City Council is a neighbouring local authority (s43(3)) that shares a boundary with a lower tier district council (High Peak Borough Council) within whose area the development is situated. Sheffield City Council is a unitary council which shares a boundary with a host 'C' authority (Derbyshire County Council) - a neighbouring authority (s43(3)).
Derbyshire Dales District Council	A	Derbyshire Dales District Council is a neighbouring local authority (s43(3)) that shares a boundary with a lower tier district council (High Peak Borough Council) within whose area the development is situated. Derbyshire Dales District Council is a unitary council which shares a boundary with a host 'C' authority

Name	A, B, C or D Authority	Criteria for Identification:
		(Derbyshire County Council) - a neighbouring authority (s43(3)).
Derby City Council	D	Derby City Council is a neighbouring local authority to upper tier County Council (Derbyshire) in which the Application is situated. Derby City Council is a unitary council bordering Derbyshire County Council, a host 'C' authority.
Leicestershire City Council	D	Derby City Council is a neighbouring local authority to upper tier County Council (Derbyshire) in which the Application is situated. Leicestershire City Council is a unitary council bordering Derbyshire County Council, a host 'C' authority.
Rotherham MBC	D	Rotherham MBC is a neighbouring MBC to Sheffield City Council in which the Application is situated.
Staffordshire County Council	D	Staffordshire County Council is an upper tier county council which shares a boundary with a host 'C' authority (Derbyshire County Council) - a neighbouring authority (s43(3)).
Staffordshire Moorlands District Council	A	Staffordshire Moorlands District Council is a neighbouring local authority (s43(3)) that shares a boundary with a lower tier district council (High Peak Borough Council) within whose area the development is situated. Staffordshire Moorlands District Council is a unitary council which shares a boundary with a host 'C' authority (Derbyshire County Council) - a neighbouring authority (s43(3)).
Nottinghamshire County Council	D	Nottinghamshire County Council is an upper tier county council which shares a boundary with a host 'C' authority (Derbyshire County Council) - a neighbouring authority (s43(3)).
Cheshire East Council	A & D	Cheshire East Council is a neighbouring local authority (s43(3)) that shares a boundary with a lower tier district council (High Peak Borough Council) within whose area the development is situated. Cheshire East Council is a unitary council which shares a boundary with a host 'C' authority (Derbyshire County Council) - a neighbouring authority (s43(3)).

4.3.4 Stocksbridge Town Council were also sent a s42 letter. Stocksbridge Town Council is a neighbouring town council to Sheffield City Council in which the elements of the TPUP, which are not part of the DCO application are situated. Town Councils are not included in the Act's definition of a local authority under s43(3) so has not been included in Table 4-5.

Persons with Interest in Land

4.3.5 The methodology for identifying land interests as defined in s42(d) and s44 of the Act is described further in the Statements of Reasons (document reference: TP010034/APP/4.1).

4.3.6 The letters which were sent to all consultees under s42 of the Act provided an overview of the Scheme, an explanation around the classification of the Scheme as a NSIP and the requirement to apply for a DCO. The duty to consult and the statutory consultation process during the pre-application period is also further explained. The Consultee was advised of the public consultation events and the opportunity to provide feedback and opinions on the Scheme. A web link was provided to the consultation documents and the methods of providing a response. The consultation documents included:

- the consultation brochure
- the customer response form
- a copy of the PEIR accompanied by an NTS
- associated plans/drawings/reports

4.3.7 The consultation letters and documents were served between Friday 26 January and Monday 29 January 2018. These were re-sent with editorial corrections between Tuesday 30 January and 19 February 2018. A deadline was provided for responses to the consultation as midnight on Sunday 25 March 2018. All consultees had over the prescribed 28 days to respond.

4.3.8 Whilst the information contained within the s42 letters was essentially the same, for some aspects the information was tailored to be appropriate for the audience. Taking the letter to the Prescribed Consultee's as the standard, the following differences were noted:

- For the local authorities: a paragraph was added, as appropriate, to indicate whether the authority was being contacted as the host authority for the development or because they are an authority which shares a boundary with the host authority. Clear stipulation of this in the letter enables the authority to clearly identify their interest in the development and respond accordingly.
- For Category 1 & 2 land interests: text was added to the letter to outline why the individual was being contacted, to outline that compulsory powers may be used to acquire the land and to outline entitlement to compensation and the location of appropriate guidance documents relating to these subjects. Details about the public exhibitions were provided and recipients were invited to make an appointment with the project team to discuss their situation either at an event or privately.

- For Category 3 land interests: text was added to indicate that recipients may be entitled to make a relevant claim for compensation. Suitable guidance documents in relation to compensation were outlined and details of the public exhibitions were provided.

- 4.3.9 Copies of the letters provided to each strand of s42 consultees are provided within Appendix H.
- 4.3.10 A s48 notice was provided with all s42 letters ensuring compliance with the requirements of Regulation 13 of the Infrastructure Planning (EIA) Regulations 2017. The Applicant was notified on 29 January 2018 by Peak District National Park that the opening times stated in the s48 notice were incorrect. A review of the notice also revealed that a correction to the post code for Penistone Library was required. The s48 notice can be found in Appendix K.
- 4.3.11 The corrected version of the s48 was resent to Category 1, 2 and 3 land interests on 30 January 2018.

4.4 2018 Section 46 (Notifying the Inspectorate)

- 4.4.1 A letter was sent to the Inspectorate on 9 February 2018 notifying of intent to submit under s37 of the Act for a DCO for the Scheme. It contained the same information on consultation arrangements as the letter to consultees identified under s42.
- 4.4.2 A CD was provided to the Inspectorate containing copies of the consultation material. This letter contained two errors, an incorrect website address and an incorrect email address. Additionally, the CD provided was missing the NTS that accompanied the PEIR. The website address was checked on the portal and shown to be correct and working before the consultation period started.
- 4.4.3 A copy of the letter is provided in Appendix I alongside the accompanying consultation material.
- 4.4.4 An acknowledgement letter was received from the Inspectorate on 16 February 2018. A copy of this letter is provided in Appendix I. In this letter, the Inspectorate stated that the NTS was missing from the CD and that a copy was downloaded from the project website, confirming they had sight of this document. It was also noted that the project email was incorrectly stated.

4.5 2018 Section 47 (Local Community Consultation)

- 4.5.1 The activities undertaken during the consultation with the local community included public consultation events as detailed Table 4-6. Responses to the consultation were requested to be submitted by midnight on 25 March 2018.

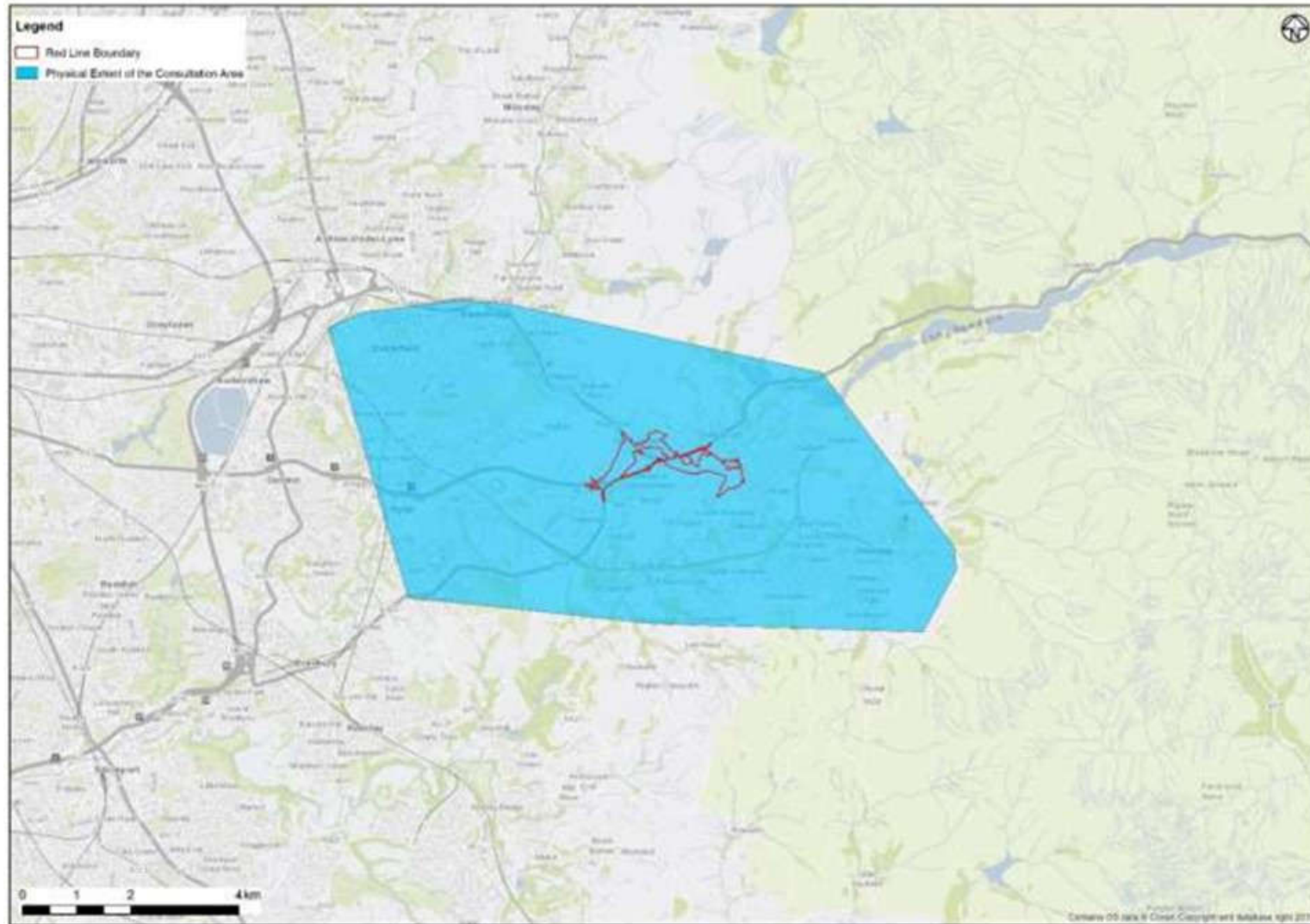
Table 4-6: Events Undertaken within the Local Community

Event:	Date:	Location:
Public Consultation Event	Saturday 17 February 2018	Mottram C of E Primary School, Mottram, Hyde, SK14 6JL
Public Consultation Event	Wednesday 28 February 2018	Bradbury Community House, Glossop, Derbyshire, SK13 8AR
Public Consultation Event	Saturday 3 March 2018	Tesco, Stockport Road, Hattersley, Hyde, SK14 6QA
Public Consultation Event	Monday 5 March 2018	Tankersley Welfare Hall, Pilley Lane, Tankersley, Barnsley, S75 3AP
Public Consultation Event	Friday 9 March 2018	St Mary's Church, Market Street, Hollingworth, Hyde, SK14 8NE
Public Consultation Event	Saturday 10 March 2018	Mottram Community Centre, Brow, Mottram, Hyde, SK14 6JJ

4.5.2 The physical extent of the 2018 consultation area is shown in Figure 4-3.

4.5.3 This shows the area which received a copy of the brochure and a public consultation leaflet detailing the exhibition times and locations. Consultation with any interested party was welcomed and was not restricted to this area. The area shown in Figure 4-3 represents the locations targeted due to their proximity to the Scheme and reliance on the road.

Figure 4-3: Plan Showing the Physical Extent of the Consultation Area



- 4.5.4 Copies of the consultation material used at the public exhibition events outlined in Table 4-5 are provided within Appendix J comprised of:
- consultation brochure
 - consultation response form
 - public exhibition leaflet
 - large scale Scheme plan with Ordnance Survey mapping (Route Map 1)
 - large scale Scheme plan with aerial photography (Route Map 2)
 - exhibition panels
 - PEIR
 - NTS of the PEIR
 - DCO leaflet
 - 3D visualisation model
- 4.5.5 The consultation brochure and public consultation leaflet were distributed between 26 January to 19 February 2018. The extent of the distribution area for these two items are shown in Figure 4-3.
- 4.5.6 A copy of the brochure and flyer is provided within Appendix J.
- 4.5.7 The public consultation was advertised on the Highways England North West Twitter feed @highwaysNWEST.
- 4.5.8 Evidence that consultation with the community adheres with those commitments made in the SoCC is outlined in Table 4-7.

Table 4-7: 2018 SoCC Compliance Table

Commitment within the SoCC:	Accordance with Commitment:
Highways England is consulting with residents and businesses in the vicinity of the proposed Scheme. We want to make sure that the local community, residents, local interest groups, businesses, visitors and road users, have the opportunity to fully understand the Scheme and comment on our proposals	People living within vicinity of the Scheme were sent a consultation brochure and public exhibition leaflet. The extent is shown in the distribution area in Figure 4-2. This information is also shown in Appendix F. Notices and press adverts were placed in local and national papers, as outlined in Table 4-8 and Table 4-9, detailing the consultation and the associated public events.
Staffed Public Consultation Event between 17 February – 10 March 2018	These staffed events were held as per the schedule shown in Table 4-6
A full summary of the project, copies of supporting project documents and a consultation questionnaire response form provided on a dedicated website	All project information, supporting information and a fly-through video were provided on https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade/ .

Commitment within the SoCC:	Accordance with Commitment:
Public consultation materials to be delivered to homes and business in the consultation zone 7 days before the start of the consultation period	The first round of consultation material was delivered between 26-29 January 2018. A second round of letters and emails were sent with the amended s48 notice as the first contained an editorial error. These were delivered between 30 January to 5 February 2018.
Council and community briefings will be offered where appropriate to discuss the proposals	A Local Authority steering group was set up and meetings have taken place, which are detailed in Table 3-2.
Stakeholder briefings Establishing stakeholder groups	Stakeholder meetings have been ongoing and are detailed in 3.5.6, 3.5.7, 3.5.8 of this report.
Scheme updates to be produced during the course of the project	The Scheme website is updated with project progress and documents. https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade/
Public to be informed of the exhibition through website, newspaper advertising and Twitter	The public consultation was advertised on Highways England North West Twitter feed @highwaysNWEST, within the newspapers detailed in Table 4-8 and Table 4-9 and on the Scheme website: https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade/
All relevant technical documents, the SoCC and the public consultation brochure will be made available to view online and at deposit locations	The documentation and SoCC and brochure were made available online at https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade/ and at the deposit locations as listed in Table 4-3. All consultation materials are included in Appendix K.
Comments made during public consultation will be recorded and considered by the Applicant. An explanation of how these are taken into account will be detailed in this report	All comments and feedback received by the 25 March 2018 have been collated and analysed and taken into account. This is discussed further in Chapter 5.

4.6 2018 Section 48 (Newspaper Notices)

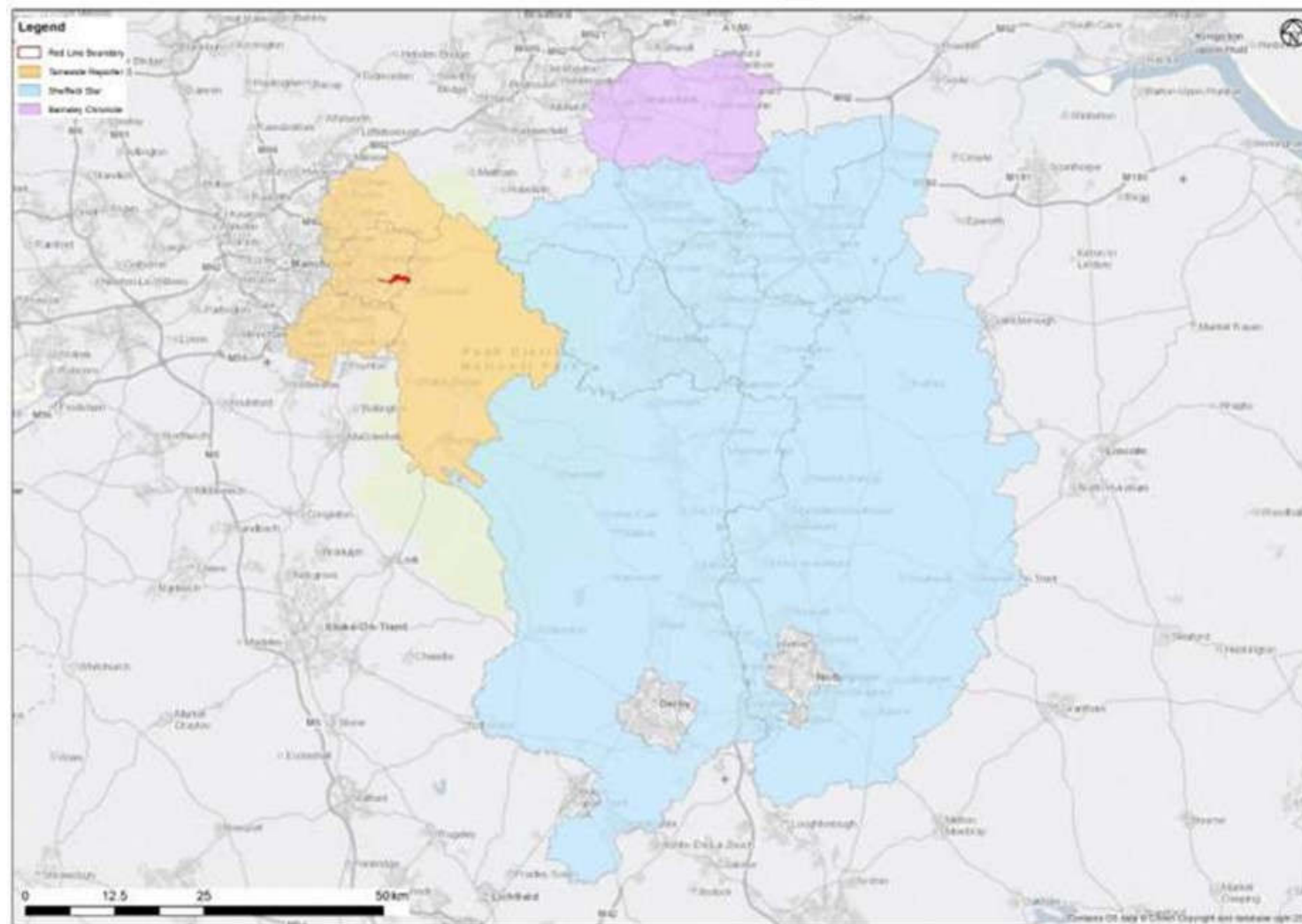
4.6.1 In accordance with s48 of the Act, notices were published in the newspapers shown in Table 4-8 publicising a proposed application for a DCO.

Table 4-8: 2018 S48 Newspaper Notices

National Newspapers		
Name	Week 1	Week 2
London Gazette	29 January 2018	5 February 2018
The Guardian	29 January 2018	5 February 2018
Local Newspapers		
Sheffield Star	29 January 2018	5 February 2018
Tameside Reporter	1 February 2018	8 February 2018
Barnsley Chronicle	2 February 2018	9 February 2018

4.6.2 Figure 4-4 shows the approximate circulation extent of the local newspapers used, reflected against the red line boundary of the Scheme.

Figure 4-4: Plan Showing the approximate circulation extent of the local newspaper used in relation to the Red Line Boundary of the Scheme



4.6.3 Following the publication of the 2018 s48 notices as detailed in Table 4-8 above, two errors were brought to the Applicant’s attention as detailed in Section 4.3.11 of this report. The errors were corrected, and the notices were published for a second time in the newspapers as detailed in Table 4-9.

Table 4-9: Corrected 2018 Section 48 Newspaper Notices

National Newspapers		
Name	Week 1	Week 2
The Guardian	12 February 2018	21 February 2018
London Gazette	N/A	22 February 2018
Local Newspapers		
Tameside Reporter	N/A	22 February 2018
Sheffield Star	12 February 2018	22 February 2018
Barnsley Chronicle	N/A	23 February 2018

4.6.4 Copies of the newspaper notices as noted in Table 4-8 and Table 4-9 above are provided within Appendix K.

4.6.5 Additional advertisements of the consultation were placed in the newspapers as mentioned in Table 4-8 and Table 4-9. These are also provided in Appendix K.

4.7 2018 Additional Statutory Consultation

4.7.1 Additional interested parties were identified through the course of the consultation. To ensure their views could be included, the Applicant ran a targeted statutory consultation which ran from the 4 June to 1 July 2018 (28 days).

4.7.2 These additional parties were identified during the first round of statutory consultation, due to the ongoing review of land referencing and finalisation of the Book of Reference. A list of those persons identified and their interest in the Scheme are provided in Appendix L.

4.7.3 The materials used for this consultation are the same as those used in the first round of statutory consultation and were sent out on 1 June 2018 as special delivery. Special delivery ensured the correspondence arrived on 2 June 2018, allowing consultation to commence from 4 June to 1 July 2018, the full statutory 28 days. Land interest plans and questionnaires were sent to Category 2 parties, as they were likely to be impacted by the Scheme. The letter also contained an offer of a one to one meeting for informal discussions.

4.7.4 The parties identified as being missed comprised of Category 2: organisations who may have land interest and who did not receive a letter during previous consultation. These are listed in Appendix L under Category 2.

5. Responses To 2018 Statutory Consultation and how we have had Regard to Responses

5.1 Analysis of Responses of Statutory Consultation (12 February to 25 March 2018) and the Targeted Statutory Consultation (4 June to 1 July 2018)

- 5.1.1 A total of 594 responses were received by the end of the statutory consultation period on the 25 March 2018 of which 367 were online questionnaires, 111 paper questionnaires, 47 emails or letters and 69 enquiries.
- 5.1.2 In addition to receiving feedback via the customer response form, a number of stakeholders and members of the public provided a written consultation response. These have also been considered and details of the topics raised are outlined later in this report along with the responses which have been received from local authorities (s42(1)(b)) and prescribed consultees (s42(1)(a)).
- 5.1.3 No responses were received during the Targeted Statutory Consultation (4 June to 1 July 2018).
- 5.1.4 This section of the report provides a summary of the approach to the analysis of the consultation responses which summarise the views on the Scheme and the regard had to the comments received. The full analysis can be found in Appendix M.

5.2 2018 Consultation Response Form Analysis

Collation of Responses

- 5.2.1 All of the 478 completed questionnaire responses were analysed. A coding framework was created to enable analysts to organise responses by themes and issues so that key messages and specific points of detail could be captured and reported. Each code presents a specific issue or argument raised in responses. This enables all responses to be indexed according to the issues raised by the respondents.
- 5.2.2 The feedback received in the questionnaire is a self-selecting sample, meaning the respondent has either chosen to respond or not respond to each question. Consequently, the results shown in Appendix M can only be taken to apply to those who responded to the question(s) and not a representative of all consultees.
- 5.2.3 The responses have been separated into three categories of respondent type, prescribed consultees (s42(a)) (s42(b)), persons with interest in land (s44) and local communities (s47) which are reported below.

5.3 2018 Analysis of Questionnaire: Closed Question Responses

5.3.1 Questions 1 to 10 were closed questions of which the responses are summarised below. Full details of responses to questions 1 to 10 can be found in Appendix M.

Question 1: What is your interest in the link roads based on?

- Question 1 investigated the respondent's interest in the link roads.
- There was 1 response from s42(a) who was a daily user of the existing A57 route.
- There were 187 responses from s44 consultees, of which 56 were daily users of the existing roads, 17 weekly users, and 2 monthly users. 52 responded as a land / property owner / tenant along the existing A57 and 60 as a land / property owner / tenant along the new link roads.
- There were 400 responses from s47 of which 173 were daily users, 104 weekly users, 62 monthly users and 7 who do not / won't use the existing A57 / new road links. 42 responded as a land / property owner / tenant along the existing A57 and 12 as a land / property owner / tenant along the new link roads.

Question 2: To what extent will the link roads affect or impact you?

- Question 2 investigated the respondent's view of the level of affect or impact the link roads would have on them.
- There were 2 responses from s42(a), 1 would be affected / impacted and 1 did not know.
- There were 119 respondents from s44 of which 101 would be highly affected, 12 would be affected / impacted, 2 marginally affected / impacted and 2 did not know.
- There were 350 respondents from s47 of which 155 would be highly affected, 110 would be affected / impacted, 41 marginally affected / impacted, 20 not affected / impacted and 24 who did not know.

Question 3: Please explain your reason(s) for your answer to question 2

- Question 3 sought the respondents reasoning for their answer to Question 2. A number of suggestions have been made by respondents. Examples of the types of comments received are provided in Table 5-1 as well as the frequency of the comment against respondent type.

Table 5-1: Summary of Free Text Responses to Question 5

Theme	Frequency		
	Prescribed Consultee (s42)	PIL (s44)	Local Communities (s47)
Traffic, Vehicle Type and Access			
Request for more information on traffic	1	2	
Concerns the Scheme will increase traffic in other areas	1	9	19
The Scheme will reduce traffic and improve journey times		10	44
It will ease traffic congestion		2	5
Construction will increase traffic delays		1	4
Concerns over the speed of traffic		1	
Concerns over use of Woolley Lane as a rat run		1	
Concerns over safety of motorists / pedestrians		1	3
I use an alternative route to avoid traffic on this route			6
Traffic in the area is awful and something needs to be done			39
It will not improve the journey / it will not work			8
It depends on change in traffic flow and access of junction 4 roundabout			1
Please consider a weight limit on the A628			1
Access to centre of Mottram will be improved			1
The public transport system needs to be improved			1
Environment and local amenities			
Request for more information on EIA	1		
Concerns of effect of the Scheme on the Peak District National Park and other environmental designated areas	1		2
Concerns of effect of the Scheme on the local landscape	1	4	5
Concerns of effect of the Scheme on wildlife and countryside		6	4
Concerns the Scheme will increase noise and pollution (air and light)		31	7
Concerns over the effect of current levels of air pollution			3
Expressing support as the Scheme will help ease noise and pollution (air and light)		2	8
Concerns over the drainage of water locally		3	

Theme	Frequency		
	Prescribed Consultee (s42)	PIL (s44)	Local Communities (s47)
Concerns over the effect on historical buildings in the area		2	
Effect on public right of way due to construction of underpass		2	
Nature of the Solution			
Expressing support for the Scheme as will improve journey time for personal and business use, and better connect Manchester and Sheffield	1	2	9
Concerns that Hollingworth and Tintwistle are not part of the solution	1	6	18
Requirement for liaisons with statutory undertakers regarding their assets	1		
Access and parking are a real problem		2	
Concerns over the proximity of the Scheme to my property and what this means		11	
Concerns over effect on property prices, property blight		13	
Concerns over effect on property e.g. subsidence and settlement risks		4	
The Scheme should make access to the M67 easier		1	
Concerns over construction and the level of upheaval during this period		1	
Concerns over HGV traffic and whether an HGV ban will be introduced		4	2
The Scheme is perceived as expensive and inadequate		2	1
Would like to see screening proposals improved		1	
Hadfield Road and Woolley Bridge roundabout will be affected			1
General			
Unable to comment / no comment made / unsure		2	110
I live near / use the A57 everyday / own property within / am affected by current traffic levels / will be affected by construction		36	21
I use A57 and nearby road network regularly in my commute / to visit family / leisure / business etc			75
I used to use these roads but no longer need to			3

Theme	Frequency		
	Prescribed Consultee (s42)	PIL (s44)	Local Communities (s47)
Who knows that the affect will be until the work starts			2
It will improve my finances as I will use less fuel as I won't be stuck in traffic as much / reduce the wear and tear of my car			2
I don't use this route much			6
Journey times to and from family			1
Please consider equestrians. We need bridleways, so we can ride safely away from traffic			2
I use public transport along the route			2
I cycle in the local area			1
It will affect my family who live in the area			2
I live outside the area			1

Question 4: Please identify your level of support for the link roads

- Question 4 investigated the respondent's level of support for the link roads.
- There were 3 responses from s42(a), 1 who agreed, 1 who neither agree or disagree, and 1 with no opinion / do not know.
- There were 116 responses from s44 of which 31 strongly agree, 31 agree, 4 neither agree or disagree, 13 disagree and 40 strongly disagree.
- There were 350 responses from s47 of which 186 strongly agree, 61 agree, 23 neither agree or disagree, 20 disagree, 56 strongly disagree and 4 with no opinion / did not know.

Question 5: Please explain the reason(s) for your response to question 4.

- Question 5 sought the respondents reasoning behind their level of support identified in Question 4. Those respondents whose level of support for the Scheme was high stated reasons such as:
 - the Scheme should help ease congestion
 - it will improve the quality of life
 - it will improve the air and noise pollution
 - it will improve the view from my home
 - journey times will be quicker and safer

5.3.2 Those respondents whose level of support for the Scheme was low stated reasons such as:

- more needs to be done to address the commute between Sheffield and Manchester.

- Tintwistle and Hollingworth are not included in the Scheme proposals, they also need a link road.
- the proposals encourage road use.
- expressed concerns over property blight, availability of parking and access for residents.

5.3.3 A summary of the types of comments received are provided in Table 5-2 as well as the frequency of the comment against respondent type.

Table 5-2: Summary of Free Text Responses to Question 5

Theme	Frequency		
	Prescribed Consultee (s42)	PIL (s44)	Local Communities (s47)
Traffic			
The present road links from Sheffield to Manchester are slow and sub-standard with a poor road safety and resilience record.		1	2
These improvements will not deal with the amount of traffic queuing through Tintwistle on the A628 where it joins the new roundabout with the A57. There should be a bypass between the M67 roundabout and the A628 East of Tintwistle			1
Congestion has been an issue in the village for a number of years and needs to be fixed.			1
It will only lead to more congestion/move the problem further along the route.			10
Fly pass sections should only be allowed for vehicles under 7.5 tonnes during peak hours			1
It will allow for quicker commuting			3
I cannot get home easily, and this effects my time with family			1
Improving traffic flow and safety for the (through) traffic will be a significant benefit for travellers and for the local roads the reductions in traffic volumes, noise, and pollution will transform the local's businesses, homes and lives.			3
It will ease congestion/improve journeys and road safety			3
The current levels of congestion are terrible			10
Traffic needs to be removed if their destination is not within these residential areas			1
The upgrade of the A57 and A628 to the Mottram roundabout with M67 will ease the flow of traffic through Hollingworth			1

Theme	Frequency		
	Prescribed Consultee (s42)	PIL (s44)	Local Communities (s47)
The signalised junction at Woolley Bridge A57 must be given priority to traffic on the A57 link road			1
Environment and local amenities			
It will reduce pollution, noise, air			6
Find more environmentally friendly solutions in addition to these roads - e.g. looking at public transport (rail/ tram).			3
The queueing traffic is polluting for the area			1
The change in design of the tunnel to an underpass will have significant impacts on noise and air pollution			1
The links to Manchester Airport from Barnsley and Sheffield would be much improved for all			1
The current cycle facilities are poor			1
It should move a lot of the traffic away from residential properties which will be better for air quality.			2
There will be negative local environmental impacts on people living close to the new link roads			1
The current levels of congestion cause poor air quality and quality of life for local residents			6
How much damage will there be to the trees along the route and what are the plans to restore/make good the damage?			1
It will improve the view from my home			1
The area at Woolley Bridge and Glossop has flooded a number of times			1
Concerned on the effect of the Scheme on the Peak District National Park/Green Belt			4
Name of the Solution			
Hollingworth and Tintwistle also need to be bypassed		1	44
The link road will improve the connectivity between the Greater Manchester and South Yorkshire conurbations, provided the environmental impact is properly assessed and managed	1		
Concerns over the number of roundabouts. The use of slip roads off the main routes would be better			4

Theme	Frequency		
	Prescribed Consultee (s42)	PIL (s44)	Local Communities (s47)
Concerns over the final connection of the link road back onto the A57 is a junction with traffic lights - this would be better as a roundabout.			1
If it can be shown that free flowing roundabouts cause less congestion than well phased ATS I might be inclined to support the proposals			1
I would like to see more done to address the situation between Sheffield and Manchester			2
It will provide a huge quality of life improvement for the village both in terms of environment and ability to commute at peak hours.			3
Build an extension to the M67 and bring it out past Tintwistle.			1
Highways England should be more focused on delivering a proper motorway link.		1	1
It will improve safety			5
Building a new road will not solve the problem			2
I think a tunnel would have been better than an underpass			8
It will cause a severe increase in the weight of standing traffic on the A628 in Hollingworth (Market Street)			1
What measures are going to be in place to stop traffic continuing to use the existing roads?			1
A dual carriageway upgrade of the whole route from the M67 and M1 is required			1
The Scheme will not tackle the road closures during bad weather			1
It should be extended to the top of Woodhead Pass			2
Ban HGV's on the A57 and A628			4
Adding a weight limit at 9 Arche's Bridge would prevent some of the heavy vehicles and the diesel pollution levels			1
Further consideration must be given to WCH's			2
General			
An uninterrupted segregated land from the eastbound carriageway of the M67 to the new road should be investigated		1	

Theme	Frequency		
	Prescribed Consultee (s42)	PIL (s44)	Local Communities (s47)
Anything has to be better than what we have put up with for many years/long awaited solution/essential something is done		31	
Improving the road conditions between Sheffield-Manchester is of considerable importance for the local economy of both cities and this Scheme will also drastically improve living conditions for many local residents. Huge amounts of time wasted queuing here and anything that reduces this lost time will be of benefit to drivers and businesses		2	
There are to be hundreds of houses being built in the area in the next 12 -18 months causing yet more congestion			4
The delays are a massive problem for the economic wellbeing of the area.			5
The sooner this is built the better			2

Question 6: To what extent do you consider the following measures will improve the community environment on the A57(T) and Woolley Lane and transform the A57(T) into a local road?

- Question 6 investigated the respondent's views on the improvement measures for the de-trunking the A57 which included a 20mph speed limit, speed cushions and chicanes, local junction improvements, changes to traffic signal priorities, additional parking bays, additional crossing facilities and cycle routes.

20 mph Speed Limit

- 5.3.4 There was 1 response from s42(a) which neither agreed or disagreed.
- 5.3.5 There were 114 responses from s44 of which 47 strongly agreed, 21 agreed, 19 neither agree or disagree, 15 disagree, 11 strongly disagree and 1 do not know.
- 5.3.6 There were 331 responses from s47 of which 66 strongly agreed, 62 agreed, 56 neither agree or disagree, 70 disagree, 57 strongly disagree and 20 do not know.

Speed Cushions and Chicanes

- 5.3.7 There were 2 responses from s42(a) which neither agreed or disagreed or do not know.
- 5.3.8 There were 111 responses from s44 of which 48 strongly agreed, 39 agreed, 8 neither agree or disagree, 4 disagree, 11 strongly disagree and 1 do not know.
- 5.3.9 There were responses from s47 of which 47 strongly agreed, 46 agreed, 51 neither agree or disagree, 74 disagree, 88 strongly disagree and 21 do not know.

Local Junction Improvements

- 5.3.10 There were 2 responses from s42(a) which neither agreed or disagreed or do not know.
- 5.3.11 There were 113 responses from s44 of which 28 strongly agreed, 11 agreed, 22 neither agree or disagree, 23 disagree, 26 strongly disagree and 3 do not know.
- 5.3.12 There were 331 responses from s47 of which 47 strongly agreed, 46 agreed, 51 neither agree or disagree, 74 disagree, 88 strongly disagree and 21 do not know.

Changes to Traffic Signal Priorities

- 5.3.13 There were 2 responses from s42(a) which neither agreed or disagreed or do not know.
- 5.3.14 There were 116 responses from s44 of which 55 strongly agreed, 33 agreed, 10 neither agree or disagree, 3 disagree, 7 strongly disagree and 8 do not know.
- 5.3.15 There were 331 responses from s47 of which 47 strongly agreed, 46 agreed, 51 neither agree or disagree, 74 disagree, 88 strongly disagree and 21 do not know.

Additional Parking Bays

- 5.3.16 There were 2 responses from s42(a) which neither agreed or disagreed or do not know.
- 5.3.17 There were 110 responses from s44 of which 36 strongly agreed, 32 agreed, 23 neither agree or disagree, 5 disagree, 10 strongly disagree and 4 do not know.
- 5.3.18 There were 328 responses from s47 of which 80 strongly agreed, 96 agreed, 75 neither agree or disagree, 25 disagree, 18 strongly disagree and 34 do not know.

Additional Crossing Facilities

- 5.3.19 There were 2 responses from s42(a) which neither agreed or disagreed or do not know.
- 5.3.20 There were 115 responses from s44 of which 54 strongly agreed, 38 agreed, 12 neither agree or disagree, 3 disagree, 7 strongly disagree and 1 do not know.
- 5.3.21 There were 328 responses from s47 of which 87 strongly agreed, 102 agreed, 77 neither agree or disagree, 30 disagree, 87 strongly disagree and 20 do not know.

Cycle Routes

- 5.3.22 There were 2 responses from s42(a) which neither agreed or disagreed or do not know.
- 5.3.23 There were 113 responses from s44 of which 38 strongly agreed, 27 agreed, 24 neither agree or disagree, 10 disagree, 10 strongly disagree and 4 do not know.
- 5.3.24 There were 326 responses from s47 of which 89 strongly agreed, 90 agreed, 65 neither agree or disagree, 20 disagree, 35 strongly disagree and 27 do not know.

Question 7: Is there anything else you think we should consider to improve the existing roads?

- A number of suggestions have been made by respondents. A summary of the types of comments received are provided in Table 5-3 as well as the frequency of the comment against respondent type.

Table 5-3: Summary of Free Text Responses to Question 7

Theme	Frequency		
	Prescribed Consultee (s42)	PIL (s44)	Local Communities (s47)
Traffic, Vehicle Type and Access			
Make it more difficult for non- residential traffic to use Mottram Moor/A57		1	
Introduce traffic management between Roe Cross Road, Stalybridge Road and Broadbottom Road		1	
Introduce speed cameras		1	
Introduce traffic calming on Woolley Lane		1	
De-trunk Stalybridge Road		1	
Introduce a 20mph speed limit/reduce speed through the villages of Mottram, Hollingworth and Tintwistle		1	6
Make better use of traffic lights using filtering and synchronising signals	1	1	2
Changing of the priorities at the junction of Staybridge Road and B1674 (Hyde Road A57). No change to the A57 timings as these must remain the priority to accommodate flow.		1	
Ensure traffic from the M67 roundabout is discouraged from using local roads around and through Longdendale		1	
Limit traffic via Broadbottom Road / Long Lane to encourage the use of the new link road		1	
Make it safer / easier turning right at the Mottram traffic lights, when coming from Broadbottom			1
Limit traffic via Broadbottom Road / Long Lane to encourage use of the new link road			1
30mph speed limit would be best, 20mph is too slow			1
Clear signage to remind people how to use merge lanes			1
The current levels of congestion are terrible			2
30mph speed limit would be best, 20mph is too slow			2
Introduce average speed cameras at either side of the villages			2

Theme	Frequency		
	Prescribed Consultee (s42)	PIL (s44)	Local Communities (s47)
It will only redirect traffic / it's a short-term solution			1
De-trunk the A57/A628			1
Environment and local amenities			
Plant trees and shrubs to soften and to assist with noise pollution and air quality		3	5
Do not introduce speed bumps as these cause pollution and damage cars		3	
Include flood plain provision		1	
Install "Keep Clear" zones to allow residents to exist their property		1	
If the two petrol stations remain these will encourage drivers to use Hyde Road		1	
Will homes on Woolley Lane be given parking permits?		1	
Better drainage solution on Woolley Lane		1	
Install additional parking bays on Woolley Lane		1	
Install more off-road parking for homeowners			2
Introduction of tunnels to reduce effect on Peak District National Park			1
Current crossing of the River Etherow could be improved			1
Concerns over the effect of the Scheme on wildlife, protected species and Peak District National Park			4
Concerns over loss of agricultural land			1
Low noise surfaces. Improvements to drainage. Strengthening of manholes/grid covers			1
This will improve traffic flow and quality of life in surrounding villages			1
Nature of the Solution			
Improve a tonnage restriction to reduce HGV's / restrict HGVs		19	32
Improve existing roads rather than spend money on new (resurfacing and repairing potholes)		10	8
Hollingworth and Tintwistle also need to be bypassed		9	23
Install a pedestrian crossing for the schools and businesses of the area		1	1

Theme	Frequency		
	Prescribed Consultee (s42)	PIL (s44)	Local Communities (s47)
We should have a Manchester to Sheffield Motorway		1	
Install additional crossing facilities on the A57 Hyde Road		1	
Reduce the amount of parking restrictions on A57 Hyde Road		2	
Purchase all properties along the existing route, knock them down and build a wider road		1	
Improve the public transport links to Manchester, Stockport and Ashton-under-Lyne.		1	
Increase the frequency of buses		1	
Implement a one-way system through Mottram, combined with the new link from the M67 to Roe Cross Road		2	
Use alternative methods to reduce speed other than chicanes and speed bumps	1	3	5
Improve pedestrian crossing facilities		1	2
Further consideration must be given to WCH's	2	1	15
Further consideration must be given to public transport, bus lanes, allocation of shelters		2	3
The job should be done properly		1	1
The Trans-Pennine Tunnel should be built			2
Once the new link road is built, the existing road will be fine as it is			2
More winter gritting and ploughing should be introduced			2
Remove the access roundabout from the new road link			1
Closure of Junction 35A on the M1 will provide immediate improvement			1
Include the introduction of speed cameras and speed camera signs/traffic light cameras			3
Widen existing roads			5
Introduce a congestion charge			2
Improve travel times from the M1 to the M76			1
Roundabouts are more successful than traffic lighted junctions			1
Introduce access only for some of the local roads			2
Reduce the number of roundabouts			1

Theme	Frequency		
	Prescribed Consultee (s42)	PIL (s44)	Local Communities (s47)
Consideration of one-way system			1
Invest in further improvements for Trans Pennine			1
Reinstate the original plans for the cut and cover tunnel under Old Hall Lane.			1
Install yellow boxed junction at the Gun Inn Junction			1
Width restrictions on Back Moor			3
General			
Give Mottram Moor residents ability to pull off their drives and use pavements safely		1	
Open the Woodhead Railway and put HGV's on trains/Improve rail links		3	6
Get on with it			2
Encourage less use of the roads at peak times i.e. car share incentives, survey driver habits, stagger working day starts			2
Stop building houses in the area as there are too many people			4

Question 8: We have provided an outline proposal of how the land above the Mottram underpass might look on completion of the Scheme – the plan is available at our exhibitions or visit our webpage at www.highways.gov.uk/trans-pennine-upgrade. We would welcome your views and suggestions on how the land above the Mottram underpass could be used after completion of the Scheme to enhance the local community.

5.3.25 A summary of the types of comments received are provided in Table 5-4 as well as the frequency of the comment against respondent type.

Table 5-4: Summary of Free Text Responses to Question 8

Theme	Frequency		
	Prescribed Consultee (s42)	PIL (s44)	Local Communities (s47)
Environment and local amenities			
A park, woodland area, community park		15	20
Nature reserve		1	17
Tree and Shrub planting /more trees / landscaping to tackle pollution / create habitats for wildlife		41	22
Wildflower Meadow		1	2
Allotments	1	4	6

Theme	Frequency		
	Prescribed Consultee (s42)	PIL (s44)	Local Communities (s47)
Children's playground (as part of a community park)		2	3
Gift the land to the Borough and County Council		2	2
Install sport facilities		4	6
You are destroying the green belt unnecessarily			1
What will this look like from my house?		4	1
Include a bridleway or multi-user track passing over the underpass	1	3	
General			
No view / no comment / N/A / no strong views on this	1	5	31
Land currently has no use so won't matter what you do			1
Leave it as it is			1
Who would maintain this?		5	1
Ensuring this land could not be used for industrial/commercial, buildings/housing		5	3
The local residents should make the decision	1		2
I can't see the plan / proposal not seen		5	2
The Scheme is not going happen / I oppose the whole Scheme		1	2
You should come back to this when the tunnel is back in the plans			1

Question 9: Please identify your level of support for the proposals for pedestrians, cyclists, equestrians and walkers.

- 5.3.26 Question 9 investigated the respondent's level of support for the proposals for WCHs.
- 5.3.27 There were 2 responses from s42(a) which both agreed.
- 5.3.28 There were 113 responses from s44 of which 31 strongly agreed, 37 agreed, 20 neither agree or disagree, 4 disagree, 14 strongly disagree and 7 do not know.
- 5.3.29 There were 320 responses from s47 of which 89 strongly agreed, 115 agreed, 56 neither agree or disagree, 7 disagree, 12 strongly disagree and 41 do not know.

Question 10: Please explain the reason(s) for your response to question 9 and tell us of any particular locations or routes that we may have missed that you feel should be improved for pedestrians, cyclists, equestrians and walkers

- 5.3.30** A summary of the types of comments received are provided in a list below as well as the frequency of the comment against respondent type.

Table 5-5: Summary of Free Text Responses to Questions 10

Theme	Frequency		
	Prescribed Consultee (s42)	PIL (s44)	Local Communities (s47)
Traffic			
The issue is to fix the removal of Glossop traffic		1	
You want to bring more people, more vehicles and more issues		1	
The roads would be quieter and safer		1	2
Place speed cameras along new 50mph routes		1	
No speed ramps/bumps outside my property		1	
The speed of traffic needs to be slowed down		1	
Extra traffic from the Scheme will make life intolerable for the villagers		1	
Only concerned for free-flowing traffic			4
These groups have not suffered due to congestion			2
Environment and local amenities			
Noise pollution is our concern		1	
Such changes are vital to discourage road users and improve air quality			3
Any additional cycle routes would be welcomed		4	
Make the area a safer and more positive environment for walker		1	
It would increase tourism		1	
Improved pedestrian links and crossings are welcomed		3	2
I am not in favour of cycle lanes going past my house		1	
Ensure surfacing is suitable for pedestrians and cyclists		2	
Vital to improve the facilities for walkers, cyclists and equestrians		2	
Connectivity is really important		3	
Safety is important			3
Make the cycle ways continuous		1	
Should make use of this Peak District area once heavy traffic flow is diverted			1
Access to these facilities and the surrounding countryside is important			2

Theme	Frequency		
	Prescribed Consultee (s42)	PIL (s44)	Local Communities (s47)
Scheme is taking away greenspaces			2
Nature of the Solution			
There are already plenty of walking/equestrian places around here			1
If the full bypass was built around the villages of Mottram, Hollingworth and Tintwistle then there would be no need to improve the WCH facilities		1	
The crossing points for pedestrians at Back Moor / Mottram Moor are too complicated		1	1
Pedestrian crossing should be thought about more - especially for children walking to school		2	
Old Hall Lane is frequently used by pedestrians, equestrians and cyclists and you are taking this away – reinstate the tunnel		1	1
Install a pelican crossing at Gun Inn		1	
Possible footpath opposite Woolley Lane for walkers along the small river		1	
A link for pedestrians etc between M67 roundabout up to Roe Cross Road would be beneficial		1	
Current road is very dangerous for WCH			2
Would like to see separate cycle paths and footpaths added to join from Hattersley roundabout to Roe Cross Green. Shared footpaths are not ideal			2
The current condition of the pavements is very poor			1
General			
Support the proposals put forward	2	3	21
More can always be done	1		2
Not clear what the proposals are / not enough detail / too broad		4	10
What you have suggested is inappropriate		2	
Who wants to walk/cycle/horse ride next to four lanes of traffic?		1	
There needs to be regard had to Hollingworth, Tintwistle and A628 Woodhead		1	
Cyclists and equestrians are a danger to themselves and vehicles / they should not use A roads		2	

Theme	Frequency		
	Prescribed Consultee (s42)	PIL (s44)	Local Communities (s47)
Cyclists would benefit from having their own lanes		1	
Discourage cyclists from riding on the pavement		1	
Need better education in driver behaviour towards WCHs		1	
Bus services need to be maintained for pedestrians		1	
The area is not used by pedestrians, cyclists, equestrians or walkers / they should be banned from using the road			2
I'm not local / don't know the area well enough / no opinion			8
Mottram is not an attractive route for cyclists due to the levels			1
I don't cycle any longer / I am unlikely to use these facilities / doesn't affect me			5
Are the roads wide enough to support cycle lanes where planned?			2
Walkers are more likely to go to the Peak District rather than stay near the roads in Mottram			1

Questions 11 to 16 cover the safety and technology improvements and Westwood roundabout, which are not part of this DCO application and not described here.

Question 17: Do you have any further comments about our proposals for the Trans-Pennine Upgrade?

5.3.31 A summary of the types of comments received are provided in Table 5-6 as well as the frequency of the comment against respondent type.

Table 5-6: Summary of Free Text Responses to Question 17

Theme	Frequency		
	Prescribed Consultee (s42)	PIL (s44)	Local Communities (s47)
Traffic			
There needs to be measures put in place to reduce the amount of traffic			1
It will only move the traffic problem elsewhere / it won't improve / there will only be temporary congestion relief		3	2
Speed cameras should be installed		2	

Theme	Frequency		
	Prescribed Consultee (s42)	PIL (s44)	Local Communities (s47)
Better signage should be installed on the hill up from Gun Inn to Mottram			1
Include climbing lanes in proposals so slow traffic can be overtaken			1
Environment and local amenities			
Concerns around the wider environmental impacts of the Scheme on surrounding areas	1		1
More cycle routes are needed		1	1
Concerns around the impact of the Scheme on the Peak District National Park			2
Ensure it is safe for equestrians and cyclists in the area			1
The Scheme should bring relief from the noise and vibrations of HGVs			1
High quality ecologically-friendly environmental works should be implemented			1
Sceptical of air quality and traffic data		1	1
Pedestrians need safe crossing points		1	
Concerns on the level of noise and light pollution		1	
Noise and visual barriers will be needed due to the location of our house		1	
Additional parking is needed for residents on Woolley Lane.		1	
Nature of the Solution			
Start again and come up with a better solution	1	3	5
Enforce a ton limit on the route /ban HGVs	1	11	17
Hollingworth and Tintwistle villages also need to be bypassed	1	30	57
It is only a short-term solution – you are moving the congestion elsewhere			2
Focus should be on improving public transport			1
The proposals don't go far enough, it is needed the whole way to Sheffield			1
The proposals don't go far enough, need to extend the M67 all the way over the Pennines			1
This will improve the daily traffic problems			1
The new section of the road from Mottram roundabout towards Glossop should be a dual carriageway			1

Theme	Frequency		
	Prescribed Consultee (s42)	PIL (s44)	Local Communities (s47)
Roundabouts will only add to the delays			3
The proposals don't go far enough, it is needed the whole way to Sheffield			1
Traffic lights at the motorway junction are unnecessary and will cause delay			2
The existing condition of the road needs to be improved			1
The underpass at Old Hall Lane should be made back into a tunnel			3
Don't forget about the A628 in the longer term			1
Concerns over the effect of the Scheme on my property		1	
Concerns over parking		1	
Road safety needs to be improved		1	
General			
Very supportive of proposals	1	3	4
No comment / no opinion / N/A		2	6
Strong objection	2	6	6
Proposals and how they affect me, and my property are unclear		1	
Request for more information		5	
Get on with it / its 20-30 years late		2	14
It is a waste of time and money		17	20
Re-open the Woodhead tunnel for lorries /trains			5
You don't have enough money to do it		1	1
These consultations seem costly and don't appear to move the Scheme on / does not meet the requirement of a proper consultation			3
There is a lack of consideration and compensation for affected individuals		2	

Question 18: How did you find out about this consultation?

- 5.3.32 Question 18 sought to find out how the respondent found out about the consultation, providing the options of flyer or letter through door, poster-public notice, newspaper advertisement, article or website, the Scheme website or email, local council website or email or local community group.
- 5.3.33 There were 2 responses from s42(a) of which both responded that they found out about the consultation from the Scheme's website or email.

- 5.3.34 There were 168 responses from s44 of which 91 received flyer or letter through door, 18 received poster/public notice, 21 through the Scheme website or email, 4 through local council website or email, 23 through a local community group, 9 through newspaper article and 2 through newspaper advertisement.
- 5.3.35 There were 394 responses from s47 of which 165 received flyer or letter through door, 31 received poster/public notice, 61 through the Scheme website or email, 31 through local council website or email, 64 through a local community group, 15 through newspaper article, 22 through newspaper advertisement and 5 through newspaper website.

Question 19: Have you found the consultation materials useful in answering your questions?

- 5.3.36 Question 19 sought to find out whether the respondent thought the consultation materials were useful in answering their questions on the Scheme.
- 5.3.37 There were 2 responses from s42(a) of which 1 responded yes and the other to a certain extent.
- 5.3.38 There were 114 responses from s44 of which 39 answered yes, 14 answered no and 61 answered to a certain extent.
- 5.3.39 There were 344 responses from s47 of which 165 answered yes, 26 answered no and 153 answered to a certain extent.

Question 20: Did you attend one of our public exhibitions? If so, which one?

- 5.3.40 Question 20 sought to find out whether the respondent attended one of the public exhibition events and if so which one out of Mottram C of E Primary School, Glossop, Hattersley, Tankersley, Hollingworth, Mottram Community Centre or did not attend.
- 5.3.41 There were 2 responses from s42(a) of which 1 attended Tankersley's event and the other did not attend an event.
- 5.3.42 There were 136 responses from s44 of which 45 attended the event at Mottram C of E Primary School, 3 attended Glossop, 17 attended Hattersley, 30 Hollingworth, 25 Mottram Community Centre and 16 did not attend an event.

5.4 2018 Written Consultation Responses

- 5.4.1 In addition to completing a consultation response form, written consultation responses were accepted via post, email or hand delivered at the public exhibitions. Analysis and categorisation were completed for these responses following the same methodology as for the free text responses.
- 5.4.2 A summary of the types of comments received are provided in as well as the frequency of the comment against respondent type

Table 5-7: Summary of 2018 Written Consultation Responses

Theme	Frequency		
	Prescribed Consultee (s42)	PIL (s44)	Local Communities (s47)
Environment, Air Quality, Noise and Vibration			
What are the air quality expectations at A61 junction 36 and the school at Tankersley village?			1
Concerns relating to the effect of the Scheme on air, noise, light to local residents		2	
I would like more information in regard to how this noise and vibration will affect my property and what will be done to mitigate it		3	1
Concerns raised of proximity of new road to property in terms of noise and pollution		1	
Concerns raised about noise from new section of road going over Carrhouse Lane			1
What will be the noise and vibration implications during construction old underpass?		1	
Will the construction of the underpass at Old Hall Lane affect resident access?		1	
How would destroying local wildlife habitats and vital areas of local green space and simply replacing them with shrubs be a benefit of slightly reduced traffic?		1	1
Traffic			
Concerned that traffic flows are set to increase particularly in Langsett			1
Request for traffic figures before /after on Mottram Moor.			1
The Dinting T-junction needs 2 lanes on the approach to the T-junction.			1
Restrict HGV on A628 through Hollingworth.		1	1
Open Woodhead rail			1
Concern over rat running from M1 junc.36		1	
Will the Scheme increase traffic through Glossop and Dinting Road?		2	
Objection to the alteration of the flow of traffic in the opposite direction along Wedneshough Green as visibility when reversing my car from its garage is obstructed by my garden wall and any vehicle travelling down the lane would be hazardous to me.		1	
It will be harder to enter or exit the A628 from the junction of B6105 that comes from Glossop	1		

Theme	Frequency		
	Prescribed Consultee (s42)	PIL (s44)	Local Communities (s47)
It will be harder to enter or exit the A628 from the junction of Goddard Lane that comes from Dunford Bridge.	1		
All the junctions have poor visibility for entering and exiting the A628 and you have to be careful at all three junctions as traffic on the A628 moves at speed and there is currently a lot of traffic using the A628 making it hard to enter the A628	1		
Concerns raised that traffic would be increased through Charlesworth village traffic would be detrimentally impacted			1
The Scheme would increase traffic on Mottram Moor, poorer air quality, cause further congestion.			1
The A628 is not fit for purpose and there is not reference to A628 / B6105 junction which is in poor repair			1
The Scheme will only move the problem of traffic further on into Hollingworth. It will still be causing pollution and will not ease the problem of traffic and just sending it further along.		1	
De-trunking			
The current plans show parking bays for 45-57 Mottram Moor - these bays are not required due to all properties having off-road parking. We are concerned about this becoming a lay by for trucks and other motorists.		1	
Would it not be better to keep the A57T trunked to the lights and de- trunk after the right turn to Broadbottom?			1
Safety			
We need safe turning in to Dog & Partridge.			1
We need a safe link from Snow Road to Swinden Lane for pedestrians, cyclists and horses			2
Non-Motorised User (WCH)			
On the M67 roundabout - how do WCHs get from Hattersley / Mottram road across the roundabout Pegasus crossing		1	1
Where are the segregated cycle routes?		2	

Theme	Frequency		
	Prescribed Consultee (s42)	PIL (s44)	Local Communities (s47)
Support for the Scheme			
Wishing to report its support for the Scheme which will contribute to improved journeys for residents and businesses and therefore support our economy.	2		
Complaint			
Formal Objection - issues relating to effect of the Scheme on the Dark Peak and Countryside		2	
Formal Objection - concerned that CPOs are not transparent		2	
Formal Objection - concerned about effect of the Scheme on property		3	
Consultation			
Concerns over consultation process			1
Feels information relating to changes to existing roads should be more readily available		1	
Feels the change from the tunnel to the underpass should have been consulted on	1	1	
Concerns raised on whether handwritten response forms are legible		1	
Signage			
There is a lack of signal for ahead/right turn traffic and reverse at Junction 35A			1
Signage is needed to indicate Woodhead Pass is closed earlier one to avoid traffic reaching the Gun Inn			1
Public Transportation			
Can bus services be scheduled to ensure connections are not missed?			1
Junction 35A will impact the roundabout and the current plans that are proposed			1
The mini roundabout at Chapelton (off the 35A slip road) would benefit from a dedicated left-hand lane and a straight over lane?			1
The two lanes at the roundabout A61(T) would benefit from a longer run up to the roundabout to allow traffic to queue earlier.			1
Consideration should be given to the addition of a Northbound slip at J35A. This restricted slip road to south only forces traffic onto the A61(T) and adds to the queues. This should be added to the modelling to access any potential benefits.			1

Theme	Frequency		
	Prescribed Consultee (s42)	PIL (s44)	Local Communities (s47)
Suggest that the standard / cross section for the footway / bridleway is the same as for the A34 Alderley Edge bypass			1
Pelican crossings are needed on junction of Back Moor and Mottram Moor to enable children to safely cross on their way to Longdendale High		1	
Consider additional / new pedestrian crossing on Back Moor			2
Can the roads that join Woolley Lane, Cross St etc. be made 2 way again?		1	
Can a 20mph speed limit be put in adjacent to school in Hollingworth?			1
Ensure all users still have access to Carr House Lane.			1
20mph outside the school. Variable message sign.			1
No assurance that Tollemache Close will remain a true cul de sac (without any through route for traffic or pedestrians).		1	
Concerns over loss of tunnel and creation of underpass	2	4	
Property			
Enquiries regards discretionary purchase Scheme and part 1 compensation.		1	
View from back of 60 Mottram Moor and information on part 1 claims.		1	
Own 105 rent out. Grandad lives in next property.		1	
Enquiry regarding blight and how it will affect house.		2	
Enquiry into property insurance and settlement - will structural surveys be undertaken on properties?		1	

5.4.3 A complete list of all the topics raised can be seen in Appendix O.

5.5 Regard had to 2018 Responses (in accordance with s49 of the Act)

5.5.1 The responses to the closed questions within the Consultation Response Form demonstrate that respondents support many elements of the Scheme.

5.5.2 Respondents were asked about their level of support for the Scheme in question 4 where the highest majority (217) strongly agreed, whereas 96 strongly disagreed.

- 5.5.3 The majority of respondents also agreed that the local junction improvements, additional parking bays, additional crossing facilities and cycle routes, will improve the community environment on the A57(T) and Woolley Lane and transform the A57(T) into a local road.
- 5.5.4 The majority of respondents also supported the proposals for WCHs.
- 5.5.5 All of the responses received to the consultation, via both the Consultation Response Forms and written consultation responses, have been analysed and the subjects raised allocated to particular themes. A table outlining the Applicant's regard to these responses and whether they have resulted in a design change are listed in Appendix M.

5.6 2018 Local Authorities

- 5.6.1 Consulting with the Local Authorities is a requirement under s42(1)(b) of the Act. The prescribed local authorities, as outlined by the Inspectorate in their response to the EIA scoping report and through diligent enquiry, were sent a copy of the s42 consultation material. This was sent on the 26 January 2018 and recipients had until the 25 March 2018 to respond. This material can be seen in Appendix I.
- 5.6.2 The Scheme falls within TMBC, HPBC and DCC. Neighbouring authorities include the PDNPA, Oldham BC, Manchester CC, Stockport MBC, Kirklees Council, Barnsley MBC, Sheffield CC, Derbyshire Dales DC, Derby CC.
- 5.6.3 The responses received from the local authorities are summarised in Table 5-8 along with the regard the Applicant has had to this response. It should be noted that a response was not received from TMBC. TMBC advised this was because they had worked closely with the project team throughout the life of the Scheme.

Table 5-8: 2018 Summary of Responses Received from Local Authorities (s42(1)(b))

Consultee	Summary of Response	Change Y/N	Regard Had to Response (s49)
DCC and HPBC	<p>In a joint response, DCC and HPBC submitted a holding objection to the public consultation exercise pending the publication of more detailed and robust evidence on the likely highways impacts of the Scheme</p> <p>They express significant concerns over:</p> <p>Traffic issues: lack of supporting evidence, including a lack of substantive traffic modelling and assessment and substantive traffic flow information in the PEIR in particular the roads within Glossop and Tintwistle and their associated communities and the wider area on the A57 and A628.</p> <p>Air quality issues:</p> <p>lack of receptors in Tintwistle – requested to address this omission in the preparation of the ES</p> <p>the receptor locations in Glossop are acknowledged but will want to understand the air quality impacts here once full modelling can be undertaken which will only be once traffic modelling work and predicted traffic flows are established</p> <p>discrepancies between EIA scoping report and PEIR and request air quality assessment is repeated using the receptors identified in the EIA scoping report. Concerns that air quality will exceed limits along the A57 and want this potential impact to be assessed and mitigated.</p> <p>Should the air quality modelling show an increase in air quality pollution, the mitigation measures as outlined in the EIA scoping report should be undertaken by the Highways Authority to reduce the impact and inform the future air quality plan for the area.</p>	N/A	<p>1. Traffic flow information was provided and the impacts on air and noise were described, however it was acknowledged that this was preliminary information. Since the statutory consultation process, significant additional traffic modelling has been undertaken. This traffic modelling has informed the assessments of relevant environmental topics, which are presented in the ES (TR010034/APP/6.3). Further information on the traffic modelling undertaken is presented in the Transport Assessment (document reference TR010034/APP/7.4).</p> <p>2. Air quality receptors have been determined in accordance with the guidance outlined in Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part 1 (HA 207/07). Since the 2018 statutory consultation process, a full air quality assessment has been undertaken based on the updated traffic modelling. The results of the air quality assessment, together with proposed mitigation measures, are reported in ES Chapter 5: Air Quality (TR010034/APP/6.3).</p>
	<p>Cultural Heritage Issues:</p> <p>The Scheme could impact on Roman or prehistoric archaeology and have setting impacts on Melandra</p>		<p>3. This information can be found in the ES Chapter 6 Cultural Heritage and Chapter 7 Landscape and visual effects. (TR010034/APP/6.3)</p>

Consultee	Summary of Response	Change Y/N	Regard Had to Response (s49)
	Castle. For archaeology they recommend a desk-based study and field evaluation (including geophysics and trial trenching) and for Melandra Castle they suggest a setting study following the 5-step principle established in Historic England guidance and including appropriate viewpoint photography and visualisation photomontage to show the potential impacts of the development. Request both mitigation and careful design.		
	Ecology: It appears to be adequate in scope, robust in approach and suitable with regards to the surveys undertaken.		4. Noted
	Landscape and Visual Impact: acknowledge that their landscape architect was consulted, and key viewpoints were agreed. A recommendation is made to ensure that significant land is acquired to truly integrate the road improvements with the surrounding landscape and screening planting.		5. The Draft Order Limits have been devised to allow sufficient space for landscaping and screen planting to be achieved. Refer to ES Chapter 7: Landscape and Visual for further detail (TR010034/APP/6.3).
	People and Communities: Economic Development and Regeneration Issues: Feel residents and businesses based in Glossopdale would benefit from the improved connectivity to the Strategic Road Network and Greater Manchester – feel that this was poorly reflected in the relevant section of the PEIR and the ES should include a more extensive and robust assessment of the likely economic and regeneration benefits, and should quantify the benefits in the context of jobs created, expenditure multipliers for the local economy including both the construction and operational phases of the Scheme. Equally, the negative economic development and regeneration impacts of the Scheme should be assessed in the ES.		6. In accordance with The Planning Inspectorate's Scoping Opinion (TR010034/APP/6.6), strategic employment sites have been scoped out of the ES but impacts on agricultural businesses are addressed in ES Chapter 13: Population and Human Health (TR010034/APP/6.3). Details of the economic benefits of the Scheme are provided in the case for the Scheme (TR010034/APP/7.1 Chapter 5).
Sheffield City Region	Supports the Scheme and preferred option identified which will contribute to improved journeys for Sheffield City Region residents and businesses and therefore support the economy.	N	Noted

Consultee	Summary of Response	Change Y/N	Regard Had to Response (s49)
	Believe it will reduce bottlenecks that exist on the A57/A628 around Mottram and will form an important stage in the wider Trans-Pennine Road Upgrade between Sheffield and Manchester which in its current state hinders economic agglomeration and growth between the major northern City Regions and is a key priority as part of their revised Transport Strategy.		
Sheffield City Council	<p>Supports shorter term proposals and the longer-term Trans-Pennine Strategic Study'</p> <p>Mindful that improvements along this corridor can be expected to increase its use and that of adjoining roads.</p> <p>Aware of local concerns regarding existing congestion on this corridor in the Chapeltown area; improvement works need to consider these and offer appropriate mitigation which can be considered in future engagement with Highways England.</p> <p>Feel improved Trans-Pennine connectivity adds further importance to the Innovation Corridor proposals that are being developed with Rotherham MBC and Highways England.</p> <p>Unable to comment on Westwood Roundabout without further information (non-DCO element)</p>	N	<p>1. Noted.</p> <p>2. This area of the Scheme consists of non DCO elements and so had not been considered in this report.</p> <p>3. Noted</p> <p>4. This is a non DCO element and so has not been considered in this report</p>
Barnsley MBC (Regulatory Services, Pollution Control)	<p>Does not support or oppose the Scheme.</p> <p>Has concerns around the potential environmental impact within Barnsley Borough, including air quality issues on the A616 at Langsett.</p> <p>Agrees that link roads will improve connectivity between Greater Manchester and South Yorkshire if the environmental impact is assessed and managed</p>	N	The A57 Link Roads Scheme is now separate from the other elements of the originally proposed Trans-Pennine Upgrade programme. The A616 at Langsett is outside the affected road network for the Scheme.

5.7 2018 Prescribed Consultees

- 5.7.1 Consulting with prescribed consultees is a requirement under s42(1)(a) of the Act.
- 5.7.2 The prescribed consultees were sent the s42 consultation material on 26 January 2018 and had until 25 March to provide a response. A full list of the prescribed consultees can be seen in Appendix G and the s47 consultation material in Appendix J.
- 5.7.3 A total of 17 responses were received from consultees of which 8 were classed as prescribed consultees (s42(1)(a)):
- Forestry Commission
 - Health and Safety Executive
 - Historic England
 - National Grid
 - Natural England
 - Public Health England
 - Royal Mail Group
 - United Utilities
- 5.7.4 The Environment Agency did not provide a response by the deadline provided. They were subsequently contacted to ensure the s42 letter had been received. The Applicant was advised that the s42 letter and materials had been sent to various contacts within the Environment Agency, but it had not been reviewed. The Applicant allowed for their subsequent review and comments were received on 26 September 2018.
- 5.7.5 A summary of the responses received from prescribed consultees and the Applicant's regard to these responses can be seen in Table 5-9.
- 5.7.6 The remaining 9 responses were received from non-statutory consultees:
- National Trust
 - Campaign for Better Transport
 - Charlesworth Parish Council
 - Sustrans
 - Friends of the Peak District and Campaign to Protect Rural England (CPRE) South Yorkshire
 - SPEED Bridleway Group
 - Northwest Transport Activists Roundtable
 - Pennine National Trails Partnership
- 5.7.7 A summary of responses received from non-statutory consultees and the Applicant's regard to these responses can be seen in Table 5-10.

Table 5-9: Summary of Responses Received from Prescribed Consultees (s42(1)(a))

Consultee	Summary of Response	Change Y/N	Regard Had to Response (s49)
Forestry Commission	<p>1. Noted that there are direct and indirect impacts on a number of broadleaf woodlands including:</p> <p>To the south east of the M67/A57 roundabout along the Hurst Clough Brook (c. 4ha) and associated with the Great Wood Local Nature Reserve (LNR) to the south. At the eastern end of the preferred route, bisected by the existing A57 (c. 3.6 ha)</p> <p>Between Mottram Old Hall and Mottram in Longdendale (c. 6.6ha)</p> <p>2. Unable to assess the extent and depth of impact on the woodlands without detailed plans. The Forestry Commission would welcome the extension of the commitment to ensuring no net loss of area or quality of Lowland Mixed Deciduous Woodland S41 Habitat to avoid net deforestation.</p> <p>3. Has noted the design measures/consideration for the ES include protecting the fabric of the landscape through the limited removal and replacement of hedges and woodland and commitment to ensure no net loss in quantity and quality.</p> <p>4. Also note Highway England’s commitments to no net loss by 2020 and for net gain by 2040 and the Scheme objective to avoid unacceptable impacts on the natural landscape. Feels these will afford sufficient protection to these habitats.</p> <p>5. Ancient Woodland: several ancient woodlands that may be directly or indirectly impacted, PEIR does not appear to fully reflect the value and potential impact on these habitats. Recommendation that every effort is afforded to avoid this Scheme affecting ancient woodlands or veteran trees, they should be included in all future habitat and species surveys and should be included within a 2km area of search on desk-based studies as per good</p>	N/A	<p>1&2. The effects of the Scheme on woodlands is detailed and assessed in ES Chapter 8: Biodiversity (document reference TR010034/APP/6.3).</p> <p>3. Noted</p> <p>4. Noted</p>

Consultee	Summary of Response	Change Y/N	Regard Had to Response (s49)
	<p>practice shown on other NSIPs. Refer to joint Standing Advice with Natural England.</p> <p>6. Biodiversity: The PEIR discusses the appropriate measures to avoid the spread of invasive and non-native plants – advises that this needs to be expanded on to include pest & diseases and also handling of soil and contractor plant and machinery.</p> <p>7. Climate Change: It is recommended that a wider range of UK Native and honorary native species with a wider genetic base than local, including more southerly origin is used in relation to the delivery of more resilient landscapes.</p> <p>8. Mitigation and Compensation: If the decision is made to lose woodland, the Forestry Commission has advised a series of mitigation and compensation measures.</p>		<p>5. ES Chapter 8: Biodiversity (document reference TR010034/APP/6.3) confirms that no areas of ancient woodland would be affected by the Scheme, as none fall within the Draft Order Limits. Therefore, ancient woodland has been scoped out of the assessment.</p> <p>6. Invasive and non-native plants are addressed in ES Chapter 8: Biodiversity (document reference TR010034/APP/6.3) and the Outline Environmental Management Plan (document reference TR010034/APP/7.2). Handling of soil is addressed in ES Chapter 12: People and Communities, Chapter 9: Geology and Soils and the Outline Environmental Management Plan (document reference TR010034/APP/7.2).</p> <p>7. Climate change is considered in ES Chapter 14 – Climate (document reference TR010034/APP/6.14)</p> <p>8. Noted</p>
Health and Safety Executive	<p>1. Does not support or oppose the Scheme.</p> <p>2. Provides comments on safety considerations, confirming there are no Major Hazard Installations, Major Accident Hazard Pipelines or licensed explosive sites in the vicinity of the proposed Schemes.</p> <p>3. Requests that if a Hazardous Substances Consent (The Planning (Hazardous Substances) (England) 2015 Regulations (as amended)) be granted prior to the determination of the present application, and/or HSE receives a notification under the Pipeline Safety Regulations 1996 then HSE reserves the right to revise its advise.</p>	N/A	Comments regarding safety considerations and rights to revise advice have been noted.
Historic England	<p>1. We would expect the NSIP application to include a thorough assessment of the likely effects which the proposed development might have on designated features</p>	N/A	<p>1. An EIA has been undertaken, the assessment of the likely effects which the proposed development may have on designated features can be found in Chapter 6 Cultural Heritage and Chapter 7 Landscape of the ES (document reference TR010034/APP/6.3).</p>

Consultee	Summary of Response	Change Y/N	Regard Had to Response (s49)
	<p>2. We would expect the NSIP application to consider the potential impacts on non-designated features of historic, architectural, archaeological or artistic interest.</p> <p>Comments on the PEIR:</p> <p>3. Strongly recommend continued involvement of Conservation Officers and archaeological advisors at the relevant local authorities for the project.</p>		<p>2. Non-designated features have been assessed within the ES Chapter 6 Cultural Heritage (document reference TR010034/APP/6.3).</p>
	<p>4. Recommend that design of the lighting takes cultural heritage effects into account</p>		<p>3. Greater Manchester Archaeological Advisory Service (GMAAS), Tameside Archaeological Society, Portable Antiquities Scheme NW as well as Derbyshire County Council Archaeological Officer and Peak District National Park Archaeological Officer have been consulted during the preparation of the desk-based assessment, requesting views on the studies and general thoughts on the Scheme.</p> <p>4. The lighting for the Scheme has been designed to be sympathetic to all receptors, whilst adhering to industry guidance/best practice and the requirement to provide a safe driving environment for road users.</p>
	<p>5. Specific mention to St Michael's and All Angels' Church and Melandra Fort in Mottram-in-Longdendale which could be impacted by the construction and operation of the new link roads. It is advised that the photographic view provided in the PEIR does not help determine impact because it is taken a distance from the church and shows a road section in a cutting rather than a raised section. The lack of photographic views for Melandra Fort in the PEIR is described as an omission that should be addressed prior to the DCO submission.</p>		<p>5. The impact of the Scheme on the setting of the Church of St Michaels and All Angels and Melandra Castle (Roman Fort) has been assessed in ES Chapter 6: Cultural Heritage and Chapter 7: Landscape and Visual (document reference TR010034/APP/6.3).</p>
	<p>6. There is high potential for deposits on the route and that the EIA should focus on the evidence for landscape use and occupation in associated periods Iron Age through Roman into the Early Medieval, with substantial effect on sub-surface archaeology. Geotechnical boreholes should be undertaken as part of any ground investigation</p>		<p>6. Historic landscape character is assessed in ES Chapter 6: Cultural Heritage (document reference TR010034/APP/6.3). Ground investigation is covered in ES Chapter 9: Geology and Soils (document reference TR010034/APP/6.3)</p>

Consultee	Summary of Response	Change Y/N	Regard Had to Response (s49)
Environment Agency	<p>Flood Risk</p> <p>The submitted report (PEIR) is satisfactory and meets with their approval.</p>	N/A	Noted.
	<p>Biodiversity</p> <p>1. Embedded mitigation – the overall design philosophy of achieving no net loss in habitat meets with their approval</p>		Noted
	<p>2. A recommendation was made for new culvert design for watercourse crossing adopts best practice design and minimises the length of proposed new culvert to reduce environmental impacts</p>		<p>2. A combination of water course diversions and culverts have been included in the design in line with best practice. These issues are covered in the ES Chapter 13 - Road Drainage and the Water Environment (document reference TR010034/APP/6.3)</p>
	<p>3. To ensure the quality of riparian wildlife corridor is protected and enhanced where feasible, the Environment Agency would seek clear details.</p>		<p>3. The design for the River Etherow crossing can be found in Engineering Drawing and Sections (document reference TR010034/APP/2.7)</p>
	<p>4. The Environment Agency recommend that any new semi-natural or mitigation habitat is targeted towards existing priority habitat located within the Scheme footprint and aim to interlink and connect these with similar ecological habitat types.</p>		<p>4. Noted. The approach of the design of mitigation habits has been to create a corridor either side of the proposed road and the main aim is to reduce fragmentation. Historical mapping has been studied to attempt to recreate past environments, regenerating woodlands and hedgerows where possible. Mitigation for habitat loss is presented within ES Chapter 8: Biodiversity (document reference TR010034/APP/6.3) and illustrated within the Environmental Masterplan (document reference TR010034/APP/6.4).</p>
<p>5. The Environment Agency would welcome the adoption of a multifunctional approach to surface water drainage design, and aim to integrate existing environmental topics (flood, water quality, biodiversity) to maximise their value as identified through CIRIA best practice guidance.</p>	<p>5. Noted. Balancing ponds are part of the design and will serve the highway.</p>		

Consultee	Summary of Response	Change Y/N	Regard Had to Response (s49)
	6. Appropriate best practice methodology and biosecurity will need to be adopted as part of any construction works within River Etherow and incorporated into the CEMP based on records of invasive Signal Crayfish in the River Etherow catchment.		6. Noted. The presence of records of Signal Crayfish is noted within ES Chapter 8: Biodiversity (document reference TR010034/APP/6.3).
	7. A number of invasive / non-native species identified within red line area. The Construction Environmental Management Plan (CEMP) should refer to best practice and avoiding spread of such species. There may be opportunity to improve ecological quality of some priority habitats currently identified as having these non-native species		7. Noted. Mitigation measures to prevent the spread of invasive/non-native species have been considered within ES Chapter 8: Biodiversity (TR010034/APP/6.3) and the Outline Environmental Management Plan (document reference TR010034/APP/7.2).
	8. A key design aim for realigning Hurst Clough Brook or other River Etherow tributaries should be to retain the ecological and hydrological connectivity in the catchment, adopting environmental best practice in regard to any new culvert crossing,		8. ES Chapter 8: Biodiversity (document reference TR010034/APP/6.3) states that any areas of temporary riparian habitat loss during the construction phase would be reinstated prior to the Scheme becoming operational (i.e. at proposed culverts and including banks).
	People and Communities Public Rights of Way (PRoW) and bridleway diversions should be sensitively designed and located. Those near waterbodies need appropriate green space buffers.		PRoW and bridleway diversions are discussed within ES Chapter 12: Population and Human Health (document reference TR010034/APP/6.3). The WCH route plans were provided to the Environment Agency for their comment.
	Water Environment Any new crossing of the River Etherow should avoid further canalisation and look to remove or modify any redundant riparian walls and or replace these with more environmentally beneficial bio-engineering approaches where deemed necessary.		The water environment is considered in ES Chapter 13 - Road Drainage and the Water Environment (document reference TR010034/APP/6.3)
Natural England	1. Consideration should be given to potential air quality impacts. 2. Consideration should be given to potential landscape impacts within the Peak District National Park	N	1. Air Quality is assessed in ES Chapter 5 (document reference TR010034/APP/6.3). 2. Landscape is assessed in ES Chapter 7 (document reference TR010034/APP/6.3).

Consultee	Summary of Response	Change Y/N	Regard Had to Response (s49)
	<p>due to through traffic changes, which could affect the South Pennine Moors SAC, Peak District Moors (South Pennine Moors Phase 1) SPA and Dark Peak SSSI.</p> <p>3. Consideration should be given to potential noise impacts.</p> <p>4. Consideration should be given to potential biodiversity impacts.</p> <p>5. Consideration should be given to mitigating the above impacts</p> <p>6. Broadly supports the inclusion of facilities which allow greater access to the environment through improved green Infrastructure.</p>		<p>3. Noise and vibration is assessed in ES Chapter 11 (document reference TR010034/APP/6.3)</p> <p>4 & 5. Biodiversity is assessed, and mitigation measures are presented in ES Chapter 8 (document reference TR010034/APP/6.3).</p> <p>6. Noted.</p>
Public Health England	<p>Does not support or oppose the Scheme but provides comment on the PEIR.</p> <p>1. Requests that the ES includes a full assessment of potential public health impacts.</p> <p>2. Requests a separate section summarising public health impacts.</p> <p>3. Requests an assessment of fine particulate matter (PM2.5) should be carried out.</p> <p>4. An appendix is provided detailing what applicants should address when preparing an ES.</p>	N	<p>Comments have been taken onboard.</p> <p>1&2. An assessment of potential public health impacts is presented in ES Chapter 12 - Population and Human Health (document reference TR010034/APP/6.3)</p> <p>3. Air quality is considered in ES Chapter 6: Air Quality (document reference TR010034/APP/6.3).</p> <p>4. Appendix A has been considered in preparation of the ES.</p>
United Utilities	<p>Does not support or oppose Scheme It has various water and wastewater infrastructure passing through the site boundary and should therefore be contacted regarding this prior to the submission of any application for consent.</p> <p>Advised of its free pre-application service for applicants to discuss and agree drainage strategies. It also says that surface water should be disposed of in a sustainable way and not get discharged into the public sewerage system.</p>	N	<p>Ongoing engagement has been undertaken with United Utilities via email and meetings. A Statement of Common Ground is being developed to set out areas of agreement against their assets in the region of the Scheme.</p>
Royal Mail	<p>Royal Mail requests: All proposed road closures/diversions/alternative access arrangements, hours of working and content of the final Construction Traffic Management Plan (CTMP)and that the final CTMP</p>	N	<p>Royal Mail will be informed of requested information prior to the commencement of construction</p>

Consultee	Summary of Response	Change Y/N	Regard Had to Response (s49)
	includes provision for a mechanism to inform major road users about works affecting the local network (with particular regard to Royal Mail's distribution facilities in the vicinity of the DCO application site).		

5.7.8 The following consultee responses are not prescribed by Schedule 1 of the APFP Regulations (2009) as amended but were considered to be a relevant consultee on the Scheme proposals. The regard had to their responses are detailed in Table 5-10 below.

Table 5-10: 2018 Summary of Responses Received from Non-Statutory Consultees

Consultee	Summary of Response	Change Y/N	Regard Had to Response (s49)
National Trust	1. Does not support or oppose the Scheme. advises that the PDNPA advice is given full cognisance	N/A	1. Refer to Table 5-8
	2. Suggests consideration is given to alternatives such as making new roads single carriageway or introducing route restraint measures such as HGV bans or weight limits		2. Alternatives have been considered and the assessment of these are presented in ES Chapter 4 (document reference TR010034/APP/6.3).
	3. Wildlife and heritage impacts should be minimised, and impacts mitigated or Compensated as a last resort.		3. Wildlife impacts, together with proposed mitigation and enhancement measures, are discussed in ES Chapter 8: Biodiversity (document reference TR010034/APP/6.3). Heritage impacts, together with proposed mitigation and enhancement measures, are discussed in ES Chapter 6: Cultural Heritage (document reference TR010034/APP/6.3).
	4. Suggests assessment should be made including air quality, cultural heritage, biodiversity, landscape, noise and greenhouse gas emissions.		4. The air quality assessment is presented in ES Chapter 5: Air Quality (document reference TR010034/APP/6.3). The cultural heritage assessment is presented in ES Chapter 6: Cultural Heritage (document reference TR010034/APP/6.3).

Consultee	Summary of Response	Change Y/N	Regard Had to Response (s49)
	<p>5. The safety and technology improvements (non-DCO elements) should be sensitively designed in consultation with Peak District Park Authority.</p>		<p>The biodiversity assessment is presented in ES Chapter 8: Biodiversity (document reference TR010034/APP/6.3). The landscape assessment is presented in ES Chapter 7: Landscape and Visual (document reference TR010034/APP/6.3). The noise assessment is presented in ES Chapter 11: Noise and Vibration (document reference TR010034/APP/6.3). The greenhouse gas emissions assessment is presented in ES Chapter 14 – Climate ES (document reference TR010034/APP/6.3)</p> <p>5. These are non-DCO elements and are not considered in this report</p>
<p>Campaign for Better Transport</p>	<p>Formally object to the proposals to build the Mottram Moor link road and new A57(T) to A57 link road.</p> <p>1. The proposals will do nothing to reduce traffic, will permanently damage the Peak District National Park, undermine statutory targets on reducing CO2 and air pollution and cause an adverse environmental impact.</p> <p>2. Feel there is a lack of an integrated approach and that a better solution would be to invest in sustainable transport such as rail and integrated multi-modal options.</p>	<p>N</p>	<p>1. The Scheme is outside the Peak District National Park but has been considered within the assessment of the effects on the wider area. Impacts on air quality are discussed within ES Chapter 5: Air Quality (document reference TR010034/APP/6.3). Climate change is covered in Chapter 14. Environmental impacts on other topic areas are discussed within ES Chapters 5 to 16.</p> <p>2. The Applicant's Schemes are in line with the government commitment to providing people with options to choose sustainable modes of transport and making door-to-door journeys by sustainable means an attractive and convenient option. They are in line with wider transport strategy locally and nationally. The Applicant supports the improvement of walking, cycling, and horse-riding routes, as well as improvements to public transport. The A57 Link Roads Scheme plans to improve local walking, riding and horse riding routes in the area and the Applicant is working with Local Authorities and local interest groups to ensure this is done the right way, as well as TfGM and TfN.</p>

Consultee	Summary of Response	Change Y/N	Regard Had to Response (s49)
	<p>3. Tameside has a housing requirement and so losing any housing to accommodate the works will undermine this target.</p> <p>4. Should the new road go ahead, we would expect Highways England to deliver traffic calming improvements to the existing road and not as a post-opening legacy from the new road.</p>		<p>3. The Applicant has consulted TMBC throughout the Scheme and is working closely with this local authority. No allocated residential land will be lost to the Scheme.</p> <p>4. The Applicant is working with TMBC and TfGM to develop a package of measures along this section of the route to transform it to a local road and improve the community environment.</p>
Charlesworth Parish Council	<p>Feels the Scheme would detrimentally impact Charlesworth Village traffic because:</p> <p>1. It will allow traffic to progress quickly to the outskirts of Glossop but does not address the problem of the locally known Glossop Crawl.</p> <p>2. Movement of traffic along Dinting Vale and High Street West.</p> <p>3. Existing and proposed housing developments will require many people needing to travel to the east of Glossop</p> <p>4. The Scheme will have no impact on traffic using Ashworth Lane through Hattersley to Broadbottom, Mottram.</p> <p>5. The current A57T de-trunking will slow local traffic.</p> <p>6. The de-trunking means the timing of the lights in the centre of Mottram are to be altered in favour of Stalybridge traffic entering Mottram along Stalybridge Road and Broadbottom Road.</p> <p>7. Alteration in traffic light timing will encourage traffic to by-pass the Glossop Crawl by going</p>	N	<p>1-4. The project team are working with HPBC and DCC to address wider traffic impacts. Details of traffic impacts can be found in the Transport Assessment (document reference TR010034/APP/7.4).</p> <p>5. The majority of the traffic will use the new bypass and traffic reduction in excess of 70% is expected on the current A57(T) proposed de-trunking section. Local traffic will be able to move more freely with smoother flows once the bypass is open.</p> <p>6. The current proposal is to adjust the timings of the signals to favour a north-south movement (Stalybridge Road to Broadbottom Road). There is ongoing dialogue with TMBC to develop a final solution for the de-trunking.</p> <p>7. The variable demand modelling accounts for the statement at present. The model shows no issue once the Scheme</p>

Consultee	Summary of Response	Change Y/N	Regard Had to Response (s49)
	across the lights along the B6174 through Broadbottom and Charlesworth.		opens. For further information about transport impacts see the Transport Assessment (document reference TR010034/APP/7.4)
	8. Once in Charlesworth, traffic will either travel onwards to Glossop, Gamesley or along High Lane through Simmondley and the low end of the Chunal Lane to the centre of Glossop.		8. For further information about transport impacts see the Transport Assessment (document reference TR010034/APP/7.4)
	9. The increased traffic through Charlesworth (measured at 12,000 cars per day in 2012) requires investment into the village roadways which at present do not have an unmanned pedestrian crossing.		9. The Scheme scope does not include this area.
Sustrans	Suggests that the standard cross-section for the footway / bridleway is the same as for the A34 Alderley Edge bypass. Advises to check the standard/drive it/take photos of this bypass example.	N	Scheme design for the footways/bridleways are in line with current standards. The project team has liaised with the A34 Alderley Edge Bypass team and shared best practice/lessons learnt. The team has also met with TMBC's WCH group to discuss such routes
Friends of the Peak District and CRPE South Yorkshire	Friends of the Peak District object to the Scheme and also submitted their 2016 and 2017 responses and requested that they were also considered. They are fully supportive of finding a solution to the traffic conditions on the A628T road corridor between the M67 and the M1. Confirmed Campaign for National Parks also object to the Scheme and support the points Friends of the Peak District have made. A lot of details provided against the following objections: 1&2. the lack of information accompanying the current consultation. The piecemeal approach to developing the road corridor	N	1&2. The information provided for the 2018 consultation was appropriate for the stage in Scheme development. More information will be available at later stages.
	3. An example of the omissions in the PEIR in respect of air quality. They provided a summary of CPRE research (March 2017) which would not have been available to HE when developing		3. The PEIR was compliant with HE guidelines and provided the expected air quality statements. It is understood from consultation that air quality was a concern to certain individuals. Highways England installed additional

Consultee	Summary of Response	Change Y/N	Regard Had to Response (s49)
	<p>2017 consultation - research supports their objection to TPU - advises that HE needs to apply lessons from the outcomes of its own Scheme to all future developments.</p> <p>4. They do not believe that alternatives have been fully considered in line with TAG.</p>		<p>monitoring locations to show its commitment to air quality. ES Chapter 5 Air Quality (document reference TR010034/APP/6.3) provides up to date information and assessment.</p> <p>4. Alternatives for the Scheme have been fully considered in line with TAG. A transport model has been created for the appraisal of alternative solutions which has been used to support the transport business case. Additionally, Schedule 4, Part 2 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (SI No. 572) requires the ES to include “a description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects”. This is presented in ES Chapter 3: Assessment of Alternatives (document reference TR010034/APP/6.3).</p>
SPEED Bridleway	Based in Charlesworth and Chisworth, support the WCH opportunities.	N	1. The WCH route on the proposed A57 Link Road is multi-user therefore can be used by local riders.

6. Summary of Scheme Changes as a Result of 2018 Statutory Consultation

6.1 Summary of Changes to the Scheme as a Result of 2018 Statutory Consultation

6.1.1 A summary of key design changes which have resulted from comments raised during statutory consultation are provided in Table 6-1. A table outlining all the responses and the Applicant's regard to these are included in Appendix O.

Table 6-1: Changes to the Scheme as a Result of 2018 Consultation

No	Significant comments raised in Consultation	Design change as a result of consultation response
1	Concerns relating to the effect of the Scheme on air, noise, light to local residents	After the statutory consultation, the Applicant identified many comments and enquiries into the effect of the Scheme on air quality. The Applicant added additional air quality monitoring locations along the route of the Scheme to better understand the existing air quality and inform the air quality modelling. Additional air quality mitigation is also proposed. Chapter 5 Air Quality in the Environmental Statement (TR010034/APP/6.3) provides the latest information and assessment.
	Concerns over the effect of current levels of air pollution	
	The current levels of congestion cause poor air quality and quality of life for local residents	
2	The Scheme would increase traffic on Mottram Moor, causing poorer air quality and cause further congestion	
3	Concerns raised about noise from new section of road going over Carrhouse Lane.	
	Concerns raised of proximity of new road to property in terms of noise and pollution	
	Noise and visual barriers will be needed due to the location of our house	
4	Noise and visual barriers will be needed due to the location of our house	
5	Plant trees and shrubs to soften and to assist with noise pollution and air quality	The Scheme design has been an iterative process which has been developed through optioneering to identify the most suitable location which includes the retention of existing vegetation and features. Trees and hedgerows that will need to be

No	Significant comments raised in Consultation	Design change as a result of consultation response
	Tree and shrub planting /more trees / landscaping to tackle pollution / create habitats for wildlife	<p>removed prior to construction of the Scheme are detailed in Hedgerows and Protected Trees to be Removed Plans (document reference TR010034/APP/2.10).</p> <p>The Scheme includes a range of measures designed to mitigate for potential effects on landscape character and visual amenity. These include woodland planting, woodland edge planting, linear belt of shrubs and trees, hedgerows with trees and individual trees. These proposals are detailed on the Environmental Masterplan (document reference TR010034/APP/6.4).</p> <p>Outside of the Development Consent Order, the Applicant plans to work with the Local Authority and community to explore the possible use and future maintenance of the space above the underpass.</p>
	How much damage will there be to the trees along the route and what are the plans to restore/make good the damage?	
6	<p>De-trunk the A57/A628</p> <p>Introduce a 20mph speed limit/reduce speed through the villages of Mottram</p> <p>I feel information relating to changes to existing roads should be more readily available</p>	<p>Due to the amount of responses and interests within the de-trunking, the Applicant along with TMBC has taken the decision that the area of de-trunking improvement will be shown on DCO documentation. Decisions about the detail of the design for this area will be made by TMBC.</p>
7	<p>Install more off-road parking for homeowners Concerns over parking</p> <p>Access and parking are a real problem</p> <p>Reduce the amount of parking restriction on A57 Hyde Road</p> <p>The current plans show parking bays for 45-57 Mottram Moor - these bays are not required due to all properties having off-road parking. We are concerned about this becoming a lay by for trucks and other motorists.</p>	<p>Following the statutory consultation, and further discussions with the Mottram Moor community group, the parking bays were removed from design. Further engagement with the Mottram Moor community group confirmed they did desire more parking and so improved parking and cycling facilities have been added back into the design</p>
8	<p>Concerns raised on effect of the ground settlement in the Mottram Area</p> <p>Concerns over effect on property e.g. subsidence and settlement risks</p> <p>Enquiry into property insurance and settlement - will structural surveys be undertaken on properties?</p>	<p>During statutory consultation, the Applicant became aware of several comments and enquiries into the effect of the Scheme on properties and the risk of ground settlement. To address this, additional testing was undertaken during the Ground Investigations (GI) works in the form of consolidation tests to determine settlement of structures or earthworks. The Ground Investigation Report is chapter 7.6 of the DCO application.</p>

No	Significant comments raised in Consultation	Design change as a result of consultation response
9	A link for pedestrians etc between M67 roundabout up to Roe Cross Road would be beneficial	This is outside the scope of the Scheme.
10	Equestrians need to be considered and need bridleways, that they can safely ride away from traffic.	In order to facilitate the construction of section 1 of the Scheme from the M67 J4 tie-in to the former Cricket Ground roundabout, PRow LON 52-20 needs to be temporarily severed. A temporary diversion will ensure walkers can still use this during construction. This PRow will be re-instated and upgraded from a footpath to a bridleway, therefore increasing the availability of suitable equestrian facilities away from road traffic.
11	It is vital to improve the facilities for walkers, cyclists and equestrians	The Scheme does not permanently sever any PRow. Where practicable all footways, bridleways and cycleways will be kept open. Where this is not practical suitable alternative routes and diversions will be provided where possible.
	Old Hall Lane is frequently used by pedestrians, equestrians and cyclists and you are taking this away - reinstate the tunnel	
12	Many suggestions were raised for the land above the underpass and what it could be used for	The majority of respondents expressed preference for tree and shrub planting / additional trees, landscaping and creation of a habitat for wildlife for the land above the underpass. Drawing on community feedback, the Applicant is exploring how to create a new green space on top of the underpass.
13	Concerns raised over the speed limits across the Scheme	Speed limits on the proposed roads are being reviewed within the traffic model and the subsequent air quality model to ensure an optimum speed limit is chosen that does not have an adverse effect on the air quality in the surrounding area. The speed limit on the single carriageway link has been reduced to 30mph to reflect concerns of local authorities and WCH groups. WCH access to the 50mph dual carriageway sections will be actively discouraged.

6.1.2 A summary of significant issues (in terms of occurrence) raised during consultation that did not result in design changes to the Scheme are outlined in Table 6-2 below including a justification for no change to design. The total count of responses collates information across all free text questions and written responses.

Table 6-2: Consultation responses that have not resulted in a design change

No	Significant comments raised in Consultation	Justification for no change to design
1	Impose a tonnage restriction to reduce HGVs / restrict HGVs	The Scheme design is to encourage traffic, especially HGV's, away from residential roads.
2	Concerns that Hollingworth and Tintwistle are not part of the solution	The current Scheme has evolved over more than 50 years as different ideas have been explored. A Mottram, Hollingworth and Tintwistle bypass was widely opposed during public consultation and not taken forward. In addition, the assessments made during a number of studies into the options showed that the most critical issues were in the area of Mottram, which the A57 Link Roads Scheme aims to address. The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
3	Open the Woodhead Railway and put HGV's on trains/Improve rail links	Rail is outside of Highway England's jurisdiction. Transport for the North are considering the proposal alongside a number of others as part of the Transport of the North's Strategic Development Corridors
4	Concerns of effect of the Scheme on the Peak District National Park and other environmental designated areas, wildlife and protected species	<p>Highways England has worked to ensure the Scheme has minimal effect on the Peak District National Park and other environmental designated areas and protected species. The objectives of the Trans-Pennine Upgrade include an improvement to the environment in terms of air quality and noise and are being designed to avoid unacceptable impacts on the natural environment and landscape in the Peak District National Park.</p> <p>Highways England has assessed the effects of the Scheme as part of the preparation of the ES (document reference TR010034/APP/6.3).</p> <p>The Scheme design has been an iterative process which has been developed through optioneering to identify the most suitable alignment for the Scheme. Mitigation and enhancement measures are embedded in the Scheme design to avoid, prevent, reduce or offset impacts of the Scheme at both the construction and operation phases.</p> <p>Although there are no fundamental changes as a result of consultation, the Scheme has continued to evolve to take on board results of ongoing assessment and stakeholder feedback to develop mitigation measures accordingly to deliver the optimum environmental Scheme.</p>

- 6.1.3 All of the comments raised during consultation have been categorised and tabulated to outline the number of occurrences of the response for each question in the customer response form and the regard had to these. This information is presented in Appendix M.

7. Statutory Consultation 2020

7.1 Overview of the 2020 Statutory Consultation

- 7.1.1 The 2020 statutory consultation ran for 6 weeks from 5 November to 17 December 2020. It focused on changes to the A57 Link Roads Scheme since the last public consultation in 2018, to:
- Provide the opportunity for the community to give feedback on the latest design of the project
 - Encourage the community to help shape the proposals to maximise local benefits and minimise any impacts
 - Help local people understand the potential nature and local impact of the proposals
 - Enable potential mitigation measures to be considered and, if appropriate, incorporated into the Scheme design before a DCO application is submitted
 - Identify ways in which our proposals, without significant costs, support wider strategic or local objectives
- 7.1.2 The Applicant improved the designs taking the issues raised in the 2018 statutory consultation into account. More information was also developed about key environmental impacts including air quality, noise and traffic. The consultation requested feedback on:
- The initial environmental assessment and the proposed measures to minimise impacts on air quality and noise
 - Removing the Roe Cross Road link, junction and roundabout from the Scheme
 - A new location and design for the Mottram Underpass
 - Replacing the proposed traffic signal controlled roundabout at Mottram Moor Junction, with a traffic signal controlled junction
 - Reducing the length of the River Etherow crossing
 - A new design for the Woolley Bridge junction and location of the link road
 - New provisions for cyclists and pedestrians, including additional crossings at the proposed Mottram Moor junction and connections to the former route
 - A new location for the Carrhouse Lane underpass
 - Important natural or man-made features of the landscape surrounding the Scheme
- 7.1.3 COVID-19 restrictions meant that face to face events were not able to be held as usual. Instead, the Applicant provided a wide range of alternative ways for people to speak to the project team, ask questions and ultimately provide an informed response to the public consultation. In addition to the standard best practice rules for engagement, transparency and inclusion the Applicant also followed the principles outlined in the Planning Act 2008: guidance on the pre-application process (published by Department for Communities and Local Government, March 2015) and Consultations Principles 2018 (produced by the

Cabinet Office). The approach was also in line with the new PINS advice note on consultation issued in March 2021, in relation to new legislation, The Infrastructure Planning (Publication and Notification of Applications etc.) (Amendment) Regulations 2020 (the 2020 Regulations), to support developers to consult with the public during the COVID-19 pandemic.

- 7.1.4 At the start of the consultation period, copies of the public consultation brochure and feedback form were sent directly to residential and commercial properties situated in a wide area around the Scheme. The distribution area is unchanged from the distribution area for the 2018 statutory consultation booklets and leaflets, as the same businesses and households are likely to have a particular interest in the Scheme. The brochure outlined the Scheme's objectives and how proposals had developed and changed since the 2018 statutory consultation. Details of the Scheme on which opinions were requested, as well as details for the public phone days/ webinars and how to respond to the consultation, were also included. The distribution area for the brochures and feedback forms can be seen in Figure 7-1 and Appendix 1 of the SoCC in Appendix Q.
- 7.1.5 The consultation was advertised in local and national newspapers. This included publication of the 2020 s47 and s48 notices, in addition to further advertisements notifying the public of the consultation, the public phone-ins and webinars, how to acquire further information and the deadline for submitting responses. Details of all 2020 s47 and s48 newspaper publications are provided in Table 7-4 and Table 7-8 respectively.
- 7.1.6 A series of press releases detailing the consultation and how the community and road users could participate were issued in advance of and throughout the consultation period, with good coverage from the local media. Examples are provided in Appendix U.
- 7.1.7 The public consultation was also advertised on Highways England North West Twitter feed @highwaysNWEST, via Scheme updates from the website and cascaded via the established communication channels of key stakeholders, who were provided with a letter and information pack.
- 7.1.8 From 5 November 2020 the consultation material, including a full summary of the Scheme, the Statement of Community Consultation, the consultation brochure, online response form, a fly-through video with voiceover narrative and subtitles, Preliminary Environmental Information Report and non-technical summary, together with a plan showing the extent of the Scheme (red line boundary) were available to view on the dedicated Scheme webpage⁸. The documents were also available at deposit locations within the vicinity of the Scheme (subject to COVID-19 restrictions) and in digital, print, language and other accessible options by post, on request.
- 7.1.9 The community were able to join three public webinars, two on 18 November 2020 and one on 21 November 2020. Team members provided a presentation on the Scheme and key issues, then those joining were able to ask questions. The webinars were recorded and made available on the Scheme website.
- 7.1.10 There were also three public telephone days on 10, 17 and 24 November where members of the community could phone in, talk directly to team members and ask questions. A landowner specific phone in was also organised. If a very

⁸ A57 Link Roads - Highways England

technical issue was raised an appropriate member of the team phoned the caller back at an agreed time.

- 7.1.11 Online briefings were held for councillors from TMBC, HPBC, DCC and the PDNPA. There were also two webinars for other stakeholders on 25 November 2020 and 8 December 2020.
- 7.1.12 Follow-on meetings or one-to-ones were then held with particular stakeholder groups, parish councils, landowners and individuals as requested. A list of these meetings can be found in Table 2-1.
- 7.1.13 All responses received by 17 December 2020 were included in the consultation. The online response form closed on the day the consultation period ended.

7.2 Preparation of the 2020 Statement of Community Consultation (SoCC)

- 7.2.1 TMBC, DCC and HPBC were consulted on the preparation of the 2020 SoCC as the host local authorities of the Scheme as listed in s43 of the Act. The PDNPA was also consulted as it had been in 2018 when the Westwood and Techology project was still part of the same Scheme. In advance of the formal consultation online meetings were held with each local authority to agree the proposed methodology and to ask advice on the best approaches to take, particularly in relation to 'seldom heard' groups in the area.
- 7.2.2 The information contained within the 2020 SoCC consisted of an introduction outlining the purpose of the 2020 SoCC, the application as a Scheme being developed under the Act, a description of the Scheme, proposals of consultation as required by s47 of the Act, documents available for inspection and the next steps of the document. An overview of the methods of consultation used with the local community is provided in the Table on page 9 of the 2020 SoCC.
- 7.2.3 Documents, including a full summary of the Scheme, the Statement of Community Consultation, the consultation brochure, online response form, a fly-through video with voiceover narrative and subtitles, Preliminary Environmental Information Report and non-technical summary, together with a plan showing the extent of the Scheme (red line boundary) were made available for inspection online and also at deposit locations as listed in the 2020 SoCC. The 2020 SoCC explains that the development requires an EIA; therefore, the PEIR and NTS were made available as part of the consultation materials.
- 7.2.4 An email was sent to the local authorities listed in Table 7-1 on the 25 September 2020 requesting comments on the draft 2020 SoCC; responses were requested to be returned by 26 October 2020. The authorities were therefore provided with 31 days to respond, which is greater than the 28 calendar days required to be provided for comments as prescribed by s47(3) of the Act. A copy of the letter / e-mail to each local authority is provided in Appendix O.
- 7.2.5 Responses received from the local authorities are detailed in Table 7-1 with the date the responses were received, and a copy is provided within Appendix P.

Table 7-1: 2020 SoCC Consultation with Local Authorities and Regard had to Suggestions

Section of SoCC:	Suggestion/Comment made by Local Authority	Regard had to the Suggestion	Amendment to SoCC (if applicable)
TMBC			
Deposit points list	We are happy with this and our only point of feedback is to ask for all references to deposit points on TMBC premises be removed. We are unable to accommodate deposit points due to COVID-19.	Comment actioned.	These deposit points have been removed from the document.
HPBC			
Mailing boundary	Mailing boundary – can this be extended to include the whole of Glossopdale? The wards Padfield, Charlesworth and some of Old Glossop appear to be excluded at the moment.	The Applicant considered the comment to increase the consultation zone to include additional areas in High Peak and concluded that the zone committed to within the SoCC adequately covers the community most affected by the Scheme, as well as the broader local community area of Glossop. To inform the wider areas which are not included within the mailing zone, notices were placed in local newspapers and The Applicant is also promoting the consultation by displaying posters and large adverts around the community, by using targeted social media advertising and using existing Local Authority channels to inform a wider audience. All materials will be stored online, and COVID-19 restrictions allowing, copies available in three deposit points. The Applicant is also offering hard copies of the consultation brochure and response form on request, as well as all our other materials on a DVD or USB.	No changes required
List of deposit locations	Deposit locations – our buildings remain closed at present so would not be	Comment actioned.	The relevant deposit points were removed from the document.

Section of SoCC:	Suggestion/Comment made by Local Authority	Regard had to the Suggestion	Amendment to SoCC (if applicable)
	available as a location. The County Council will be able to advise about the library and you'll need to liaise with Bradbury House directly – we don't take bookings or administer this venue.		
PDNPA			
List of deposit locations	Unfortunately, as subsequently discussed by e-mail, we do not believe that the National Park Authority's Visitor Centres can safely fulfil the role of deposit locations at this time, so we are unable to offer their use to Highways England for this purpose.	Comment actioned.	The relevant deposit points were removed from the document.
List of deposit locations	Whilst Tintwistle lies outside of the area directly affected by the Scheme, the village will in all likelihood see increased traffic flows as a result of the Scheme. As the village is already within an Air Quality Management Area, we would recommend the provision of a deposit location within the village, if one is available.	Tintwistle is included within the consultation mailing zone, and therefore all residents within the area will receive a copy of the materials directly. Due to the ongoing and newly increased restrictions in response to COVID-19, the Applicant will continue to focus deposit location resources within the immediate project area. The Applicant will also make it clear within the consultation publicity the materials can be requested. This includes in local press notices, website updates and on posters in the area.	No changes required
DCC			
List of deposit points	Given that County Hall in Matlock is more or less closed to its employees and members of the public in all but essential cases due to COVID-19, it would not be a suitable location for depositing documentation, I think too that the question is perhaps academic as geographically, Matlock is a	The Applicant explored the use of Glossop Library as an alternative, but this has not been possible because it is closed as a result of COVID-19 restrictions. Within the consultation publicity to the wider communities, the Applicant will make it	The reference to the Matlock office was removed from the document.

Section of SoCC:	Suggestion/Comment made by Local Authority	Regard had to the Suggestion	Amendment to SoCC (if applicable)
	considerable distance from the closest point of the Scheme in Derbyshire. I would consider, therefore, that the use of County Council libraries in the Glossop area may be a possible alternative but again this is very much dependant on the COVID-19 crisis and enhanced restrictions in that part of High Peak Borough. Further communication may be necessary, therefore, with the County Council's Library Services colleagues.	clear how to request hard copies of the materials. This includes in the local press notices and on posters which will be displayed in the area.	

7.2.6 A copy of the published 2020 SoCC is provided in Appendix Q.

7.2.7 The 2020 SoCC was available on the Scheme website and in the vicinity of the Scheme at the locations detailed in Table 7-3.

Table 7-2: Availability of the 2020 SoCC in the Vicinity of the Scheme

Date Available	Location
Monday to Thursday 09:00-17.30 Friday 09:00-17:00 Saturday 09:00-12:30 Sunday Closed	Mottram Post Office, 1 Mottram Moor, Mottram in Longdendale, SK14 6LA
Monday to Friday 05:30-20:00 Saturday and Sunday 08:30-20:00	Hollingworth Post Office, 33 Market St, Hollingworth SK14 8NE
Monday 09:00-17:30 Tuesday 09:00-13:00 Wednesday 09:00-17:30 Thursday 09:00-17:30 Friday 09:00-17:30 Saturday 09:00-12:30 Sunday Closed	Broadbottom Post Office, 50-52 Lower Market Street, Broadbottom SK14 6AA

7.2.8 The deposit point information was gathered from www.royalmail.com on 9th October at 08.30am. As this information was confirmed the second COVID-19 lockdown was being announced and opening times were changing rapidly. The 2020 SoCC therefore indicates when and where the opening times were sourced, with the caveat that those planning on visiting a venue should check it is open and any specific COVID-19 restrictions/measures.

7.2.9 The 2020 SoCC notice was published in the newspapers detailed in Table 7-4. Copies of the SoCC notices as published are provided within Appendix Q.

Table 7-3: SoCC Notice Publication Dates

Newspapers	Date Published
Tameside Reporter	29 Oct 20
Manchester Weekly News	29 Oct 20

7.3 2020 Section 42 (Letters and Consultation Documents)

7.3.1 In accordance with s42 of the Act, Highways England consulted with:

- Each host and adjacent local authority as defined within s43
- Prescribed Consultees
- Each person who is within one or more of the categories set out in s44 (Category 1, 2 or 3 landowner).

7.3.2 The letters which were sent to all consultees under s42 of the Act provided an overview of the Scheme, an explanation around the classification of the Scheme as a NSIP and the requirement to apply for a DCO. The Consultees were advised of the public consultation process, events (including a specific landowner event), the location of consultation information and the opportunity to provide feedback opinions on the Scheme. The letter included a web link to the consultation documents online.

7.3.3 Whilst the information contained within all the s42 letters was essentially the same, for some aspects the information was tailored to be appropriate for the audience. Taking the letter to the Prescribed Consultee's as the standard, the differences were:

- For the local authorities: a paragraph was added, as appropriate, to indicate whether the authority was being contacted as the host authority for the development or because they are an authority which shares a boundary with the host authority. Clear stipulation of this in the letter enables the authority to clearly identify their interest in the development and respond accordingly.
- For Category 1 & 2 land interests: text was added to the letter to outline why the individual was contacted, to outline that compulsory powers may be used to acquire land and to outline entitlement to compensation and the location of appropriate guidance documents relating to these subjects. Details about the public exhibitions were provided and recipients were invited to make an appointment with the project team to discuss their situation either at an event or privately.
- For Category 3 land interests: text was added to indicate that recipients may be entitled to make a relevant claim for compensation. Suitable guidance documents in relation to compensation were outlined and details of the public exhibitions were provided.

7.3.4 Copies of the letters provided to each strand of s42 consultees are provided within Appendix S.

- 7.3.5 A hyperlink to the s48 notice was provided with all s42 letters ensuring compliance with the requirements of Regulation 13 of the Infrastructure Planning (EIA) Regulations 2017.
- 7.3.6 The consultation letters and documents were served between 5 November and 17 December 2020. A deadline was provided for responses to the consultation as 23:59 hours on 17 December 2020. All consultees had over the prescribed 28 days to respond.

Local Authorities

- 7.3.7 The prescribed local authorities, as outlined by the Inspectorate in their response to the EIA scoping report and through diligent enquiry, were sent a copy of the s42 consultation material. This was sent on the 11 November 2020 and recipients had until the 17 December 2020 to respond. This material can be seen in Appendix S.
- 7.3.8 A list of the relevant local authorities consulted can be seen in Table 7-5, including their classification as an 'A, B, C or D' authority as per s43 of the Act.

Table 7-4: Relevant Local Authorities

Host Authorities	Classification	Criteria for Identification
Tameside Metropolitan Borough Council	B	A metropolitan district in which the development is situated.
High Peak Borough Council	B	A lower tier district council in which the development is situated.
Derbyshire County Council	C	An upper tier county council in which the development is situated.
Adjacent Authorities	Classification	Criteria for Identification
Peak District National Park Authority	A	A neighbouring local authority that shares a boundary with B&C host authorities.
Manchester City Council	A	A metropolitan district which shares a boundary with a B host authority.
Derbyshire Dales District Council	A	A lower tier district council which shares a boundary with B&C host authorities.
Staffordshire Moorlands District Council	A	A lower tier district council which shares a boundary with B&C host authorities.
Stockport Metropolitan Borough Council	A/D	A metropolitan district which shares a boundary with B&C host authorities.
Kirklees Council	A/D	A metropolitan district (regarded as a unitary authority for the purposes of this exercise) which shares a boundary with B&C host authorities.
Barnsley Metropolitan Borough Council	A/D	A metropolitan district (regarded as a unitary authority for the purposes of this exercise) which shares a boundary with B&C host authorities.
Oldham Metropolitan Borough Council	A/D	A metropolitan district which shares a boundary with B&C host authorities.

Derby City Council	D	A unitary authority which shares a boundary with a C host authority.
Leicestershire County Council	D	An upper tier county council, which shares a boundary with a C host authority.
Sheffield City Council	D	A unitary authority which shares a boundary with B&C host authorities.
Cheshire East Unitary Authority	D	A unitary authority which shares a boundary with B&C host authorities.
Staffordshire County Council	D	An upper tier county council, which shares a boundary with a C host authority.
Nottinghamshire County Council	D	An upper tier county council, which shares a boundary with a C host authority.

Prescribed Consultees

- 7.3.9 A list of prescribed consultees has been identified which are provided in Appendix R. The inclusion of each consultee relates to the list of consultees in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 (APFP Regs).
- 7.3.10 The prescribed consultees were sent the s42 consultation material on 5 November 2020 and had until 17 December 2020 to provide a response.

Persons with Interest in Land

- 7.3.11 The methodology for identifying land interests as defined in s42(d) and s44 of the Act is described further in the Statements of Reasons (document reference: TP010034/APP/4.1).
- 7.3.12 The people consulted were those identified in the Book of Reference at the time of contact.
- 7.3.13 Land interest consultees were sent a number of documents in addition to the basic S42 consultation pack:
- Categories 1 and 2 - land interest plans and schedule specific to the landowner, a draft red line boundary plan and Land Interest Questionnaire. The letter also included a weblink to various guidance on compulsory acquisition and compensation.
 - Category 3 – a draft red line boundary and a weblink to various guidance on compulsory acquisition and compensation.
- 7.3.14 The land interest consultation letters and documents were served between 5 November and 17 December 2020. A deadline was provided for responses to the consultation as 23:59 hours on 17 December 2020. All consultees had over the prescribed 28 days to respond.

7.4 2020 Section 46 (Notifying the Inspectorate)

- 7.4.1 A letter was sent to the Inspectorate on 3 November 2020 notifying of intent to submit under s37 of the Act for a DCO for the Scheme. It contained the same information on consultation arrangements as the letter to consultees identified under s42.

- 7.4.2 Weblinks to the consultation materials were provided to the Inspectorate. The letter also includes copies of the correspondence sent to the various sets of consultees.
- 7.4.3 A copy of the letter is provided in Appendix T alongside the accompanying consultation material.
- 7.4.4 An acknowledgement letter was received from the Inspectorate on 12 November 2020. A copy of this letter is provided in Appendix T.

7.5 2020 Section 47 (Local Community Consultation)

- 7.5.1 The activities undertaken during the consultation with the local community included public consultation events as detailed in Table 7-5. Responses to the consultation were requested to be submitted by midnight on 17 December 2020.

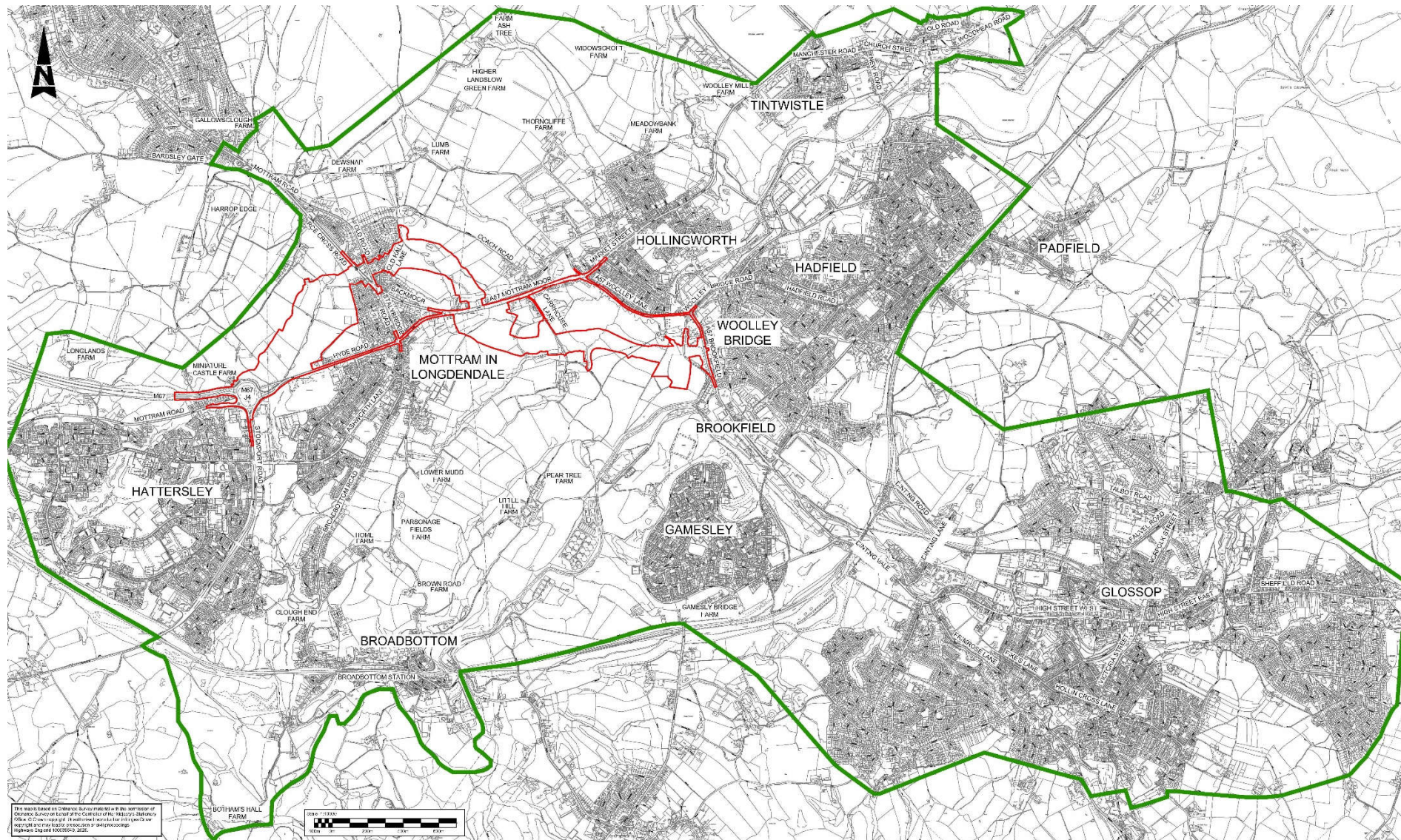
Table 7-5: Events Undertaken with the Local Community

Date	Event
10/12 November 2020	Public dial in and phone backs
17/19 November 2020	Public dial in and phone backs
18 November	Public webinar
21 November	Two public webinars
23 November	Landowner dial in
24/26 November	Public dial in and phone backs

- 7.5.2 Figure 7-1 shows the area where all homes and businesses received a posted, printed copy of the consultation booklet and feedback form (more than 26,000). For consistency it is the same wide area as for the 2018 statutory consultation and includes all those in proximity to the Scheme, those most likely to rely on it and those who are likely to be significantly affected by it. However, in 2018 only those closest to the Scheme received a booklet but those further away within the zone received leaflets advertising the consultation. For the 2020 consultation everyone within the zone was sent the full booklet and feedback form to ensure they would receive the same information as would have been displayed at an exhibition, despite the restrictions imposed by COVID-19.

As in 2018 the zone was discussed in advance with the local authorities through consultation on the SoCC. The green line shows the distribution zone, the red line the scheme boundaries.

Figure 7-1: Distribution zone for consultation booklet and feedback form



- 7.5.3 A wide range of other communication activities ensured that those outside the distribution zones were also made aware of the consultation and were able to ask questions, attend events and express their views if they wished.
- 7.5.4 Copies of the consultation materials are in Appendix U comprised of:
- Webinar presentation
 - Consultation brochure
 - Consultation response form
 - PEIR
 - Consultation FAQs
 - Fly through video
 - DCO process information leaflet
 - Leaflets regarding property acquisition and compensation processes
 - Non-Technical Summary of the PEIR
 - Scheme plan and Red Line Boundary
 - 2020 SoCC
 - 2020 S47 and S48 notice
- 7.5.5 The fly-through is still available online via the Scheme web page.
- 7.5.6 The consultation brochure and public consultation leaflet were distributed by 5 November.
- 7.5.7 The public consultation was advertised on the Highways England North West Twitter feed @highwaysNWEST.
- 7.5.8 Evidence that consultation with the community adheres with those commitments made in the SoCC, is outlined in Table 7-6.

Table 7-6: SoCC Compliance Table

Commitment within the SoCC:	Accordance with Commitment:
Highways England is consulting with residents and businesses in the vicinity of the proposed Scheme. We want to make sure that the local community, residents, local interest groups, businesses, visitors and road users, have the opportunity to fully understand the Scheme and comment on our proposals	People living within vicinity of the Scheme were sent a consultation brochure. The extent is shown in the distribution area in Figure 7-1. Notices and press adverts were placed in local and national papers, as outlined in Table 7-8 and Table 7-9, detailing the consultation and the associated public events.
As COVID-19 restrictions meant we were unable to hold face to face events we provided a wide range of ways for people to talk to us about the Scheme and the consultation	Staffed phone and web events were held as per the schedule shown in Table 7-6. Hard copies of the consultation materials were available on request.
A full summary of the project, copies of supporting project documents and a consultation questionnaire response form provided on a dedicated website	All project information, supporting information and a fly-through video were provided on A57 Link Roads - November to December 2020 - Highways England - Citizen Space

Commitment within the SoCC:	Accordance with Commitment:
Public consultation materials to be delivered to homes and businesses in the consultation zone at the start of the consultation period	The first round of consultation material was delivered to homes and businesses in hard copy by November 5 2020.
Council and community briefings will be offered where appropriate to discuss the proposals	Briefings and follow-up meetings were held with all the host local authorities.
Stakeholder briefings Establishing stakeholder groups	Stakeholder meetings have been ongoing and are detailed in 3.5.6, 3.5.7, 3.5.8 of this report.
Scheme updates to be produced during the course of the project	The Scheme website is updated with project progress and documents. A57 Link Roads - Highways England
Public to be informed of the exhibition through website, newspaper advertising and Twitter	The public consultation was advertised on Highways England North West Twitter feed @highwaysNWEST, within the newspapers detailed in Table 7-4 and on the Scheme website.
All relevant technical documents, the SoCC and the public consultation brochure will be made available to view online and at deposit locations	The documentation and SoCC and brochure were made available online at A57 Link Roads - November to December 2020 - Highways England - Citizen Space and at the deposit locations as listed in Table 7-3. All consultation materials are included in Appendix U. Hard copies of the consultation materials were available on request.
Comments made during public consultation will be recorded and considered by the Applicant. An explanation of how these are taken into account will be detailed in this report	All comments and feedback received by 17 December 2020 have been collated and analysed and taken into account. This is discussed further in Chapter 8.
All efforts will be made to reach the widest possible audience	Paid-for advertising to help reach the community and advertising

7.6 2020 Section 48 (Newspaper Notices)

- 7.6.1 In accordance with s48 of the Act, notices were published in the newspapers shown in Table 7-7 publicising a proposed application for a DCO. Copies can be found in Appendix V.
- 7.6.2 The local newspapers used provided the greatest circulation in the area of the Scheme.

Table 7-7: 2020 Consultation S48 Newspaper Notices

National Newspapers		
Name	Week 1	Week 2
London Gazette	29 October 2020	
The Guardian	29 October 2020	
Local Newspapers		
Tameside Reporter	29 October 2020	5 November 2020
Manchester Weekly News	29 October 2020	5 November 2020

8. Response to 2020 Statutory Consultation and how we have had Regard to Responses

8.1 Responses to the 2020 Statutory Community Consultation

8.1.1 The Applicant received 1,692 responses to the community consultation in total, including 971 online forms, 521 postal forms, 36 emails and 1 letter.

8.1.2 Of these responses, 103 were received from a 'Person with an Interest in the Land (PIL)'; 6 were received from organisations identified as 'Key Stakeholders'; and the remaining 1,420 responses were received from the local community.

8.1.3 The Applicant also received 163 prewritten emails from members of the community, generated from the Friends of the Earth Action Network website.

Table 8-1: Responses to Community Consultation

	Prescribed Consultees (s42a) total	PIL (s44) total	Local Communities (s47) total	Key Stakeholders total	Overall total
Online forms		68	897	6	971
Postal forms		35	486		521
Emails			36		36
Letters			1		1
Responses from Friends of the Earth website			163		
Total consultation responses					1,692

8.1.4 The great majority of responses were received from local SK (predominantly Tameside and Glossop) postcodes (1,241), with 722 from SK13 (which includes Glossop and Tintwistle) and a further 423 from SK14 (which includes Mottram and Hollingworth). Other frequent postal areas included Sheffield (154) and Manchester (35). See Appendix Y for the full list and postcode maps.

8.1.5 Most respondents currently use the road for leisure (1120) and residential (1002) purposes, with a further 584 using it for business. The vast majority of respondents currently use the road to travel by car (1,414), though many respondents also use it for walking (357), public transport (206) and cycling (178). This was reflected when asking respondents about their interest in the project, with 'Residential' (1078), 'Leisure' (764) and 'Public Rights of Way' (353) being the most popular answers.

8.1.6 Just over half of respondents confirmed they were 55 or above, with the most popular age category being 65+ (466) and the second being 55-64 (346). Around two thirds of respondents also identified as male (907). However, there were still over 600 responses from younger age groups and 456 respondents who identified as female.

- 8.1.7 Of the 1,429 people who responded to the question, 132 considered themselves to have a disability.
- 8.1.8 Two thirds of respondents (66%) supported the Scheme and the updates we have made, more than twice as many as the 29% against the Scheme. A further 6% didn't know and 2% didn't answer the question.
- 8.1.9 The full list of issues raised and the Applicant's responses can be found in Appendix Y. The most frequent issues were:
- The Scheme doesn't go far enough to resolve the issues. The Applicant needs to invest in a full bypass of all the villages, or even a full Trans-Pennine solution.
 - By improving only a limited portion of the route, the Scheme will attract more traffic and make the noise and air pollution issues even worse for all the communities along the wider corridor.
 - Signalled junctions and crossings across the Scheme will disrupt traffic flow and create even more congestion, noise and air pollution. The Applicant should use roundabouts instead or try and avoid junctions all together.
 - The Scheme will urbanise the natural and rural landscape and if it does go ahead it must be carefully blended in with planting and landscaping.
 - Green space and building roads shouldn't be destroyed at all during a climate crisis. The Applicant should get vehicles off the road, by investing in public transport and active travel instead.
 - HGVs are the main issue, so restricting them is all that is needed.
 - It's not possible to feedback on the project without more detailed plans, traffic and environmental information.
 - The project has been needed and talked about for decades. The Applicant needs to get on with it.
 - Removing the Roe Cross Link won't help traffic heading to/from the Stalybridge direction – traffic will still need to travel through the centre of Mottram.

8.2 Community Consultation Feedback Form Analysis

- 8.2.1 The 1492 completed feedback forms returned were analysed. A coding framework was created to enable analysts to organise responses by themes and issues so that key messages and specific points of detail could be captured and reported. Each code presents a specific issue or argument raised in responses. This enables all responses to be indexed according to the issues raised by the respondents.
- 8.2.2 This feedback is a self-selecting sample, meaning the respondent has either chosen to respond or not respond to each question. Consequently, the results shown in Appendix Y can only be taken to apply to those who responded to the question(s) and not to be representative of all consultees.

- 8.2.3 The responses have been separated into four categories of respondent type, prescribed consultees (s42), persons with interest in land (s44) (respondents were checked against the Applicant’s list of interests), local communities (s47) and key stakeholders.
- 8.2.4 The feedback forms asked a series of ‘closed’ questions which offered people responding a choice of fixed answers to the questions and also ‘free text’ boxes where they were able to write their own comments.
- 8.2.5 The tables below show how many people picked each answer to each of the ‘closed’ questions and also all the issues raised by five or more respondents in the free text boxes provided, starting with the issues raised most often at the top of each table.
- 8.2.6 A complete list of all the topics raised and how many people mentioned them, can be found in Appendix Y.

Question 1 - What do you currently use the road for?

Table 8-2: Responses to Question 1

Answer options	Overall total
Business	584
Residential	1002
Leisure	1120
Not answered	25
Total number of respondents to this question	1,467

Question 2 - How do you normally travel on the route?

Table 8-3: Responses to Question 2

Answer options	Overall total
Car	1,414
Cycle	178
Walk	357
Public Transport	206
HGV	14
Other	66
Not answered	20
Total number of respondents to this question	1,472

Question 3 - What is your view on our overall proposals for the Scheme?

Table 8-4: Responses to Question 3

	Prescribed Consultees (s42a) total	PIL (s44) total	Local Communities (s47) total	Key Stakeholders total	Overall total
Agree (66%)	0	36	920	3	959
Disagree (29%)	0	52	366	1	419
Don't Know/No Preference (6%)	0	13	70	1	84
Not Answered (2%)	0	2	27	1	30
Total number of respondents to this question					1,462

Question 4a - What is your view on our proposal to remove the Roe Cross road link, junction and roundabout from the Scheme?

Table 8-5: Responses to Question 4a

	Prescribed Consultees (s42a) total	PIL (s44) total	Local Communities (s47) total	Key Stakeholders total	Overall total
Agree	0	34	753	0	787
Disagree	0	41	224	1	266
Don't Know/No Preference	0	25	367	4	396
Not Answered	0	3	39	1	43
Total number of respondents to this question					1,449

Question 4b - Is there anything we should consider or any comments you'd like to make? (about our proposal to remove the Roe Cross road link, junction and roundabout from the Scheme)

Table 8-6: Responses to Question 4b

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Direct responses to the question				
Environment and Local Amenities				
Removing the Roe Cross Link will minimise the impact on wildlife and the environment as it'll take up a lot less land		3	8	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Removing the roundabout will increase noise and air pollution, due to forcing traffic to stop halfway up the hill. It was hoped that by dropping Roe Cross Road down to a roundabout, noise would have decreased		1	4	
Nature of the Solution				
Without the Roe Cross Link Road, traffic heading to/from the Stalybridge area will still need to travel through Mottram Village, which could lead to speeding and rat runs locally. Traffic calming and a Roe Cross slip road should be considered		26	65	2
Removing the roundabout is a positive move as it'll help the free flow of traffic such as between Mottram and Stalybridge		3	21	
General support for removal of the Roe Cross Link, as a well thought out improvement to the original design. It is not needed and local roads are more than adequate to cope		2	21	
By removing the Roe Cross Link, the Scheme will just move congestion and therefore noise closer to other areas, including Glossop, the Mottram Moor junction and the Brookfield Spur		1	7	
Removing the Roe Cross Link won't improve the traffic problems. It will exacerbate the already congested area. This is a missed opportunity to remove a significant amount of traffic from travelling through Mottram		1	6	
The Roe Cross Link was one of the few welcome parts of the Scheme and the only proposal that would have successfully alleviated traffic congestion and benefited local people			5	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
General				
Removing the Roe Cross Link is more efficient, it will make construction simpler, quicker, cheaper and less disruptive		2	7	
The removal of the Roe Cross link road is just a cost cutting exercise, and it causes the Scheme to deviate from its original purpose		1	7	1
Issues raised about the wider Scheme				
Traffic				
The Scheme may improve the situation in parts of Mottram, but traffic problems and environmental impacts need to be resolved in other areas too, including Glossop, Hollingworth, Tintwistle and the wider Trans-Pennine A57 and A628 routes		7	69	
By moving traffic currently impacting Mottram and attracting more traffic to the improved route, the Scheme will increase traffic, congestion and subsequent noise, pollution and risks, in other areas including Glossop, Hollingworth, Tintwistle and the wider Trans-Pennine A57 and A628 routes		4	61	
The Scheme doesn't appear to have taken everything into account, such as the majority of traffic feeding onto Woodhead Pass, not Snake Pass; the fact Trans-Pennine traffic is what's causing the issues, or the increased traffic on the M67		2	7	
Poor connectivity between Manchester and Sheffield are creating unreliable journeys, adding hours at a time			9	
The Scheme will reduce congestion in places like the M67 and Mottram Village, thereby having a positive impact on travel times, making			9	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
it a good outcome for local residents				
The proposals are good for Mottram and will improve the flow of traffic through the village			6	
The wider Scheme is too limited to actually improve the traffic problems, at best it's half a plan			6	
Environment and Local Amenities				
There is concern about the environmental impact of the Scheme, creating an increase in pollution and noise levels, visual impact and negative impact on wildlife, habitats and the loss of mature trees and countryside		6	25	
The current levels of traffic and congestion in the area cause major issues with air quality, posing a risk to people's health			13	
Building roads and encouraging traffic in a climate crisis goes against local authority and UK government targets, such as the Paris Climate agreement and aims to reach net-zero carbon by 2050		1	7	
The wider Scheme will cause safety issues for pedestrians, drivers and residents accessing houses in the local area		1	5	
Nature of the Solution				
The bypass should be extended all the way to the A628, to fully bypass the villages of Hollingworth, Tintwistle and Glossop. The Scheme should at least be extendable in the future		4	60	
General support for the Scheme, as an important project that is greatly needed		2	37	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
and an effective, improved solution proposed				
An entirely different road Scheme should be pursued instead, with various specific suggestions, including a full Trans-Pennine dual carriageway/motorway and a Trans-Pennine tunnel		2	32	
General objections, that the proposals are bad, the tinkering doesn't solve the issues, and the Applicant should start again		4	23	
A cheaper, easier and quicker solution would be to restrict Heavy Goods Vehicles along the route and divert them to the motorway network, as they are the major issue		3	22	
Rather than increasing road capacity and encouraging car travel, money should be invested in sustainable travel, such as walking, cycling and public transport instead, with various specific suggestions		2	20	
The wider Scheme needs more cycle, pedestrian and equestrian lanes/paths			17	
There are currently many sets of lights in the area, and the Scheme will just add more and cause further congestion. Phasing must be carefully considered		1	9	
Suggestions to improve the wider Scheme including changing the single carriageway section to dual carriageway; considering adverse weather; removing the lights at Mottram Moor; a free flow lane from the M67; and an underpass or flyover at Mottram Moor Junction		1	6	
General				
The project is taking too long, has been needed and talked		4	71	1

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
about for decades and there is no further time for delays				
The Scheme and the Applicant's work on it has been a waste of time, money, resources and effort, which will have little benefit		1	21	
General questions, clarifications and requests for more information about the wider Scheme, traffic and environmental impacts		1	15	1
The Applicant shouldn't be cutting costs and needs to do the job properly		2	10	
The new link road is not needed, and wouldn't have been used, especially given the rise in home working and the likelihood for this to become the norm		3	3	
The consultation documents were incomplete, with various suggestions for more information and detail		2	3	

Question 5a - What is your view on our new location and design for the Mottram Underpass?

Table 8-7: Responses to Question 5a

	Prescribed Consultees (s42a) total	PIL (s44) total	Local Communities (s47) total	Key Stakeholders total	Overall total
Agree	0	33	925	2	960
Disagree	0	37	188	0	225
Don't Know/No Preference	0	29	227	3	259
Not Answered	0	4	43	1	48
Total number of respondents to this question					1,444

Question 5b - Is there anything we should consider or any comments you'd like to make? (about our new location and design for the Mottram Underpass)

Table 8-8: Responses to Question 5b

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Direct responses to the question				
Traffic				
Concerns about the level of disruption when constructing the underpass. Mitigations will be needed		4	3	
Environment and Local Amenities				
Concern that homes will be lost to construct the Mottram Underpass and further details are needed		3	8	
Concerns that the shorter Mottram Underpass will increase air pollution for nearby residents. Information on predicted levels wasn't shared		7	4	
Concerns that the shorter Mottram Underpass and the bridge over Roe Cross Road will increase noise levels for surrounding properties, especially on Old Hall Lane and the Four Lanes/Old Road junction		8	1	
The Mottram underpass will alter views and change the character of the village, when it should be preserved		3	4	
Concern that the Mottram underpass will alter the water tables in the area and will be vulnerable to flooding, given the current land is waterlogged			7	
Concerns that the Mottram Underpass will destroy wildlife and their habitats, and the Applicant has not provided enough evidence to prove that it won't		1	5	
The new location of the Mottram Underpass retaining the route of Old Hall Lane will preserve		4	2	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
homes and a well used route to open country				
The Mottram Underpass will mean the loss of much loved and valued land, including The Mottram Show ground		1	4	
Nature of the Solution				
General support for the relocation of the Mottram underpass with people saying it's an improvement on the original plan, with a good design and logical placement		2	25	1
Instead of two underpasses and a bridge, a full tunnel from the west of Roe Cross Road to east of Old Hall Lane would be better as was originally intended		10	12	
The underpass should go from Roe Cross Road to the east of Old Hall Lane. This would reduce both noise and air pollution. There is thought that it should also be cut deeper		4	8	
The new location and simplified design of the Mottram Underpass will be quicker, cheaper and less disruptive to construct, as well as being more eco friendly			5	
General				
Concerns over the safety of the underpass, including the safety of the actual structure, attracting antisocial behaviour and concerns over the safety of the portal hole area		2	5	
General questions about the Mottram underpass, surrounding environmental impacts, construction and costs		2	5	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
The Mottram underpass will be extremely expensive, perhaps for little benefit		1	4	
Issues raised about the wider Scheme				
Traffic				
By moving traffic currently impacting Mottram and attracting more traffic to the improved route, the Scheme will increase traffic, congestion and subsequent noise, pollution and risks, in other areas including Glossop, Hollingworth, Tintwistle and the wider Trans-Pennine A57 and A628 routes		4	17	
The Scheme may improve the situation in parts of Mottram, but traffic problems need to be resolved in other areas too, including the villages of Hollingworth, Tintwistle and Glossop			17	
Environment and Local Amenities				
Building roads and encouraging traffic in a climate crisis goes against local authority and UK government targets, such as the Paris Climate agreement and the aim to reach net-zero carbon by 2050. Sustainable travel should be encouraged instead		2	4	
Nature of the Solution				
The bypass should be extended all the way to the A628, to fully bypass the villages of Hollingworth, Tintwistle and Glossop. The Scheme should at least be extendable in the future		1	26	
General opposition to the wider Scheme, with calls to		4	16	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
scrap the idea as it doesn't improve things				
General support for the Scheme, as an important project that is greatly needed for residents, who need to be happy with the proposals			10	
An entirely different road Scheme should be pursued instead, with various specific suggestions, including a full Trans-Pennine dual carriageway/motorway and a Trans-Pennine tunnel		2	8	
Rather than increasing road capacity and encouraging car travel, the Applicant should invest in sustainable travel, such as walking, cycling and public transport		1	7	
A cheaper, easier and quicker solution, would be to restrict HGV along the route and divert them to the motorway network, as they are the major issue			7	
The Scheme needs to ensure access and facilities for vulnerable users such disabled users, horse riders and other non-motorised users. If height is an issue for horses, horse mounting steps could be provided		1	4	1
Suggestions to improve the wider Scheme including a continuous road from the M67 J4; avoiding the village completely; starting the bypass further back; and adding a Glossop spur			6	
The wider Scheme needs cycle and pedestrian lanes and bridle paths. The roads the Scheme bypasses should be modally filtered			5	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
There are too many lights along the route, adding more will just mean bigger queues and increased pollution. Lights should be synchronised to allow traffic to flow		3	2	
Without the Roe Cross Link road, traffic heading to/from the Stalybridge area will still need to travel through Mottram. A slip road onto the A6018 would be beneficial		1	4	
General				
The project is taking too long and people believe it won't happen. It has been needed and talked about for decades and needs to be completed with no further delays		1	27	
The Scheme is pointless and work on it has been a waste of money and time		1	11	
The consultation documents were incomplete, and the process could have been improved, with several specific suggestions		2	4	

Question 6a - What is your view on our proposal to replace the proposed roundabout at Mottram Moor, with a signal-controlled junction?

Table 8-9: Responses to Question 6a

	Prescribed Consultees (s42a) total	PIL (s44) total	Local Communities (s47) total	Key Stakeholders total	Overall total
Agree	0	29	720	3	752
Disagree	0	45	363	0	408
Don't Know/No Preference	0	27	250	2	279
Not Answered	0	2	49	1	52
Total number of respondents to this question					1,440

Question 6b - Is there anything we should consider or any comments you'd like to make? (about our proposal to replace the proposed roundabout at Mottram Moor, with a signal-controlled junction)

Table 8-10: Responses to Question 6b

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Direct responses to the question				
Traffic				
A signal-controlled junction at Mottram Moor will only sort problems in Mottram and will displace traffic, congestion, noise, pollution, risks and negative impacts on land and wildlife further along the Scheme corridor and to other areas including Glossop, Hollingworth, Tintwistle and the wider Trans-Pennine A57 and A628 routes		5	42	
By moving traffic currently impacting Mottram, attracting more traffic to the improved route and encouraging rat runners, a signal-controlled junction at Mottram Moor Junction will increase stationary traffic, risks and noise and pollution		6	31	
The current traffic flows and pedestrian use of this junction		2	4	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
do not justify the need for a junction at Mottram Moor				
Environment and Local Amenities				
HGVs and other slow-moving vehicles attracted to the improved route and held at the traffic lights at Mottram Moor Junction will increase traffic congestion and air pollution, making the junction and the wider area unsafe		3	8	
Replacing the proposed roundabout at Mottram Moor with a crossroads with traffic lights will require less energy, land take and infrastructure thereby reducing the carbon footprint			8	
Although replacing the proposed roundabout at Mottram Moor with a crossroads with traffic lights will reduce land take, the design will need to ensure important habitats and ecosystems are mitigated for		1	7	
Concern about the impact Mottram Moor Junction will have on the local area with specific concerns including retaining access, health and wellbeing and safety for schools, residents, road users, pedestrians and cyclists			6	
Nature of the Solution				
The Mottram Moor Signal controlled junction will not improve the situation and will still disrupt traffic flow, cause congestion and increase air pollution, especially at busy times. Roundabouts should be used instead		8	57	
At Mottram Junction a roundabout would be safer, provide better traffic flow and less pollution than a signal-controlled junction		5	44	
To facilitate traffic flows and avoid confusion, delays and		5	34	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
tailbacks at Mottram Moor Junction, the traffic lights will need to be phased smartly and appropriately to reflect the traffic flows				
Traffic lights at Mottram Moor Junction won't resolve traffic issues, other / alternative junction solutions which maintain traffic flow would work better with specific suggestions including slip roads, underpasses and flyovers		6	26	
Roundabouts are out of date, confusing and inefficient at coping with high volumes of traffic. A signal-controlled junction at Mottram Moor is the better choice longer term for improving congestion, pollution and safety		3	21	
General support for replacing the proposed roundabout at Mottram Moor with a crossroads with traffic lights as it is clearer, more practical, makes sense and provides proper control of traffic		3	19	
Concern that Mottram Moor Junction needs to include more provisions for cyclists, equestrians, vulnerable road users and pedestrians to ensure safe journeys and ensure the local network is not disjointed		1	18	1
Traffic lights are already the main cause of congestion at the existing junctions in Mottram and the wider area of Glossop and Tameside, a signal controlled junction at Mottram Moor will change nothing			17	
A signal-controlled junction at Mottram Moor would be safer for road users, pedestrians and cyclists than a roundabout		1	13	
This is a positive change as long as replacing the roundabout with a signal-controlled junction at Mottram Moor Junction speeds up traffic		1	10	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
flow, reduces congestion and noise and air pollution				
Traffic calming measures will be needed at Mottram Moor Junction to discourage speeding, especially as it goes from 50 mph to 30 mph			9	
A signal-controlled Junction at Mottram will encourage dangerous driving behaviour, traffic accidents and increase queues making it unsafe for drivers and for local residents joining the A roads			8	
Traffic waiting to turn right at the signal-controlled junction at Mottram Moor will increase congestion			6	
Neither a roundabout nor a signal-controlled junction would work at Mottram Moor Junction. The key to the problem is maintaining good traffic flow and both these options would inhibit this		1	4	
The Mottram Moor Junction has a confusing layout and a complex set of traffic lights which will cause traffic backlogs and chaos for users (cars, pedestrians and cyclists) of the junction		1	4	
General				
Expectation that the modelling/study shows a signalised junction performs better than the previous roundabout			5	
Issues raised about the wider Scheme				
Traffic				
The Scheme may improve the situation in parts of Mottram, but traffic problems and environmental impacts need to be resolved in other areas too, including Glossop, Hollingworth, Tintwistle and the wider Trans-Pennine A57 route		2	11	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Nature of the Solution				
The bypass should be extended all the way to the A628, to fully bypass the villages of Hollingworth, Tintwistle and Glossop		2	18	
An entirely different road Scheme should be pursued instead, with various specific suggestions, including a full Trans-Pennine dual carriageway/motorway and a Trans-Pennine tunnel		1	17	
Signalled junctions throughout the Scheme will disrupt traffic flow, reduce capacity, cause congestion, increase air pollution, require large amounts of energy to run and increase risk of collisions. Roundabouts should be used instead		1	13	
The Scheme does not actually improve the traffic problems and will simply move traffic currently impacting Mottram; attract more traffic and HGVs to the improved route; and encourage rat runners, which will increase traffic, congestion and subsequent noise, pollution and risks through Mottram Moor and along the A57			12	
General objections to the Scheme, that the proposals are bad and the Applicant should start gain		1	7	
Rather than increasing road capacity and encouraging car travel, money should be invested in sustainable travel, such as walking, cycling and public transport instead, with various specific suggestions		1	6	
The A57 link should be a dual carriageway, avoiding another bottleneck and futureproofing capacity			7	
Signals on the M67 Junction 4 will cause congestion, transfer			7	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
the traffic problem elsewhere and increase pollution				
Concern that provisions for vulnerable road users (including equestrians, cyclists and pedestrians) must be included in the Scheme, including wider, segregated lanes along the length of the Scheme and tracks to the Gun Inn			3	2
General				
Cost cutting should not be a consideration. Decisions should be based on the best results for traffic flow, pollution and disruption for local residents		3	7	
The project is taking too long, has been needed and talked about for decades and there is no further time for delays			7	
The Scheme and the Applicant's work on it has been a waste of time, money, resources and effort, which will have little benefit			7	
The community have not been consulted effectively and the materials do not provide enough information and so it is not possible to take a view on the Scheme		2	4	

Question 7a - What is your view on our proposal to reduce the length of our River Etherow crossing?

Table 8-11: Responses to Question 7a

	Prescribed Consultees (s42a) total	PIL (s44) total	Local Communities (s47) total	Key Stakeholders total	Overall total
Agree	0	37	684	1	722
Disagree	0	17	153	1	171
Don't Know/No Preference	0	54	491	3	548
Not Answered	0	4	55	1	60
Total number of respondents to this question					1,432

Please note: A fault in the online response form for this question meant people could make more than one choice. One person chose both Disagree and Agree; and four others both Don't Know and Agree. These have been recorded as Disagree and Don't Know respectively.

Question 7b - Is there anything we should consider or any comments you'd like to make? (about our proposal to reduce the length of our River Etherow crossing)

Table 8-12: Responses to Question 7b

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Direct responses to the question				
Environment and Local Amenities				
Concern that the Etherow Crossing could be vulnerable to flooding and the design and impacts on the wider area need to be carefully considered		4	32	
Concern that construction of the Etherow Crossing will negatively impact on wildlife and the Scheme must deliver enhancements		5	6	
The Etherow Crossing will fragment and damage open countryside		2	4	
The reduced length of the Etherow Crossing will reduce impact on the environment, wildlife and habitats by		1	5	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
reducing the amount of land taken				
Nature of the Solution				
General support, that the proposals for the new Etherow Crossing are sensible and make the project viable		2	12	
The Etherow Crossing should be wide enough to allow large vehicles to pass comfortably and a dual carriageway or at least a climbing lane should be considered			8	
The reduced length of the Etherow crossing will achieve the same result but in a simpler, quicker and cheaper way			7	
Access and facilities for vulnerable users such as disabled users and horse riders must be provided, with one suggestion to upgrade the path under the Etherow crossing to a bridleway		1	3	1
General				
Concern that reducing the length of the Etherow Crossing is just a cost cutting exercise, when quality and improving the environment should be the focus			7	
The original proposals and visualisations should have been included in the consultation materials		1	4	
Issues raised about the wider Scheme				
The Scheme may improve the situation in parts of Mottram, but traffic problems and environmental impacts need to be resolved in other areas too, including Glossop, Hollingworth, Tintwistle and the wider Trans-Pennine A57 route			13	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
By moving traffic currently impacting Mottram, the Scheme will increase traffic and congestion in other areas including Glossop, Hollingworth and Tintwistle		1	6	
The wider Scheme is too limited to actually ease congestion and may actually increase traffic			6	
Nature of the Solution				
General objections, that the proposals aren't what was promised, are bad and the Applicant should start again		1	10	
The bypass should be extended all the way to the A628, to fully bypass the villages of Hollingworth, Tintwistle, Hadfield and Glossop			10	
The proposed traffic lights after the Etherow Crossing, at the junction with Woolley Bridge, will increase congestion and cause further delays			5	
Rather than increasing road capacity and encouraging car travel, money should be invested in sustainable travel, such as walking, cycling and public transport instead			5	
General				
The project is taking too long and people believe it won't happen. It has been needed and talked about for decades and could have been finished by now. It needs to be completed with no further delays			8	

Question 8a - What is your view on our new design for the Woolley Bridge junction and location of the link road?

Table 8-13: Responses to Question 8b

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Direct responses to the question				
Traffic				
By moving the bottleneck, attracting more traffic to the improved route and encouraging rat runners, the proposed Woolley Bridge junction will increase traffic, congestion and subsequent noise and pollution, on Woolley Bridge, in Glossop and further along the Snake Pass		5	25	
Environment and Local Amenities				
The A57 Link Road will destroy countryside, farms and people's homes and should be left alone		3	3	
Concern that the area of the Woolley Bridge junction and A57 Link is a flood plain and the design must not exacerbate this or be prone to flooding		1	4	
Nature of the Solution				
Traffic lights at the Woolley Bridge junction will cause delays, congestion, noise and pollution, there are already too many lights in the area and for many a roundabout should be used instead		10	47	
The Woolley Bridge junction and A57 Link will not actually improve the traffic problems along the Scheme route, as it won't reduce traffic; increase capacity; or avoid multiple sources of traffic arriving at the same place. It may even attract more HGVs and will simply move the congestion to the new junctions and link		8	40	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
General support for the Woolley Bridge junction and A57 link proposals and updates, as they will improve the congestion and its impact on residents		3	16	1
The A57 link should be a dual carriageway, avoiding another bottleneck and futureproofing capacity			10	
General				
More detailed plans, visualisations and information on the Woolley Bridge junction are needed			9	
Issues raised about the wider Scheme				
Traffic				
The Scheme may improve the situation in parts of Mottram and Glossop, but traffic problems and environmental impacts need to be resolved in other areas too, including Glossop, Hollingworth, Tintwistle and the wider Trans-Pennine A57 and A628 routes		1	33	
By moving traffic currently impacting Mottram, attracting more traffic to the improved route and encouraging rat runners, the Scheme will increase traffic in other areas in other areas including Glossop, Hollingworth, Tintwistle and the wider Trans-Pennine A57 and A628 routes		1	10	
Concern that housing developments in the area will increase traffic and environmental damage and the Scheme may not have enough capacity to take the traffic generated		2	5	
Nature of the Solution				

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
General opposition and objections to the wider proposals		1	11	
The bypass should be extended all the way to the A628, to fully bypass the villages of Hollingworth and Tintwistle		1	11	
An entirely different road Scheme should be pursued instead, with various specific suggestions, including a Trans-Pennine tunnel			10	
Rather than increasing road capacity and encouraging car travel, money should be invested in public transport instead			8	
A cheaper, less disruptive and better solution, would be to restrict Heavy Goods Vehicles along the route, moving them to the M60/M62 route		2	3	
General				
Cost cutting should not be a consideration. Decisions should be based on the best results for traffic flow, pollution and disruption for local residents		1	8	
The project is taking too long and has been needed and talked about for decades, wasting money. Construction should start as soon as possible		1	4	

Question 9a - What is your view on the new provisions for cyclists and pedestrians, including additional crossings at the proposed Mottram Moor junction and connections to the former route?

Table 8-14: Responses to Question 9a

	Prescribed Consultees (s42a) total	PIL (s44) total	Local Communities (s47) total	Key Stakeholders total	Overall total
Agree	0	45	842	2	889
Disagree	0	26	190	0	216
Don't Know/No Preference	0	26	293	3	322
Not Answered	0	6	58	1	65
Total number of respondents to this question					1,427

Question 9b - Is there anything we should consider or any comments you'd like to make? (about the new provisions for cyclists and pedestrians, including additional crossings at the proposed Mottram Moor junction and connections to the former route)

Table 8-15: Responses to Question 9b

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Direct responses to the question				
Traffic				
People don't walk or cycle along this route, because of the steep hills, poor weather, busy roads and other suitable routes. As a result, investing in these provisions is a waste		2	20	
Cyclists and pedestrians are not the priority, fixing the traffic problems is and there should not be delays to the project or journeys for them			11	
Because of the traffic, dangerous driving, heavy goods vehicles and pollution, the route is too dangerous for cyclists and pedestrians, which cannot be resolved simply by new facilities and so the provisions are not necessary		1	9	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Environment and Local Amenities				
It is important to improve facilities along this route, as cycling and walking is currently dangerous		3	10	
There are paths, cycle routes and bridle ways in the area already, that are not blighted by traffic, noise and air pollution, including in the area of the proposed Scheme, so these improvements are not worth the impacts of the Scheme on the surrounding environment		1	8	
Nature of the Solution				
General support for the provisions for pedestrians, cyclists and horse riders, as a crucial aspect of the Scheme and needed in the area		3	31	1
Crossings will slow down traffic, causing congestion and pollution. There are too many included in the Scheme and underpasses, flyovers or bridges should be used instead		2	29	
The Scheme needs segregated cycle and pedestrian lanes with barriers, to safely separate these users from traffic and pollution		1	22	
The Applicant has not provided enough provision for cyclists and needs to improve provisions across the Scheme, including more and improved crossings and routes			13	
Cycling, pedestrian and horse-riding facilities also need to be improved in the wider area		1	12	
There should be cycle and pedestrian routes, running alongside the entire Scheme, with concerns raised about the proposed Mottram Underpass		5	7	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
The Scheme will make the route and crossings safer for pedestrians and cyclists		3	9	
For safety and efficient cycling, pedestrians and cyclists should be kept separate		1	10	
Multi-stage crossings will result in long waits for walkers and cyclists, which will be particularly difficult for young families and school students		1	8	
The Applicant has not provided enough provision for horse riders and needs to improve provisions across the Scheme, including more and more appropriate crossings		2	6	
It is crucial to link the cycle paths and walkways in with the wider network. The Applicant should engage with Sustrans and TfGM to help with this			8	
The Scheme will make journeys and crossings easier for cyclists		1	7	
The Applicant needs to carefully consider cyclists and pedestrians when designing signal phasing to avoid long waits, prioritising crossings and synchronising with other junctions		1	6	
The Scheme will make journeys and crossings easier for pedestrians		1	5	
The Applicant has not provided enough provision for pedestrians and needs to improve provisions across the Scheme, including more crossings		1	4	
General				
The Applicant have not provided enough information, detail and clarity on the cycling and pedestrian provisions included in the Scheme		1	10	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Issues raised about the wider Scheme				
Traffic				
By moving traffic currently impacting Mottram and attracting more traffic to the improved route, the Scheme will increase traffic in other areas including Glossop, Hollingworth and Tintwistle			12	
The Scheme may improve the situation in parts of Mottram, but traffic problems and environmental impacts need to be resolved in other areas too, including Glossop, Hollingworth and Tintwistle			6	
Nature of the Solution				
Rather than increasing road capacity and encouraging car travel, money should be invested in sustainable travel, such as walking, cycling and public transport instead, with various specific suggestions		1	14	
General opposition and objections to the wider proposals			7	
The bypass should be extended all the way to the A628, to fully bypass the villages of Hollingworth and Tintwistle			5	

Question 10a - What is your view on our new locations for the Carrhouse Lane underpass?

Table 8-16: Responses to Question 10a

	Prescribed Consultees (s42a) total	PIL (s44) total	Local Communities (s47) total	Key Stakeholders total	Overall total
Agree	0	31	709	2	742
Disagree	0	17	126	0	143
Don't Know/No Preference	0	48	487	3	538
Not Answered	0	7	61	1	69
Total number of respondents to this question					1,423

Question 10b - Is there anything we should consider or any comments you'd like to make? (about our new locations for the Carrhouse Lane underpass)

Table 8-17: Responses to Question 10b

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Direct responses to the question				
Environment and Local Amenities				
Concerns that the Carrhouse Lane underpass will alter the natural character of the landscape, in an area on the edge of the Peak District National Park and the Applicant should minimise impacts in the design		1	4	
Concern that the Carrhouse Lane underpass is in a flood plain and the design must not be prone to flooding			5	
Concern about the impacts of the Carrhouse Lane underpass on surrounding farms and livestock, including Carrhouse Farm			5	
Nature of the Solution				
General support for the Carrhouse Lane underpass and the updated design, which will improve access by foot and bicycle		1	12	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
The Carrhouse Lane underpass is not needed		1	6	
The underpass is not on the current alignment of Carrhouse Lane		2	3	
General				
More detailed plans and visualisations are needed		3	6	
Issues raised about the wider Scheme				
Traffic				
By moving traffic currently impacting Mottram and attracting even more, the Scheme will increase traffic in other areas including Glossop, Hollingworth and Tintwistle			8	
The Scheme may improve the situation in parts of Mottram, but traffic problems and environmental impacts need to be resolved in other areas too, including Glossop, Hollingworth and Tintwistle			8	
Nature of the Solution				
General opposition and objections to the wider proposals		1	8	
The bypass should be extended all the way to the A628, to fully bypass the villages of Hollingworth, Tintwistle and Glossop			6	
General				
The overall Scheme is a waste of time and money		1	5	

Question 11a - What is your view on our environmental assessment and the measures we proposed to minimise the impact in relation to air quality?

Table 8-18: Responses to Question 11a

	Prescribed Consultees (s42a) total	PIL (s44) total	Local Communities (s47) total	Key Stakeholders total	Overall total
Agree	0	38	818	1	857
Disagree	0	40	286	2	328
Don't Know/No Preference	0	20	218	2	240
Not Answered	0	5	61	1	67
Total number of respondents to this question					1,425

Question 11b - Is there anything we should consider or any comments you'd like to make? (about our environmental assessment and the measures we propose to minimise the impact in relation to air quality)

Table 8-19: Responses to Question 11b

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Direct responses to the question				
Environment and Local Amenities				
While it may move the issue away from a specific part of Mottram, the Scheme will increase air pollution around the Scheme once operational, by attracting drivers and HGVs to the route, holding them at signals and failing to reduce traffic, or remove bottlenecks further along the corridor		10	34	
The Scheme may improve air quality in parts of Mottram, but issues need to be resolved further along the A628 and A57 too		3	36	
While the Scheme may improve air quality in parts of Mottram, by displacing the existing traffic, attracting more and faster		4	33	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
traffic to the route, causing tailback from junctions and failing to remove bottlenecks further along the corridor, air pollution will increase in other areas, including the A628, Hollingworth, Tintwistle, Glossop and Woolley Bridge				
The traffic lights used across the Scheme will increase queuing and therefore pollution, with particular concern about the Mottram Moor junction. Some suggest that roundabouts or grade separated junctions would be better		6	29	
Support for the planned air quality mitigations, as it is crucial to do everything to reduce impacts on the air and people's health		4	14	
The Scheme will improve air quality in Mottram, by moving the traffic away from populated areas and improving the traffic flow		1	15	
The current air quality issues in the area of the Scheme, generated by traffic, congestion and heavy goods vehicles, are severe and a danger to people's health and are a critical issue for the Scheme		1	14	
Mitigations will not alleviate air quality issues, for the people living close to the Scheme, or in the wider area, as traffic will increase along the route		1	14	
Planting of trees, hedges and shrubs will be needed to reduce impacts on air quality from the Scheme, offset carbon, avoid increasing flooding and encourage wildlife. Species		1	13	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
chosen should be native with maximum air cleaning properties				
The Scheme won't reduce traffic volumes and congestion, so the air quality will remain the same		1	11	
By the time the Scheme is operational, trends such as electric cars, homeworking and public transport will make air pollution less of an issue		1	10	
Avoiding significant adverse effects on Air Quality is not good enough. The Scheme should aim to improve Air Quality in the area and ensure it is within safe levels		1	8	
Removing the Roe Cross Link from the Scheme will increase vehicle miles, traffic and pollution along the Scheme and in the wider area		3	2	1
There will be carbon emissions and impacts on air quality during construction, from dust, mud and traffic disruption in surrounding roads. A 'gold standard' Construction Environmental Management Plan should be developed to mitigate this			5	
Nature of the Solution				
A full bypass of Glossop, Hollingworth and Tintwistle is needed, to resolve the traffic and air quality issues in the wider area		1	14	
A cheaper, easier and quicker solution to the traffic problems and air quality issues, would be to restrict Heavy Goods Vehicles along the route, as they are the major issue			10	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
General				
It is not possible, to comment on the air quality assessment, mitigations, or the impact of the Scheme without further, more detailed information than provided in the consultation materials		4	13	1
Belief that the Applicant have not undertaken a thorough Air Quality assessment		5	10	
The traffic and air quality modelling used cannot be trusted		1	6	
The Applicant have not provided enough details of the air quality mitigations planned, for construction, or operation		1	4	
Issues raised about the wider Scheme				
Traffic				
The Scheme may improve the situation in parts of Mottram, but the traffic problems; HGVs and environmental impacts travelling through Tintwistle and Hollingworth need to be solved as well			13	
By moving traffic currently impacting Mottram and attracting more traffic to the improved route, the Scheme will increase traffic and congestion in other areas including other parts of Mottram, Hollingworth, Tintwistle, Hadfield, Glossop and the A628		2	8	
General support for the proposals and improving traffic flow through Mottram Moor and links to Manchester		1	9	
Environment and Local Amenities				

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Rather than increasing road capacity and encouraging car travel, money should be invested in sustainable travel, such as walking, cycling and public transport instead, with various specific suggestions			20	
The Scheme will damage farmland, greenbelt, woodland and moorland		1	9	
Concerns about the ecological impacts of construction and operation of the wider Scheme, on wildlife corridors, habitats and protected species in the area		3	6	
The wider environmental impact of the Scheme must be carefully considered and the Applicant must make as little impact as possible, even though this will incur costs		1	7	
Building roads and encouraging traffic in a climate crisis goes against local authority and UK government targets, such as the Paris Climate agreement and the aim to reach net-zero carbon by 2050. Sustainable travel should be encouraged instead			7	
Nature of the Solution				
An entirely different road Scheme should be pursued instead, with various specific suggestions, including a Trans-Pennine tunnel			7	
Speed limits need to be enforced by average speed cameras along the bypass and in the surrounding area			6	
General opposition and objections to the wider			5	1

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
proposals, as they will not improve the traffic problems facing the area				
General				
The project is taking too long, has been needed and talked about for decades and with the current air quality issues, there is no further time for delays			12	

Question 12a - What is your view on our environmental assessment and the measures we propose to minimise the impact in relation to noise?

Table 8-20: Responses to Question 12b

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Direct responses to the question				
Environment and Local Amenities				
By attracting more, faster traffic including HGVs, creating congestion and moving the road closer to businesses and homes, the Scheme will increase noise along the route		11	30	
The current noise and vibration issues in the area, from traffic, HGVs, motorbikes and car horns, are severe and impact quality of life and travelling		2	22	
Noise barriers including earth mounds and fences or planting of trees and hedges will be needed to reduce noise from the Scheme		2	14	
Noise mitigations will not reduce noise and vibration from the Scheme, because the Scheme won't reduce congestion, will attract more traffic and they don't work on other Schemes either		3	12	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
The Scheme may improve noise in parts of Mottram, but issues need to be resolved further along the A628 and A57 too		1	11	
The traffic lights used across the Scheme (especially those uphill) will encourage stop-start traffic and increase noise. Roundabouts should be used instead		2	10	
The planned mitigations are welcome and will alleviate noise from the Scheme, with specific mentions of low noise surfacing and noise barriers		1	10	
HGV need to be restricted along the route (especially at night), or encouraged to use other routes, in order to reduce the noise from the new Scheme			10	
Residents who live closer to the new route, including those on Mottram Moor and along Four Lanes, will experience an increase in noise and vibration levels and the route should be moved away from houses		4	5	
Low noise surfacing will be needed to reduce noise from the Scheme		5	4	
Belief that the Applicant has not undertaken a thorough Noise assessment		1	6	
Reducing the noise from the new Scheme is an important issue, especially considering the HGVs who use the route and the Applicant should apply whatever mitigations possible		3	4	
While the Scheme may improve noise in parts of Mottram, by displacing the existing traffic and attracting more to the route, noise will increase in other areas,		1	4	1

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
including Hollingworth, Tintwistle, the A628 and Snake Pass				
The 50mph speed limits in some sections will generate noise, as vehicles accelerate up the hill and slow down for the Mottram Moor junction		2	3	
Nature of the Solution				
A full bypass of Glossop, Hollingworth and Tintwistle is needed, to resolve the traffic, noise and air quality issues in the area			12	
Rather than increasing road capacity and encouraging car travel, money should be invested in sustainable travel, such as walking, cycling and public transport instead, with various specific suggestions		1	11	
General				
It is not possible, to comment on the noise assessment, mitigations, or the impact of the Scheme without further, more detailed information than provided in the consultation materials		2	10	1
The Applicant has not provided enough details of the proposed noise mitigations and locations			5	
Issues raised about the wider Scheme				
Traffic				
The Scheme may improve the situation in parts of Mottram, but traffic problems and safety risks need to be resolved in other areas too, including Glossop, Hollingworth and Tintwistle			15	
By attracting more traffic to the improved route, the Scheme will increase traffic and congestion in other areas including Glossop,			5	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Hollingworth, Tintwistle and the A628				
Environment and Local Amenities				
A full bypass of Glossop, Hollingworth and Tintwistle is needed, to resolve the traffic, noise and air quality issues in the area			12	
The Scheme will negatively impact the environment, which should be protected			7	
The Scheme will be better for the environment and air quality and impacts on habitat including trees will naturally restore			5	
Nature of the Solution				
General opposition and objections to the wider proposals			6	1
An entirely different road Scheme should be pursued instead, with various specific suggestions, including a full Trans-Pennine dual carriageway/motorway and a Trans-Pennine tunnel			5	
General				
The project is taking too long, has been needed and talked about for decades and there is no further time for delays		1	7	

Question 13a - Would you describe the landscape surrounding the Scheme as particularly important to you?

Table 8-21: Responses to Question 13a

	Prescribed Consultees (s42a) total	PIL (s44) total	Local Communities (s47) total	Key Stakeholders total	Overall total
Agree	0	88	881	3	972
Disagree	0	3	291	0	294
Don't Know/No Preference	0	7	167	1	175
Not Answered	0	5	44	2	51
Total number of respondents to this question					1,441

8.2.7 Question 13b - If yes, what are the three most important natural, or man-made features of this landscape to you?

Table 8-22: Responses to Question 13b

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Direct responses to the question				
Traffic				
The current levels of congestion delays travel, reduces quality of life for the community and blights the landscape and the issue needs to be improved			14	
Environment and Local Amenities				
Trees, many of them mature and ancient		11	100	
The natural, green, undeveloped landscape		12	74	
Trees, planting, earth works, natural local materials and existing features need to be used, to blend the Scheme into the rural landscape		8	74	
The beautiful, open views of countryside, in the area and from properties, with various specific suggestions		13	65	1
The open fields		10	62	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
The diverse wildlife in the area, country parks, rivers and moors, including otters, birds, fieldfare, pheasant, bats, deer including Roe deer, foxes, badgers, hedgehogs, hare and invertebrates		13	53	
The green, rolling hills and undulations, often in the distance		8	52	
Other flowers and plants, including shrubs, verges, hedges, wild flowers and rare species		3	51	
Rivers, streams, ponds, springs, reservoirs, wetland and waterways, including the River Etherow among others		4	50	
The easy access to the countryside, footpaths and bridleways for walking, running and cycling, with various specific suggestions		5	45	1
The Scheme will destroy the landscape and views and should be left alone		9	40	
The Applicant needs to plant evergreen and deciduous native trees and woodland, hedgerows and shrubs as part of the Scheme, for screening, noise reduction, reducing carbon, flood mitigation and habitat creation and replacement		5	40	
Farms, old farm buildings and grazing cattle and sheep in the area, including the dairy farms, with various specific suggestions		6	33	
Woodland, with various specific suggestions		6	31	
The rural character of the landscape		4	27	
Wildlife habitat for birds, mammals and insects,		4	23	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
including woodland; hedges, grassland and rivers				
The Scheme must enhance the local environment, with some calling for net gain, including reducing pollution; minimising footprint; restoring green space; planting; natural footpaths; and habitat creation			25	
Concerns about the impact of the Scheme on wildlife and habitats. The Applicant should avoid impacts on wildlife, habitat and corridors as much as possible		5	17	
Other historic buildings and features in the area, including 18th and 19th century houses, historic churches and stone cottages		5	14	1
The countryside in the area is very important, to the community and wildlife, offering ecological, agricultural, psychological and health benefits		2	18	
The moors, including Hobson Moor, Mottram Moor and Woodhead		2	17	
The peace, quiet and tranquillity, of the environment, towns and villages		5	13	
Fresh, clean, unpolluted air		1	16	
The grass and meadows		2	15	
It's important that road noise does not increase and mitigations will be needed to reduce impacts, including low noise surfacing, earth works and planting		1	15	
The Applicant need to deliver the Scheme but while retaining as much of the countryside, open land, scenery and woodland as possible		1	15	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
The landscape in its entirety, as a set of interconnected features		1	13	
The Scheme will not have that much impact on the landscape as there are already roads and once it is established, will blend in with the surrounding area			11	
The Applicant needs to provide wildlife corridors, tunnels and steps as part of the Scheme, to mitigate impacts on wildlife and their movements			10	
Roads and lanes in the area and the views from them		1	8	
The villages and towns themselves			9	
The Peak District National Park and the Snake Pass going through it			7	1
The area surrounding Brookfield, Woolley Bridge and the River Etherow is a flood plain, especially in winter. Construction of the Scheme and crossings must carefully consider this and avoid exacerbating flooding in the area, incorporating effective and sustainable drainage			8	
The current traffic issues, noise and air pollution impact on the natural landscape, view for walkers and the setting of historical buildings			8	
The Mottram Show ground		1	6	
The Scheme including trees, planting, embankments and underpasses need to be properly maintained			7	
Concerns about light pollutions from the Scheme impacting residents and wildlife. Lighting should be		1	6	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
minimised or ergonomic and environmentally sensitive				
St. Michael & All Angels church.			5	1
There will be impacts on the landscape, but the Scheme is needed to resolve the traffic issues		1	5	
The Applicant needs to reduce the visual impact of the Scheme with underpasses			6	
The green space surrounding the Scheme needs to be retained as it separates the villages from each other and the area from Manchester		1	5	
The drystone walls			5	
The Scheme is using quickly diminishing green belt land			5	
The Scheme reduces the limited amount of land available for farming and grazing even further		2	3	
This Scheme is too close to the border of the Peak District National Park and impacts on its setting, including the fields, farms and trees around Glossop			5	
The Applicant should place the road in a cutting, or false cutting, to minimise the visual & noise impact, rather than just use embankments			5	
General				
There is too much development in the area, with more and more land being taken up with houses, buildings and roads and the Scheme could open up the remaining land to further development		1	6	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Issues raised about the wider Scheme				
Traffic				
The Scheme may improve the situation in parts of Mottram, but traffic problems and environmental impacts need to be resolved in other areas too, including Glossop, Hollingworth, Tintwistle and the wider Trans-Pennine A57 and A628 routes		1	6	
By moving traffic currently impacting Mottram and attracting more traffic to the improved route, traffic, noise and air pollution will increase in areas including Glossop, Hollingworth, Tintwistle and the wider Trans-Pennine A57 route			4	1
Environment and Local Amenities				
Concern about the impact of the Scheme on local public rights of way, during both construction and operation			4	1
Nature of the Solution				
The Scheme is a waste of time and money and will not even alleviate the congestion through Mottram, as it will attract more traffic to the route, doesn't have dual carriageway capacity and will shift the bottleneck from the M67 to the new Mottram Moor junction		1	11	
The Scheme needs safe, good access and crossings for pedestrians, cyclists, horse riders and vulnerable road users, including segregated cycle lanes and footpaths			11	
A full bypass of Hollingworth and Tintwistle is needed, potentially using tunnels			5	
General				

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
The project is taking too long, has been needed and talked about for decades and there is no further time for delays			8	

Question 14 - Please use this space to provide any further comments or suggestions

Table 8-23: Responses to Question 14

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Traffic				
The Scheme may improve the situation in parts of Mottram and Glossop, but traffic problems and environmental impacts need to be resolved in other areas too, including Glossop, Hollingworth, Tintwistle and the wider Trans-Pennine A57 and A628 routes		2	131	
By moving traffic currently impacting Mottram, attracting more traffic and HGVs to the improved route and encouraging rat runners, the Scheme will increase traffic, congestion and subsequent noise, pollution and risks, in other areas including Glossop, Hollingworth, Tintwistle and the wider Trans-Pennine A57 and A628 routes		12	101	1
The current levels of traffic and congestion around Mottram are disrupting local journeys, commuting and everyday life for the community		2	51	1
Poor connectivity between Manchester and Sheffield are creating unreliable journeys and restricting the			27	2

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
economy of the region. For some, the issue is ignored because it is in the north				
The Scheme will improve congestion, reliability, and journey times, commuting to Sheffield or Manchester and locally		1	24	
More and more houses are being built, particularly in Glossop, generating more traffic than ever but the roads have not been improved		1	16	
The Scheme does not have enough capacity to take traffic generated by other developments planned for the area		1	11	
The current levels of traffic and the state of pavements around Mottram and across the Pennines pose a serious risk to road users and pedestrians and it is surprising there are not more accidents			11	
The Scheme will cause traffic disruption in the area during a lengthy construction, particularly during rush hour - with temporary lights, lane and road closures and HGVs rat-running. A robust Traffic Management Plan is needed		1	9	
Environment and Local Amenities				
The Scheme will damage the countryside and alter the rural character of the landscape and setting of properties and must be blended into the area if constructed		10	18	
Building roads and encouraging traffic in a climate crisis goes against local authority and UK government targets, such		2	25	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
as the Paris Climate agreement and the aim to reach net-zero carbon by 2050. Sustainable travel should be encouraged instead				
By displacing and attracting traffic, the Scheme will increase air pollution and damage health in Mottram and areas including, including Hollingworth, Tintwistle and the wider Trans-Pennine A57 and A628 routes, breaching local Air Quality Management Areas and government targets		3	17	
The Scheme will need mitigations and enhancements to protect and encourage wildlife including hedgehogs, Roe deer, squirrels and wildlife corridors		4	9	
Concern that the Applicant has not properly assessed impacts on the Peak District National Park, which will be affected by an increase in traffic over the A57 and A628, threatening the setting of the landscape			9	1
The current levels of traffic and congestion in the area cause major issues with air quality, posing a risk to people's health			9	
The Scheme will improve quality of life for the community			8	
The Applicant should plant trees and flowers, to off-set carbon, create habitat and encourage biodiversity			7	
The Scheme will demolish homes		4	3	
The Scheme will increase traffic noise for some areas		1	4	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Constructing the Scheme will impact the local natural environment and habitat			5	
The Scheme will reduce pollution and improve air quality for local people, by reducing idling time through Mottram and encouraging shorter, more direct journeys			5	
Nature of the Solution				
The bypass should be extended all the way to the A628, to fully bypass the villages of Hollingworth, Tintwistle, Hadfield and Glossop		4	106	
The Scheme will not even alleviate the congestion through Mottram, as it moves the problem from one place to another; won't reduce the Trans-Pennine traffic and HGVs; will disrupt traffic flow at junctions and signals; and will attract more traffic to the route		10	49	
A cheaper, easier and quicker solution, would be to restrict Heavy Goods Vehicles along the route, as they are the major issue		7	40	
Rather than increasing road capacity and encouraging car travel, money should be invested in sustainable travel, such as walking, cycling and public transport instead, with various specific suggestions		4	41	
General support for the Scheme, as an important project that is greatly needed and with an effective, improved solution proposed		1	41	1
An entirely different road Scheme should be pursued		4	37	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
instead, with various specific suggestions, including a full Trans-Pennine dual carriageway/ motorway and a Trans-Pennine tunnel				
Traffic calming measures will be needed along the length of the Scheme and across the A628 and Snake Pass, with various specific suggestions		4	19	
All of the signalled junctions will disrupt traffic flow, cause congestion and increase air pollution and roundabouts should be used instead		2	18	
General objections, that the proposals are bad and the Applicant should start again		1	12	
The lights and crossings on the M67 Junction 4 roundabout will disrupt traffic flow and the Applicant should create slip roads or a grade separated junction instead		1	9	
Concern that provisions need to be included in the design, to extend the bypass past Hollingworth and Tintwistle in the future			6	3
More provisions for cyclists and pedestrian journeys and safety should be included with the Scheme, with various specific suggestions			8	
The transition from the 3 lane M67 motorway, to the dual carriageway Mottram Moor Link Road to the single carriageway A57 Link Road, will create a new bottlenecks and reduce capacity			5	
General				

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
The project is taking too long, has been needed and talked about for decades and there is no further time for delays		4	138	1
The Scheme, work on it and the consultation has been a waste of time, money, resources and effort, which will have little benefit		4	42	
The community have not been consulted effectively and the materials do not provide enough information, with various specific concerns and suggestions made		10	17	1
Cost savings have been prioritised over delivering an effective solution and long-term benefits and the Applicant should invest properly in solving the problem		5	17	
General requests for further information on topics surrounding the design, mitigations, traffic and environmental impacts		6	13	1
With homeworking potentially becoming the norm, the Scheme may not be necessary. The Applicant should wait until the pandemic is over, before making a decision		2	10	
Concern about the traffic surveys, assessment and modelling, with various specific concerns		1	8	
The Scheme will never happen, partly because of cost			8	
Traffic				
The Scheme may improve the situation in parts of		2	131	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Mottram and Glossop, but traffic problems and environmental impacts need to be resolved in other areas too, including Glossop, Hollingworth, Tintwistle and the wider Trans-Pennine A57 and A628 routes				
By moving traffic currently impacting Mottram, attracting more traffic and HGVs to the improved route and encouraging rat runners, the Scheme will increase traffic, congestion and subsequent noise, pollution and risks, in other areas including Glossop, Hollingworth, Tintwistle and the wider Trans-Pennine A57 and A628 routes		12	101	1
The current levels of traffic and congestion around Mottram are disrupting local journeys, commuting and everyday life for the community		2	51	1
Poor connectivity between Manchester and Sheffield are creating unreliable journeys and restricting the economy of the region. For some, the issue is ignored because it is in the north			27	2
The Scheme will improve congestion, reliability, and journey times, commuting to Sheffield or Manchester and locally		1	24	
More and more houses are being built, particularly in Glossop, generating more traffic than ever but the roads have not been improved		1	16	
The Scheme does not have enough capacity to take traffic generated by other developments planned for the area		1	11	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
The current levels of traffic and the state of pavements around Mottram and across the Pennines pose a serious risk to road users and pedestrians and it is surprising there are not more accidents			11	
The Scheme will cause traffic disruption in the area during a lengthy construction, particularly during rush hour - with temporary lights, lane and road closures and HGVs rat-running. A robust Traffic Management Plan is needed		1	9	
Environment and Local Amenities				
The Scheme will damage the countryside and alter the rural character of the landscape and setting of properties and must be blended into the area if constructed		10	18	
Building roads and encouraging traffic in a climate crisis goes against local authority and UK government targets, such as the Paris Climate agreement and the aim to reach net-zero carbon by 2050. Sustainable travel should be encouraged instead		2	25	
By displacing and attracting traffic, the Scheme will increase air pollution and damage health in Mottram and areas including, including Hollingworth, Tintwistle and the wider Trans-Pennine A57 and A628 routes, breaching local Air Quality Management Areas and government targets		3	17	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
The Scheme will need mitigations and enhancements to protect and encourage wildlife including hedgehogs, Roe deer, squirrels and wildlife corridors		4	9	
Concern that the Applicant has not properly assessed impacts on the Peak District National Park, which will be affected by an increase in traffic over the A57 and A628, threatening the setting of the landscape			9	1
The current levels of traffic and congestion in the area cause major issues with air quality, posing a risk to people's health			9	
The Scheme will improve quality of life for the community			8	
The Applicant should plant trees and flowers, to off-set carbon, create habitat and encourage biodiversity			7	
The Scheme will demolish homes		4	3	
The Scheme will increase traffic noise for some areas		1	4	
Constructing the Scheme will impact the local natural environment and habitat			5	
The Scheme will reduce pollution and improve air quality for local people, by reducing idling time through Mottram and encouraging shorter, more direct journeys			5	
Nature of the Solution				
The bypass should be extended all the way to the A628, to fully bypass the villages of Hollingworth, Tintwistle, Hadfield and Glossop		4	106	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
The Scheme will not even alleviate the congestion through Mottram, as it moves the problem from one place to another; won't reduce the Trans-Pennine traffic and HGVs; will disrupt traffic flow at junctions and signals; and will attract more traffic to the route		10	49	
A cheaper, easier and quicker solution, would be to restrict Heavy Goods Vehicles along the route, as they are the major issue		7	40	
Rather than increasing road capacity and encouraging car travel, money should be invested in sustainable travel, such as walking, cycling and public transport instead, with various specific suggestions		4	41	
General support for the Scheme, as an important project that is greatly needed and with an effective, improved solution proposed		1	41	1
An entirely different road Scheme should be pursued instead, with various specific suggestions, including a full Trans-Pennine dual carriageway/motorway and a Trans-Pennine tunnel		4	37	
Traffic calming measures will be needed along the length of the Scheme and across the A628 and Snake Pass, with various specific suggestions		4	19	
All of the signalled junctions will disrupt traffic flow, cause congestion and increase air pollution and roundabouts should be used instead		2	18	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
General objections, that the proposals are bad and the Applicant should start again		1	12	
The lights and crossings on the M67 Junction 4 roundabout will disrupt traffic flow and the Applicant should create slip roads or a grade separated junction instead		1	9	
Concern that provisions need to be included in the design, to extend the bypass past Hollingworth and Tintwistle in the future			6	3
More provisions for cyclists and pedestrian journeys and safety should be included with the Scheme, with various specific suggestions			8	
The transition from the three lane M67 motorway, to the dual carriageway Mottram Moor Link Road to the single carriageway A57 Link Road, will create a new bottlenecks and reduce capacity			5	
General				
The project is taking too long, has been needed and talked about for decades and there is no further time for delays		4	138	1
The Scheme, work on it and the consultation has been a waste of time, money, resources and effort, which will have little benefit		4	42	
The community have not been consulted effectively and the materials do not provide enough information, with various specific concerns and suggestions made		10	17	1

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Cost savings have been prioritised over delivering an effective solution and long-term benefits and the Applicant should invest properly in solving the problem		5	17	
General requests for further information on topics surrounding the design, mitigations, traffic and environmental impacts		6	13	1
With homeworking potentially becoming the norm, the Scheme may not be necessary. The Applicant should wait until the pandemic is over, before making a decision		2	10	
Concern about the traffic surveys, assessment and modelling, with various specific concerns		1	8	
The Scheme will never happen, partly because of cost			8	

Question 15 - Your age

Table 8-24: Responses to Question 15

Answer options	Overall total
16-24	20
25-34	142
35-44	190
45-54	268
55-64	346
65+	466
Not Answered	61
Total number of respondents to this question	1,467

Question 16 - Your gender

Table 8-25: Responses to Question 16

Answer options	Overall total
Male	907
Female	456
Prefer not to say	34
Not answered	95
Total number of respondents to this question	1,397

Question 17 - Do you consider yourself to have a disability?

Table 8-26: Responses to Question 17

Answer options	Overall total
Yes	132
No	1238
Prefer not to say	59
Not answered	63
Total number of respondents to this question	1,429

Question 18 - Did you participate in one of our telephone events or join one of our webinars?

Table 8-27: Responses to Question 18

	Prescribed Consultee (s42a) total	PIL (s44) total	Local communities (s47) total	Key Stakeholders total	Overall total
Yes	0	22	65	3	90
No	0	76	1,252	2	1,330
Not Answered	0	5	66	1	72
Total number of respondents to this question					1,420

Question 19 - By completing this questionnaire, you have identified that you have an interest in this project. It would help us if you could identify the nature of your interest

Table 8-28: Responses to Question 19

Answer options	Overall total
Business	281
Local Business	183
Residential	1078
Agricultural	88
Public Rights of Way	353
Leisure	764
Other	153
Not answered	80
Total number of respondents to this question	1,412

Question 20 - How did you find out about the consultation?

Table 8-29: Responses to Question 20

Theme	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Direct responses to the question				
General				

Theme	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
They received materials from Highways England in the post		51	433	
On social media, including Twitter, Facebook, LinkedIn and Instagram, with various specific profiles and groups mentioned		5	184	
From their local MP, via email, Facebook and other social media		2	107	
In the news, either an article in a print or online newspaper with various publications mentioned		3	86	
Word of mouth		7	50	
Unspecified online source		1	53	
General communication with Highways England		8	38	3
Ongoing interest in the project		7	41	
Unspecified email notification		4	27	
It is general public knowledge		1	29	
From their local council			19	
A promotional email from Highways England			8	
The Highways England website		1	6	1
A Facebook advert			6	
Cannot remember or don't know where they heard about the consultation			5	
Issues raised about the wider Scheme				
General				
The project is taking too long and has been needed and talked about for decades			5	

Question 21a - Considering the current situation around COVID-19, do you think we've delivered an effective consultation?

Table 8-30: Responses to Question 21a

	Prescribed Consultees (s42a) total	PIL (s44) total	Local Communities (s47) total	Key Stakeholders total	Overall total
Yes	0	50	893	3	946
No	0	29	163	1	193
Don't Know/No Preference	0	16	253	0	269
Not Answered	0	7	74	2	83
Total number of respondents to this question					1,409

Question 21b - If 'No', is there anything you think we could improve?

Table 8-31: Responses to Question 21b

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Direct responses to the question				
General				
Concern that the Applicant won't listen to people's views, and that the consultation is a tick box exercise and will have little impact		3	25	
The Applicant should have waited until the COVID-19 restrictions were lifted to consult people properly		12	13	
More information should have been provided, on the detail of the design, the updates and impacts on the environment and traffic		4	19	1
The Applicant should have promoted the consultation and the webinars more widely, with various specific concerns and suggestions		1	21	
General ideas for improving the consultation, surrounding promotion,		2	14	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
materials, events and capturing feedback				
Concern that the online consultation approach was not fully inclusive, particularly for the elderly, low income and disabled people in the area		4	11	
General support for how the Applicant consulted			14	
The Applicant should have proceeded with face-to-face events to allow true engagement		3	9	
There has been too much consultation for this Scheme and the Applicant should just get on with it			11	
The Applicant has delivered an effective and well promoted consultation, considering the COVID-19 restrictions		2	9	
The Applicant didn't consult for long enough, and didn't provide enough variety of days/times for the webinar and telephone events		5	4	
The Applicant should not use the pandemic as an excuse for delivering an ineffective consultation, or for further delays to the project		1	7	
The consultation approach lacked interactive engagement and didn't allow for proper discussion		2	4	
Materials did not present the proposals clearly		1	4	
The proposal was clear and thorough, and easily understood		1	4	
The consultation was a waste of time and money, especially sending out the brochure to residents			5	

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Issues raised about the wider Scheme				
Traffic				
The traffic problems need to be improved and the residents need to be listened to, in other surrounding areas			9	
Nature of the Solution				
General opposition to the Scheme as a whole, with calls for it to be scrapped as it won't solve anything		2	14	
General support for the wider Scheme, as it will improve the traffic and air quality issues in the area and help create jobs and encourage businesses to settle in the area			10	
A full bypass of Hollingworth and Tintwistle is needed			9	
An entirely different road Scheme should be pursued instead, with various specific suggestions, including a full Trans-Pennine solution			8	
General				
The project is taking too long, has been needed and talked about for decades and there is no further time for delays		3	35	

8.3 2020 Emails and Letters

8.3.1 In addition to the feedback forms we received 36 emails and one letter from members of the local community, in response to the consultation.

Table 8-32: Responses by Email and Letter

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Traffic				
By moving the congestion currently impacting Mottram and attracting more traffic and to the improved route, the Scheme will increase traffic and congestion in other areas that already have issues, including Glossop, Hollingworth, Tintwistle and the wider Trans-Pennine A57 and A628 routes	0	0	13	0
Home working will become the norm post-COVID-19, permanently reducing the need for road capacity	0	0	10	0
The Scheme will not alleviate the congestion or improve journey times through Mottram, as it moves the problem from one place to another, creates a new bottleneck at the Mottram Moor junction, won't reduce HGV traffic and will attract more traffic to the improved route	0	0	8	0
The current levels of traffic and congestion around Mottram are disrupting Trans-Pennine journeys, local journeys, commuting and everyday life for the community. This needs to be resolved	0	0	6	0
Traffic issues need to be addressed in the whole area, not just Mottram. Including Hollingworth, Tintwistle and the wider Trans-Pennine A57 and A628 routes	0	0	5	0

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Environment and Local Amenities				
Building this road and encouraging more traffic in a climate crisis goes against Highways England's license and local authority and UK government commitments	0	0	14	0
By attracting traffic and HGV's to the improved route and creating new bottlenecks, the Scheme will increase air pollution and damage health, through Mottram and along the Pennine routes. This will keep pollution above legal limits, breaching local Air Quality Management Areas	0	0	13	0
The road, embankments and traffic would spoil the rural character of this historic landscape, ruining people's enjoyment of nature and urbanising the setting of the villages and buffer between the National Park and Greater Manchester	0	0	11	0
The current levels of traffic, congestion and HGVs along the corridor cause major issues with air quality, posing a risk to people's health	0	0	7	0
The Scheme will increase traffic through the Peak District National Park and the area and villages surrounding it, impacting the landscape and environment and putting off future visitors	0	0	7	0
A motorway style road, with stop-start traffic at junctions, will increase traffic noise impacting health and wellbeing	0	0	6	0
The Applicant need to provide clarity on how impacts on air quality further along the Trans-Pennine routes will be mitigated and how this will fit into TMBC initiatives	0	0	5	0

Themes raised more than five times in descending frequency	Frequency			
	Prescribed Consultees (s42a)	PIL (s44)	Local Communities (s47)	Key Stakeholders
Constructing the road would fragment and destroy habitat and impact wildlife, including protected and vulnerable species	0	0	5	0
Nature of the Solution				
Rather than increasing road capacity and encouraging car travel, money should be invested in sustainable travel, such as walking, cycling and public transport instead, with various specific suggestions	0	0	15	0
A cheaper solution would be to restrict Heavy Goods Vehicles along the route and through the National Park	0	0	8	0
Concern that the Scheme will be the start of a new expressway to the M1, increasing traffic and air pollution and destroying protected habitat and landscapes, including the Peak District National Park	0	0	8	0
General				
More information and detail should have been provided during the consultation, with specific suggestions and concerns raised around the detail of the design, traffic and environmental impacts and alternative solutions	0	0	8	0
The Applicant have not delivered an adequate public consultation, enabling proper public scrutiny of the proposals and the consultation should be re-run. Specific concerns surround a lack of information on transport and environmental impacts, the aims of the Scheme and alternatives; and the promotion and delivery of events	0	0	5	0

8.4 Responses from the Friends of the Earth Website 2020

- 8.4.1 A large number (163) of identical prewritten emails were sent by members of the public from the Friends of the Earth Action Network website, in response to the community consultation. The emails focused on the need to rethink road-building in general and the Scheme in particular in view of climate change. It called, instead, for a comprehensive local transport strategy with sustainable travel at its heart which would protect the greenbelt and National Park and take HGVs away from the centre of residential areas, as well as reducing traffic, creating safer roads and improving air quality for the villages of Mottram, Hollingworth and Tintwistle, in the shortest time possible.
- 8.4.2 The full letter and the Applicant's response can be found in Appendix Y.

8.5 Regard had to 2020 Responses (in accordance with s49 of the Act)

- 8.5.1 All the responses received to the S47 community consultation, via both the feedback forms and individual written consultation responses, have been analysed and the issues raised allocated to key themes. A table outlining the Applicant's regard to these responses and whether they have resulted in a design change are listed in Appendix Y.

8.6 Responses to the 2020 Section 42 Consultation

- 8.6.1 In accordance with s42 of the Act, Highways England consulted with the following:
- Each local authority within s43
 - Prescribed Consultees
 - Each person who is within one or more of the categories set out in s44 (Category 1, 2 or 3 landowner).

8.7 Responses from Local Authorities 2020

- 8.7.1 The responses received from the local authorities are summarised in Table 8-33 along with the regard the Applicant has had to this response.
- 8.7.2 It should be noted that the Design Manual for Roads and Bridges (DMRB) sets out the standards relating to the design, assessment and operation of motorways and trunk roads in the UK. The Scheme has been evaluated with regards to these standards.

Table 8-33: Summary of Responses Received from Local Authorities (s42(1)(b))

Topic Area	Sub-Topic	Consultation Responses	User ID	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Air quality	AQMAs	The Consultee stated that air quality is a major concern. Since the last public consultation on the Scheme in 2018, the Borough Council has designed Air Quality Management Areas (AQMA) on sections of the A628 in Tintwistle and the A57 at Dinting. Detailed assessment is required.	DCC and HPBC	N	The applicants air quality assessment has taken into consideration the AQMA designated since 2018 in Tintwistle and Dinting Vale. The air quality assessment has been undertaken in accordance with DMRB LA105 with the air quality study area determined on the basis of traffic change criteria given this guidance. A detailed assessment of air quality has been undertaken for all areas where traffic change criteria are exceeded. The Applicant has reported all findings of the air quality assessment within the DCO application for the Scheme in the air quality chapter (Chapter 5) of the Environmental Statement (ES) (TR010034/APP/6.3).
Air quality	Assessment area	The Consultee previously raised that the A616 in Langsett was a key route and wondered if the residents near A57, A628 and A616 had also been considered.	PDNPA	N	The Applicant stated that the local authorities are already monitoring these areas. The final traffic modelling results will be provided in the DCO application but the changes in traffic along the A616 weren't sufficient to meet the criteria to be considered in the study area for the air quality assessment, as such the traffic changes do not trigger the need for further assessment of air quality in accordance with best practice assessment guidance.
Air quality	Cumulative impacts	The Consultee asked whether the air quality assessment of the Scheme takes into account the Scheme or also the wider cumulative impact?	PDNPA	N	The Applicant confirmed that the air quality assessment takes into account the wider cumulative impact. The assessment methodology for the wider Scheme cumulative effects are presented in the Cumulative effects chapter (Chapter 15) of the ES (TR010034/APP/6.3).

Topic Area	Sub-Topic	Consultation Responses	User ID	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Air quality	Dinting Vale	The Consultee questioned the air quality results at Dinting Vale.	DCC and HPBC	N	The air quality assessment has been undertaken in accordance with DMRB LA105 with the air quality study area determined on the basis of traffic change criteria given this guidance. A detailed assessment of air quality has been undertaken for all areas where traffic change criteria are exceeded, which includes the Dinting Vale area. Full results will be reported in the Environmental Statement (TR010034/APP/6.3) (Chapter 5) as part of the DCO application.
Air quality	Greater Manchester Clean Air Zone	The Consultee indicated that the potential impact of the Greater Manchester Clean Air Zone (CAZ) and associated risk of 'rat runs' should be considered.	DCC and HPBC	N	The Scheme traffic model has been revised and refined since the previous consultation in 2018. Additional routes that could be used as 'rat runs' have been included in the traffic model used to inform the assessment for the DCO application. The Scheme is located within the CAZ boundary. The CAZ has been developed in parallel with the applicant's Scheme, so it was not possible to consider it in the traffic and air quality modelling. However, the air quality assessment undertaken, which does not include the CAZ, can be considered a worst case. Sensitivity testing is being undertaken now that further information on the CAZ proposals are available and will be reported as part of the DCO application.
Air quality	Insufficient information	The Consultee stated that in the absence of traffic data it was unable to assess the air quality assessment outlined in the PEIR.	DCC and HPBC	N	The Applicant has included traffic modelling and air quality data within its Traffic Assessment Report (TAR) (TR010034/APP/7.4) and Chapter 5 of the ES (TR010034/APP/6.3) DCO application.

Topic Area	Sub-Topic	Consultation Responses	User ID	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Air quality	Modelling	The Consultee requested clarification on the method used and traffic data. It also suggests that Dinting Vale school is considered.	Staffordshire Moorlands DC and HPBC	N	<p>The Applicant provided further details and clarifications to the High Peak air quality officer and a meeting to discuss was held on 4th December 2021.</p> <p>The air quality assessment has been undertaken in accordance with DMRB LA105 with the air quality study area determined on the basis of traffic change criteria given this guidance. A detailed assessment of air quality has been undertaken for all areas where traffic change criteria are exceeded, which includes the Dinting Vale junction area.</p> <p>The Applicant has reported all findings of the air quality assessment within the DCO application for the Scheme in the air quality chapter (Chapter 5) of the ES (TR010034/APP/6.3).</p>
Air quality	NOx	The Consultee complained that the plans in the PEIR showing NOx deposition in sites, however there are no numbers etc. It is therefore difficult to determine how close in risk it is to exceedances.	PDNPA	N	<p>The Applicant indicated that the map in the PEIR shows the receptor points included in the air quality model and the high-level results are summarised in the PEIR. Full detail of modelling results will be reported in the Environmental Statement (TR010034/APP/6.3). (Chapter 5 and associated appendices).</p>
Biodiversity	Assessment	The Consultee expressed that as only a small part of the Scheme lies within Derbyshire it is difficult to understand the in/direct impacts as DCC only has comprehensive ecological data within the count.	DCC and HPBC	N	<p>The Applicant will include its ecological assessments within the Biodiversity chapter (Chapter 8) of the ES (TR010034/APP/6.3) as part of the DCO application.</p>

Topic Area	Sub-Topic	Consultation Responses	User ID	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Biodiversity	Bat tree roosts	The Consultee asked if any tree roosts for bats were found and or details of the Applicant's study area.	TMBC	N	The Applicant explained its methodology and that the tree survey was undertaken over a 50 m survey area. All trees were considered within the Development Consent Order boundary, as detailed within the ES (TR010034/APP/6.3 Chapter 8). It stated that for any tree with bat roosting suitability it completed tree climbing surveys.
Biodiversity	BNG	The Consultee addressed Biodiversity Net Gain (BNG) and asked what potential net gain offsetting could be delivered in the National Park.	PDNPA	N	Discussions regarding BNG are ongoing with the PDNPA and will be taken forward, if appropriate, outside the DCO process.
Biodiversity	Brown Hare	The Consultee asked whether Brown Hare would use the proposed underpasses.	TMBC and Greater Manchester Ecology Unit	N	The Applicant states that it had designed the Scheme for terrestrial based mammals, with a number of crossing points. However, the Hare are likely to use the underpass and River Etherow bridge as they are more spacious. The Hare were observed in the showground where there isn't expected to be a particular loss of connectivity and the Site would have ecological mitigation fencing.
Biodiversity	Curlew	The Consultee stated that it believed most of the direct effects fall outside of the PDNP although there will be spill over with breeding assemblages of Curlews.	PDNPA	N	A pre-breeding population of curlew were observed using the habitats within the Scheme. No breeding curlew were recorded within the DCO. Mitigation will be provided through the creation of a wetland area to ensure that sufficient habitat is retained on site.
Biodiversity	Deer	The Consultee asked if there been any evidence of deer in this area as it has	TMBC and Greater	N	The Applicant stated that Roe Deer had been observed within the showground area. It indicated that acoustic fencing (about 3-4 m) is to be

Topic Area	Sub-Topic	Consultation Responses	User ID	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		concerns about the negative impacts on deer.	Manchester Ecology Unit		located in the area which will also act as deer proof fencing. The Applicant is looking to raise the height of other ecological mitigation fencing in the area to prevent deer jumping on to the road and related signage will be considered.
Biodiversity	Designated sites	The Consultee is concerned that the increased traffic on the roads in the National Park will have an impact on the designated sites: South Pennine Moors Special Area of Conservation (SAC), Peak District Moors Special Protection Area (SPA), and Dark Peak Site of Special Scientific Interest (SSSI).	PDNPA	N	The air quality assessment for the Scheme has been carried out in accordance with Highways England DMRB LA105 air quality guidance. This requires the consideration of designated ecological sites with international, national and local designations where they are within 200 metres of roads included with the air quality affected road network. The assessment has considered the impacts of air quality on Special Areas of Conservation, Special Protection Areas, SSSI, ancient woodland and local wildlife site designations which are within the Peak District National Park boundary, for sections of the A628 and A57 that meet traffic screening criteria and are therefore with the air quality affected road network. A Habitat Regulations Assessment (TR010034/APP/5.3) has also been undertaken which has assessed air quality impacts upon European and nationally designated sites. Full details will be provided alongside the ES (TR010034/APP/6.3)
Biodiversity	Designated sites	The Consultee stated that no part of the Scheme's RLB in Derbyshire appears to be covered by ecological designations nor supports records for notable species. Notes that non-	DCC and HPBC	N	Applicant noted

Topic Area	Sub-Topic	Consultation Responses	User ID	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		statutory designated sites can be found nearby.			
Biodiversity	HRA	The Consultee asked whether the HRA considers in combination effects with the Greater Manchester Spatial Framework (GMSF).	TMBC and Greater Manchester Ecology Unit	N	The Habitats Regulations Assessment (TR010034/APP/5.3), submitted with the DCO has included a detailed in-combination assessment that takes into consideration these documents.
Biodiversity	HRA (include impacts on SPA birds)	The Consultee would like to understand the Scheme's impact on the receptor SSI/SAC and the Peak District Moors. It welcomes the HRA, however it would like to know why the impact on international sites AQ has screened this out and the impacts on SPA birds and roadkill.	PDNPA	N	The Habitats Regulations Assessment (TR010034/APP/5.3), submitted with the DCO provides further detail on the impact of air quality on international sites.
Biodiversity	Increased roadkill	The Consultee would like to understand the potential for increased incidence of roadkill.	PDNPA	N	Acoustic fencing is being provided in large parts of the Scheme. Whilst being primarily for acoustic screening, this fencing, which would be close border, would prevent any ground based terrestrial animals (such as badger, hare, amphibians etc.) from reaching the road. Where acoustic fencing isn't proposed, and there is a risk of road collision, suitable fencing would be provided.
Biodiversity	Long term management	The Consultee asked how the sites will be managed in the long term, e.g. transplanting acid grassland.	TMBC and Greater Manchester Ecology Unit	N	The Applicant has submitted an Ecological Management Plan (TR010034/APP/6.4) for the operation and construction of the Scheme to return the land to a similar if not better condition. It is also considering new options for the grassland planting. It will be using soil translocation to

Topic Area	Sub-Topic	Consultation Responses	User ID	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
					increase the nutrition of the soil. The planting will also be acid based.
Biodiversity	Mountain Hare	The Consultee is concerned that the Scheme will increase the roadkill of Mountain Hare, as they are the only population in England.	PDNPA	N	The Applicant is exploring this issue, and if required, mitigation would be included within the final design.
Biodiversity	Peak District	The Consultee would like to understand the potential increase in traffic and noise, plus the deterioration of air quality to understand the impact on PDNP biodiversity.	PDNPA	N	Details of the impact of the Scheme on Biodiversity is presented within the Biodiversity chapter (Chapter 8) of the ES (TR010034/APP/6.3). The potential for in-combination effects are presented within the Cumulative effects chapter (Chapter 15) of the Scheme. The Habitats Regulations Assessment (TR010034/APP/5.3). submitted with the DCO provides further detail on the impact of air quality on international sites.
Biodiversity	Protected species	The Consultee stated that it would like to see the survey results, specifically regarding breeding birds. It described how protected species support is informally divided by organisation.	TMBC	N	Breeding bird surveys have been undertaken throughout 2020 supported through desk studies. Full detailed results (including methodology) will be provided within the Chapter 8 of the ES (TR010034/APP/6.3).
Biodiversity	Surveys	The Consultee stated that the ecological surveys identified in the PEIR were acceptable.	DCC and HPBC	N	Applicant noted
Biodiversity	Willow tit	The Consultee asked if there has been evidence of willow tit?	TMBC and Greater Manchester Ecology Unit	N	The Applicant indicated that full breeding bird surveys have been undertaken on site. No evidence of willow tit has been recorded, and the habitats on site are generally unfavourable (however, there are small fragmented patches of

Topic Area	Sub-Topic	Consultation Responses	User ID	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
					wet woodland). The Scheme will provide a net increase in water body coverage as well as larger areas of wet woodland that would provide significant enhancements for this species.
Carbon emissions	Carbon emissions assessment methodology	<p>The Consultee states that the wider issues of climate change and carbon emission are not being addressed. It states that the directly affected local authorities have all declared climate emergencies and set related targets for carbon emissions (plus Central Government).</p> <p>The Consultee believes that the Scheme should be assessed against these targets rather than those stated in the PEIR.</p>	Councillor Douglas Johnson, City Ward (Sheffield)	N	Emissions from construction and operation have been quantified in Chapter 14 of the Environmental Statement (TR010034/APP/6.3). These have been considered in the context of nationally legislated carbon budgets. This is in accordance with the methodological requirements in the Design Manual for Roads and Bridges (DMRB) LA 114 and the National Policy Statement for National Networks (NPS NN).
Carbon emissions	Carbon emissions assessment methodology	<p>The Consultee states that the wider issues of climate change and carbon emission are not being addressed. It states that the directly affected local authorities have all declared climate emergencies and set related targets for carbon emissions (plus Central Government).</p> <p>The Consultee believes that the Scheme should be assessed against these targets rather than those stated in the PEIR.</p>	Sheffield City Council	N	
Carbon emissions	Concern Scheme will increase private car use	The Consultee states that the various authorities should develop a coherent transport strategy which recognises the need for a speedy reduction in	Councillor Douglas Johnson, City Ward (Sheffield)	N	Mitigation measures which have been / are being taken to reduce carbon emissions in construction and operation are described in the Environmental Statement. Emissions from construction and

Topic Area	Sub-Topic	Consultation Responses	User ID	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	and associated AQ problems	greenhouse gas emissions and legal limits for air quality. It states that new road building will have to be minimised, in common with everywhere else in the UK. It states that authorities are developing transport strategies that involve reductions in road traffic and emphasise active travel and public transport. It states that these plans would be hampered by increased road traffic between the two cities as car travel is favoured by the Scheme. The additional car travel would worsen air pollution and climate change at all points along the route overall and increase congestion in the Sheffield districts of Malin Bridge and Broomhill.			operation have been quantified in the Environmental Statement. These have been considered in the context of nationally legislated carbon budgets. This is in accordance with the methodological requirements in the Design Manual for Roads and Bridges (DMRB) LA 114 and the National Policy Statement for National Networks (NPS NN). The main pathway element recommended by the CCC in its 2019 report 'Net Zero: The UK's contribution to stopping global warming' to reduce emissions from surface transport is electrification of the national fleet, and this is being taken forward in government policy (e.g. banning of new petrol/diesel cars/vans from 2030).
Carbon emissions	Concern Scheme will increase private car use and associated AQ problems	The Consultee states that the various authorities should develop a coherent transport strategy which recognises the need for a speedy reduction in greenhouse gas emissions and legal limits for air quality. It states that new road building will have to be minimised, in common with everywhere else in the UK. It states that authorities are developing transport strategies that involve reductions in road traffic, which would be compromised by the Scheme. The additional car travel would worsen air pollution and climate change at all points along the route overall and	Sheffield City Council		

Topic Area	Sub-Topic	Consultation Responses	User ID	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		increase congestion in the Sheffield districts of Malin Bridge and Broomhill.			
Carbon emissions	Net zero/neutral	The Consultee stated that it was concerned as to how this Scheme might impact on national, regional and local carbon neutrality ambitions, including Sheffield. An increase in traffic could impact negatively on this, depending on improvements to vehicle technology, plus other sustainable activities.	Sheffield City Council	N	Emissions from construction and operation have been quantified in the Environmental Statement. These have been considered in the context of nationally legislated carbon budgets and the government's policy stance in the National Policy Statement for National Networks (NPS NN). The main pathway element recommended by the CCC in its 2019 report 'Net Zero: The UK's contribution to stopping global warming' to reduce emissions from surface transport is electrification of the national fleet, and this is being taken forward in government policy (e.g. banning of new petrol/diesel cars/vans from 2030).
Carbon emissions	Scheme's carbon emissions	The Consultee sets out its carbon emissions calculations based on academic and Government reports. It states that the Scheme demonstrates a disproportionate share of the total emissions targets for an entire Local Authority area (or more accurately, a smaller share spread across two).	Councillor Douglas Johnson, City Ward (Sheffield)	N	
Carbon emissions	Scheme's carbon emissions	The Consultee sets out its carbon emissions calculations based on academic and Government reports. It states that the Scheme demonstrates a disproportionate share of the total emissions targets for an entire Local Authority area (or more accurately, a smaller share spread across two).	Sheffield City Council	N	
Construction	Disruption	The Consultee believes that there will be disruption to local residents and businesses during construction phase of the Scheme.	DCC and HPBC	N	The Applicant has set out the potential construction impacts within the ES (TR010034/APP/6.1- 6.3), Environmental

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					Management Plan (TR010034/APP/7.2) and Traffic Management Plan (TR010034/APP/7.5).
Consultation	Consultation zone – brochure distribution	<p>The Consultee indicated his concern that the village of Padfield had been omitted from the consultation mailing zone. A number of Padfield residents believe that any significant road construction in Longdendale will have an impact on the village.</p> <p>The Consultee asked why the Applicant decided to exclude the village of Padfield from the consultation process and on what basis the decision was made.</p>	Councillor Ollie Cross, Padfield Ward (High Peak)	N	<p>The Applicant replied that it had considered the request to extend its consultation mailing zone to include the area of Padfield, however it believes that the large zone which it has distributed consultation packs to adequately covers the communities most affected by the Scheme. It also stated the wider consultation advertisement which had taken place and that Padfield is one of the many areas included within its target zone for social media and newspaper advertising. All the consultation materials are stored online, and copies are available in three deposit points. It is also offering hard copies of the consultation brochure and response form on request, as well as all other materials on a DVD or USB.</p> <p>The Applicant confirmed that it had placed a poster about the Scheme on the local community notice board.</p>
Consultation	Future engagement	The Consultee is keen to work with the Applicant to minimise the Scheme's impacts on the wider M67 corridor, on the detrunked A57 and other local roads within Mottram.	TMBC	N	Discussion between the Applicant and Consultee is ongoing.
Consultation	Future engagement	The Consultee wishes to continue working with Applicant to understand the effects of the Scheme on the National Park.	PDNPA	N	Discussion between the Applicant and Consultee is ongoing.

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Consultation	Insufficient information	The Consultee expressed significant concern was expressed regarding the absence of environmental and traffic data published with the public consultation. It stated that the lack of information in the PEIR prevented it from developing a Local Impact Report or any other assessments of the Scheme's impacts.	DCC and HPBC	N	The Applicant has provided environmental (TR010034/APP/6.1 6.3). and traffic data (TR010034/APP/7.4). within the DCO Application. The traffic modelling has been altered following changes to the Scheme arising from consultation.
Consultation	Insufficient information on National Park	The Consultee states that the proposed Scheme lies some distance from the National Park boundary and it therefore wishes to focus on the wider operational effects of the Scheme on the National Park and its special qualities. It states that the consultation materials provide insufficient information upon which its officers can understand the effects of the Scheme upon the National Park.	PDNPA	N	The Applicant is consulting with the PDNPA with regards to the indirect effects of the traffic flow associated with the proposed Scheme on the PDNP. As part of these discussion the methodology for assessing the representative Viewpoints of the Scheme has been agreed.
Consultation	Landscape	The Consultee queried how the public are being consulted on the local landscape and what kind of response we have had.	DCC and HPBC	N	The Applicant indicates that in line with DMRB it has asked the public through the consultation what they value about the local landscape. A landscape question has been included in the public consultation response forms.
Consultation	PEIR	The Consultee stated that it's comments on the 2018 PEIR remain.	DCC	N	Applicant Noted.
Cultural heritage	Archaeological investigation scope - Derbyshire	The Consultee queries why the applicant is only allowing for "pre-DCO application archaeological investigations within the extent of	DCC	N	Derbyshire has also been accounted for within the pre-DCO works and the methodology and Written Scheme of Investigation have been formally approved by the Council's representative.

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		Tameside Metropolitan Borough" as the archaeological risk is the same on either side of the River Etherow in this area. It recommends that the Derbyshire side of the Scheme is included in investigations.			
Cultural heritage	Cultural heritage assessment	The Consultee states that the assessment of cultural heritage significance and impacts will require a phased approach at the EIA stage, involving desk-based study and site-based field evaluation as appropriate. It advises that field evaluation would typically proceed from an understanding of geo-archaeology and may then comprise geophysics in accessible areas, supplemented by trial trenching where appropriate.	DCC	N	This approach has been undertaken in consultation with the DCC's representative.
Cultural heritage	Cultural heritage assessment	The Consultee suggested that the following assets should be included in the assessment; Scheduled Monuments and non-designated, valued assets in the immediate Longdendale landscape; Tintwistle and Langsett Conservation Areas and assets along the A57 extending to Ladybower.	DCC	N	Inclusion of these additional assets was reviewed leading to the inclusion of Tintwistle in the baseline for the Cultural Heritage Chapter (TR010034/APP/6.3). No potential for significant impacts was identified for assets located at a greater distance from the Scheme. This is further supported by traffic data provided in the TAR (TR010034/APP/7.4).
Cultural heritage	Tintwistle Conservation Area	The Consultee stated that it would like to see Tintwistle Conservation Area included in the assessment.	PDNPA	N	The Applicant stated that for Tintwistle, it had reviewed appraisals and based on current traffic information, which has yet to be finalised, a negative impact has not been identified.

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Cultural heritage	Traffic flow and air quality in relation to setting	The Consultee is concerned about traffic flows and a related degradation in air quality with regard to heritage settings.	PDNPA	N	The Applicant will review the need for assessment of these assets in consultation with the Applicant's air quality specialists which will consider the feasibility of including a setting assessment of the Affected Road Network (ARN) within the heritage assessment in the Cultural heritage chapter (Chapter 6) of the ES. Those assets within the Study Area defined in the PEIR will be subject to a setting assessment and will be set out in the Cultural heritage chapter (Chapter 6) of the ES (TR010034/APP/6.3).
Cultural heritage	Traffic flow impacts on setting and designated sites	The Consultee queried how the historic designated sites would be affected by traffic flow.	PDNPA	N	The potential for impacts on designated heritage assets as a result of changes to traffic has been assessed for designated assets within the 1km study area and ZTV. Consultation has been undertaken with noise, landscape and visual, and air quality specialists to inform the assessment presented in the Cultural heritage chapter (Chapter 6) of the ES (TR010034/APP/6.3)
Cultural heritage/ landscape	Melandra Castle	The Consultee indicated that the assessment of setting impacts to Melandra Castle should comprise a setting study following the 5-step principle established in Historic England guidance and include appropriate viewpoint photography/ photomontages to show the potential impacts of the development.	DCC	N	The ES includes the five step assessment of Melandra Castle in the Cultural heritage chapter (Chapter 6) of the ES (TR010034/APP/6.3).
Cultural heritage/ landscape	Melandra Castle	The Consultee asked whether Melandra Castle had been considered in the Zone of Theoretical Visibility (ZTV).	PDNPA	N	The ZTV will cover a 5km and 10km area. This asset lies within this scope.

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Cumulative effects	Cumulative effects	The Consultee stated that the important thing will be to draw all these potential impacts together and consider the cumulative impact in the Peak District so biodiversity, air quality and noise impacts are all considered together.	PDNPA	N	<p>The assessment of Cumulative effects can be found within the cumulative effects chapter (Chapter 15) of the ES (TR010034/APP/6.3). The assessment considers significant adverse residual effects for each environmental topic, after mitigation has been taken into account on the following receptors:</p> <ul style="list-style-type: none"> - Human. - Ecological features - Built heritage features - The water environment - All travellers s including vehicle travellers, cyclists, pedestrians and equestrians - Community assets and businesses <p>It is noted that only residual effects which are classified as being of minor, moderate, or major significance will be considered in relation to the potential for combined effects. Residual effects of negligible significance are considered to be imperceptible to a receptor.</p>
Drainage	Collapsed culvert	The Consultee informed the Applicant that a culvert had collapsed near Mottram Old Hall. The resident is planning to carry out repairs to this culvert which will hopefully resolve the surface water run off down Old Hall Lane. The Consultee will keep the Applicant updated.	TMBC	N	N/A
Drainage	Design proposals	The preliminary design proposals were acceptable in principal, including attenuation for 100 year return period	TMBC Drainage and LLFA	N	Discussion between the Applicant and Consultee is ongoing.

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		with 40% allowance for climate change. It stated that the outfalls will be subject to formal agreement during detailed design. It agreed generally on the proposed watercourse diversions subject to formal acceptance during detailed design.			
Drainage	Ecological provision	The Consultee raised culvert design and the provision for mammal/amphibian routes through/adjacent to them. The Consultee provided details of the Tameside Ecology Unit.	TMBC Drainage and LLFA	N	The Applicant noted that its ecology team was looking into this.
Drainage	Impact on National Park – flows and contaminants	The Consultee is interested in the operation of the wider road network and the drainage from the existing road into the national park, the impact of increased flows and contaminants on watercourses.	PDNPA	N	The Applicant stated that this would be part of the Highways England's Water Risk Assessment Tool (HEWRAT) assessment and included with the DCO submission
Drainage	Pond 3	The Consultee agreed that Pond 3, near the River Etherow, which drains Tameside highways, will be adopted by Tameside MBC and the other two attenuation ponds maintained by the Applicant.	TMBC Drainage and LLFA	N	Applicant noted.
Drainage	Surface water collection	With regards to surface water collection. The Consultee preferred gullies over CKD. The gully design will be agreed closer to the commencement of detailed design. The Consultee confirmed that there	TMBC Drainage and LLFA	N	Discussion between the Applicant and Consultee is ongoing.

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		were no known issues with flooding on the existing Tameside highway.			
Drainage	Watercourse diversions	The Consultee and Applicant discussed the proposed watercourse diversions, which were agreed, subject to formal acceptable at detailed design stage.	TMBC	N	Discussion between the Applicant and Consultee is ongoing.
Environmental Statement	Committed developments	The Consultee indicated that it was contacted to advice on the cumulative impact of the current Scheme, in combination with other permitted developments in proximity to the Scheme. It stated that it was asked to confirm agreement to the list of committed developments.	TMBC	N	The Applicant invited Tameside Metropolitan Borough Council to provide input on the long list of committed developments to be included within the ES but to date Tameside have not provides any amendments.
Fluvial	Maintenance	The Consultee wishes to be engaged with the Applicant to identify future maintenance liabilities for the flood risk and drainage elements of the Scheme, which could be included in a Statement of Common Ground.	DCC and HPBC	N	Discussion between the Applicant and Consultee is ongoing.
General	Does not want to be included in consultation process	The Consultee stated that it is a local authority located over 50 miles away this proposal. It suggested consulting with DCC.	DCC	N	The Applicant confirms that Derbyshire County Council are included in the consultation process.
General	Future consultation	The Consultee confirms that at this stage it does not have any specific objections it wishes to raise. It would find it useful to be kept informed of the Scheme's progress.	Kirklees Council	N	The Applicant will continue engagement with the Consultee.

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General	Holding objection – insufficient information	The Consultee will provide a holding objection to the Scheme until the Applicant can provide it with sufficient information to assess the effects of the Scheme. The Consultee recognises the effect of the severe traffic on the residents of Mottram Moor and the area around Woolley Bridge and the wish to address these issues, however it is concerned about the Scheme's impact on the National Park.	PDNPA	N	The Applicant will be providing the information requested within its DCO application. It seeks to include the Consultee in further discussion.
General	Holding objection – limited information	The Consultee asked what additional information would be set out in the ES as it has a holding objection on the basis of limited information.	DCC and HPBC	N	The information provided within the PEIR for consultation has been significantly progressed since the previous consultation. It sets out everything that will be included within the detailed Environmental Impact Assessment of the Scheme that can be found within the ES (TR010034/APP/6.1- 6.3).
General	Holding objection – public consultation	The Consultee wishes to submit a holding objection to the public consultation exercise, pending the availability of detailed and robust evidence for the Scheme.	DCC and HPBC	N	The Applicant will be providing the information requested within its DCO application. It seeks to include the Consultee in further discussion regarding traffic modelling and associated environmental impacts, focusing on how it has altered since the PEIR was issued.
General	No comments	No comments.	Nottinghamshire County Council	N	N/A
General	Support	The Consultee supports the Scheme, it has been their long term ambition to see the construction of a bypass around Mottram-in-Longdendale,	TMBC	N	N/A

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		Hollingworth and Tintwistle. <i>'Tameside MBC fully supports the Scheme and see it as the first phase of the larger bypass as noted above.'</i>			
General	Withdraw Scheme	The Consultee urges the Scheme to be withdrawn due to the wider climate change issues and its impacts on Sheffield residents.	Councillor Douglas Johnson, City Ward (Sheffield) and Sheffield City Council	N	As required by the Design Manual for Roads and Bridges (DMRB) and the National Policy Statement for National Networks (NPS NN), the assessment presented in the Environmental Statement quantifies the magnitude of greenhouse gas emissions (GHG) from the construction and operation of the Scheme, and consider the significance of the impact on the UK's ability to meet its legislated carbon budgets. It is by the delivery of emission reductions in line with these national budgets, mandated by the Climate Change Act, that the UK Government seeks to meet its obligations as a Paris Agreement signatory, although some local authorities have taken the next step and set themselves ambitious local budgets to play their part in achieving these reductions. The Environmental Statement chapter considers local and regional ambitions to reduce GHG emissions as part of its assessment of local and regional policy. However, it is not a requirement to base an assessment of significance on these; the Climate Change Act does not include a statutory duty for local authorities to set budgets or deliver these reductions. The assessment of significance takes into careful consideration government policy position, including that set out in the NPS NN, to ensure that any conclusions are in line with national policy and cognizant of the UK's approach to reducing GHG emissions in the

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					sector. Further details of the Scheme's potential impact on Climate can be found within the Climate chapter (Chapter 14) of the Environmental Statement (TR010034/APP/6.3).
Geology and Solis	Changes between previous and current Scheme	The Consultee asked a number of questions regarding the Geology and Soils chapter of the ES. It also emailed correspondence previously provided to previous consultants.	TMBC	N	The Applicant contacted TMBC to request data for the ES. This information was received and used for the assessment within the Geology and soils chapter (Chapter 9) of the ES (TR010034/APP/6.3).
HGVs	Weight limit	The Consultee indicated that the weight limit on vehicles should be considered on Trans-Pennine routes for HGVs.	DCC and HPBC	N	The Applicant is not able to restrict the use of lorries from the roads it manages as these routes provide important links between towns, cities and regions for delivering goods. The Government have stipulated the network must be accessible to all.
Highway design	Additional traffic lane at Woolley Bridge Junction	The Consultee indicates that it was concerned about the layout proposed, particularly on busy roads. It has reservations about the use of two right turn lanes merging into one and would prefer it to be one lane, depending on the outcome of the safety audit and internal review.	DCC	Y	Following consultation, the Applicant altered the road markings at this Junction to improve safety.
Highway design	AQ monitoring station	The Consultee confirmed that the AQ monitoring station, adjacent to west parking area would be retained.	TMBC	N	Applicant noted.
Highway design	Bus stop - design guidance	The Consultee advised to a new location for the bus stop between the new Mottram Moor Junction and Stalybridge Road (de-trunked section)	TMBC	Y	The Applicant will move the current bus stop and consultation regarding a suitable location is ongoing

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		as this will be closer to houses. It also advised that the bus stop at Back Moor is considered.			
Highway design	Bus stop -Formal agreement process	The Consultee set out its process for formally agreeing the plans for bus stop locations/changes.	TMBC	N	Applicant noted
Highway design	Bus stops	<p>The Consultee stated that there had been no previous discussions on bus routes. It indicates that there was a need to find a sensible place to relocate to.</p> <p>The Consultee advised that there is no specific guidance for bus stop as long it has been designed in a suitable location. However, additional guidance on frequency can be provided.</p>	TMBC	Y	The Applicant has agreed with TfGM the need for replacement bus stops and temporary relocation of bus stops during construction and work is ongoing on the detail of the design. The Consultee advised on a new location for the bus stop between the new Mottram Moor Junction and Stalybridge Road (de-trunked section) as this will be closer to houses. It also advised that the bus stop at Back Moor is considered. The Applicant agreed to move the current bus stop discussed. Consultation regarding a suitable location is ongoing and will be agreed via the formal design acceptance process post DCO submission
Highway design	Detrunking	The Consultee would like to be updated on the Scheme. It indicated that changes to the Scheme weren't helpful to TMBC and the local community. It advises that the Scheme needs a robust approach in terms of de-trunking measures and consideration that it may be used a diversion route. It notes that TMBC may be required to consider closing the current A57 route. The detrunking design should be considered carefully	TMBC	N	The Applicant acknowledged concerns and highlighted that the Scheme will provide a better link and separate traffic, as traffic signalling would ease the flow and reduce congestion on Tameside roads. It advised that the updated Scheme design still achieves and delivers benefits for the Applicant and the local road network.

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		and it suggested that the Consultee completes this design.			
Highway design	Residential planning application Woolley Bridge	The Consultee raised the planning application for residential units at Woolley Bridge Junction. It stated that it was important for the Applicant to engage with the Consultee with regard to the proposed Scheme design.	DCC	Y	Discussions between the Applicant and Consultee are ongoing regarding plans for the Junction.
Highway design	Signal design at Woolley Bridge	The Consultee advised that the secondary signal signs on Woolley Bridge Junction (eastern side) alignment needs to be further developed with additional consultation on the small housing development junction. Its preference would be to signalise this junction. It was satisfied with maintenance layby depending on the maintenance vehicle and signal heads.	DCC	Y	
Highway design	Structures	The Applicant and Consultee discussed the Scheme, programme and delivery dates. The various structures were discussed and the Consultee requested a further meeting to be completed with a colleague.	TMBC	N	The Applicant arranged a further call with the Consultees' colleagues.
Highway design	Structures	A further meeting was held between the Applicant and the Consultee regarding structures, the design sign off process, programme/delivery dates. The optioneering process was also considered.	TMBC	N	Discussion between the Applicant and Consultee is ongoing.

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Highway design	Traffic modelling	The Consultee raised concerns with surrounding villages, such as Tintwistle, in relation to traffic delays. It advised the Applicant that traffic calming measures should be considered on the western side of Woolley Bridge in Tameside, to discourage motorists using an alternative route.	DCC	N	The Applicant will be considering traffic calming as part of the detailed design process.
Highway Design	Underpass construction	The Consultee asked about the construction method for the Underpass at Roe Cross, with particular regard to the vibration created by tunnelling.	TMBC	N	The Applicant stated that piling is likely to take place to the eastern extreme as it is more sparsely populated. The construction method as yet to be determined as it will be based upon the results of ground investigations which are currently taking place.
Highway design	Water supplies	The Consultee considered water supplies and any areas which may be affected. It stated that this should be discussed further in future.	TMBC	N	The Applicant indicated that it would like to engage in further discussion.
Land	Showground	The Consultee provided an update on its land transactions regarding the showground and impacts of COVID-19 on the programmed events. It advised that the Applicant should continue to liaise with the Society for access.	TMBC	N	The Applicant stated that it would like to proceed with further site investigation works in the new year. The Applicant confirmed the ownership boundaries and that it will continue to engage all parties in discussion.
Landscape	Assessment	The Consultee stated the Scheme's success will be dependent on assessment results, mitigation on identified impacts and how it will reinforce landscape character.	DCC and HPBC	N	The Applicant stated that Chapter 7 (Landscape and Visual Effects) of the ES (TR010034/APP/6.3) and plans for environmental mitigation will be included in the DCO application.

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Landscape	Ecology and lighting	The Consultee raised the impact of lighting on ecology.	DCC and HPBC	N	The Applicant considered that vegetation would be retained in the area and plans for planting which would mitigate lighting impacts on ecology.
Landscape	How has the impact on the PDNPA been considered	The Consultee asked how the Arcadis work and its feedback on this had been addressed, particularly how the impacts on the PDNP had been included.	PDNPA	N	The Applicant stated that it was still reviewing the Arcadis information and had added additional viewpoints, including two within the PDNP. The Applicant explained how it had refined the methodology, which included the indirect effects assessment that Arcadis had added, following the previous discussion. The discussion is ongoing.
Landscape	Maintenance	The Consultee asked which sections of the Scheme would be adopted by the Applicant.	TMBC		The Applicant explained that there are two sections of the Scheme; from M67 Junction 4 to Mottram moor junction and at Mottram Moor there's also an attenuation pond. The Applicant will also maintain the structure of the underpass.
Landscape	Night time views	The Consultee queried whether night time views have constituted any additional viewpoints as at night the impact of lighting may cause new visual impacts.	DCC and HPBC	N	The Applicant has considered night viewpoints within the ES (TR010034/APP/6.3). It stated that it had selected night viewpoints where the biggest impact would be expected. It also discussed the type and heights of lights and how they have been selected to decrease glare and biodiversity impacts.
Landscape	Peak District	The Consultee stated that the visual assessment should consider the Peak District and its setting.	PDNPA	N	The Applicant explains the approach regarding the selection of viewpoints and setting within the ES (TR010034/APP/6.3)
Landscape	Planting	The Consultee stated that on the Tameside owned section it needs to see the detail of planting Schemes and	TMBC	N	The Applicant stated that it was currently considering maintenance boundaries with stakeholders and will look to produce an overview

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		what level of budget/ maintenance we would require throughout the year.			plan of proposed maintenance boundaries (including planting) which it will distribute.
Landscape	Planting	The Consultee stated that there is a large amount of woodland planting along the full route. It asked whether the Applicant had contacted City of Trees who has a remit for tree planting and climate resilience.	TMBC	N	The Applicant stated that it was keen to replant the route and trying to avoid too much of a linear set. It is considering climate resilience and ecological connectivity.
Landscape	Planting	The Consultee indicates that planting in a linear form does not hide the route from view. It draws attention to the traditional setting and requests that enough land is made available to deliver the enhancements and mitigations of the Scheme. It states that attenuation ponds can be overengineered and should also consider biodiversity net gains.	DCC and HPBC	N	The Applicant states that the mitigation will be landscape led and aligned with the existing landscape character. For each localised section of the route it has created Scheme level character areas, which include naturalistic designs for SuDs and slopes. The focus will be on scope profiling around access tracks.
Landscape	River Etherow Bridge crossing	The Consultee indicated that that the Bridge crossing over the River Etherow is narrower than proposed and it should ensure a sufficient scale to allow the landscape and ecology of the river to 'flow' beneath it.	DCC and HPBC	N	The Applicant stated that the impacts created by the Bridge will be reviewed in Chapter 7 of the ES (TR010034/APP/6.3) and any required mitigation included in the design.
Landscape	Species mix	The Consultee would like to organize a further meeting with the arboriculturists to discuss tree species mix.	TMBC	N	The Applicant stated that it would arrange a further meeting.
Landscape/ cultural heritage	Melandra Castle	The Consultees stated it that it had requested additional viewpoints of	DCC and HPBC	N	The Applicant indicated that viewpoint on Melandra Castle has been included in its assessment. All findings are reported and

Topic Area	Sub-Topic	Consultation Responses	User ID	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		Melandra Castle but could not see them within the consultation materials.			assessed in Chapter 7 of the ES (TR010034/APP/6.3) submitted with the DCO.
Need case	New road building questioned	The Consultee stated that there should be a reduction in road transport and a move towards the use of public transport to meet the challenges of air pollution and climate change. All new road expansion proposals should be re-examined.	Councillor Douglas Johnson, City Ward (Sheffield)	N	The Scheme has evolved over many years through numerous studies and consultations. The current Scheme has emerged as the best solution delivering the widest benefits. The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
Need case	New road building questioned	The Consultee stated that there should be a reduction in road transport and a move towards the use of public transport to meet the challenges of air pollution and climate change. All new road expansion proposals should be re-examined.	Sheffield City Council	N	
WCH	Maintenance	The Consultee states that should the DCO be granted, it wishes to confirm maintenance responsibilities/liabilities within a Statement of Common Ground.	DCC and HPBC	N	The Applicant wishes to start preparing a draft SoCG with the Consultee.
WCH	New provision	If it doesn't already, the Consultee would wish to that the new footpath and cycleway be designed to facilitate horse riders as bridleway. The Consultee would also like to see the path screened from traffic.	DCC and HPBC	Y	The Applicant stated that the proposed PROW's status has been altered to a bridleway.
WCH	Peak District	The Consultee is concerned about the effects on recreationists using open access, trails and paths in the vicinity	PDNPA	N	The Applicant will look to examine the impact upon recreationists as part of Chapter 7 of the ES (TR010034/APP/6.3) and the TAR

Topic Area	Sub-Topic	Consultation Responses	User ID	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		of the road network. It states that it is difficult to comment further on this due to the lack of traffic data.			(TR010034/APP/7.4), submitted with the DCO application.
WCH	Trans-Pennine Trail	The Consultee stated that the new junction Scheme does not impact on the TPT, However, the inevitable noise, AQ, traffic issue with the use of the new link road/junction at Woolley Bridge will affect people's quiet enjoyment of this amenity, horses and vehicles. It welcomes screening of the Scheme - visually and audibly near the Pennine Bridleway/TPT. It stated that consideration should be given to safe diversions during construction.	DCC and HPBC	N	The Applicant has developed an Environmental Master Plan (TR010034/APP/7.2) which shows mitigation which has been embedded within the Scheme design, including areas of new landscape planting and watercourse enhancements. The Environmental Masterplan (TR010034/APP/6.3) also shows essential mitigation measures, such as noise barriers and ecological habitats that have been created or restored. These mitigation measures have been developed through an iterative design process with a multidisciplinary team which will identify mitigation screening.
Noise and vibration	Impacts on Trans-Pennine trail	The Consultee stated that TPT setting towards Salters Brook from A628 may not be affected visually but may could be impacted by noise. It would also be interested to look at crossing points of TPT and Pennine way.	PDNPA	N	The Applicant stated the heights used in its assessment and that the ES will consider first floor/ ground floor, as required (TR010034/APP/6.3). All findings are reported and assessed in Chapter 11 (noise and Vibration) of the ES (TR010034/APP/6.3)
Noise and vibration	Noise monitoring	The Consultee asked whether noise level monitoring predictions had been considered for first floor level?	TMBC	N	The Applicant stated the heights used in its assessment and that the ES will consider first floor/ ground floor, as required. All findings are reported and assessed in Chapter 11 (noise and Vibration) of the ES (TR010034/APP/6.3)
Noise and vibration	Traffic flows across the National Park	The Consultee stated that noise needs to be considered once traffic flows across the National Park are made	PDNPA	N	The Applicant confirmed that any noise impacts relating to increased traffic flows and any necessary mitigation will need to be designed with

Topic Area	Sub-Topic	Consultation Responses	User ID	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		clear. Previous consultations (in 2018) showed increased flows at A67 and A628.			landscape, as noise barriers may have a visual impact. All findings are reported and assessed in Chapter 11 (noise and Vibration) of the ES (TR010034/APP/6.3)
Noise and vibration	Vibration during construction	The Consultee was concerned that residents would complain about vibration and damage to their properties and asked the viability of residents taking pictures of their properties as a safeguard.	TMBC	N	The Applicant indicated that it was going to implement a clear consultation and communication strategy informing residents of progress and phasing. It is currently working on the design to understand the best options for how the impact on residents will be managed during construction and will be following DMRB LA 111 (a national standard for highway assessment) for the assessment, which considers resident perception.
Traffic impacts	Availability of data	The Consultee stated that it had assessed the traffic data provided for review and had a few questions about the modelling it wished to cover. The Consultee requested further information from the Applicant.	DCC	N	The Applicant will provide environmental (TR010034/APP/6.3) and traffic data (TR010034/APP/7.4) within the DCO Application. The traffic modelling has been altered following changes to the Scheme arising from consultation.
Traffic impacts	Availability of data	The Consultee is not satisfied with the consultation as they have not had sight of the transportation data.	DCC	N	
Traffic impacts	Availability of data	The Consultee notes that the available traffic flow data for the initiative is omitted from the published text.	TMBC	N	
Traffic impacts	Availability of data	The Consultee indicates that its concerns from the previous consultation (2018) remain similar due	PDNPA	N	

Topic Area	Sub-Topic	Consultation Responses	User ID	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		to the lack of traffic information provided for consultation, making it difficult to understand the impacts on air quality, noise etc. in proximity to the PDNP.			
Traffic impacts	Availability of data	The Consultee indicates that the lack of transport forecasting information has been problematic when undertaking a review of the Scheme.	PDNPA	N	
Traffic impacts	Future engagement	The Consultee is aware that discussions around the modelling have taken place throughout design and it would like to be included in future engagement.	Sheffield City Council	N	The Applicant is happy to discuss the Scheme further with the Consultee.
Traffic impacts	Increased road capacity	The Consultee is concerned with the capacity increase of the road Scheme and its impact on traffic redistribution, at both at a local and regional level.	Sheffield City Council	N	The Applicant has provided traffic information in the Transport Assessment Report (TAR) (TR010034/APP/7.4) submitted as part of the DCO submission
Traffic impacts	Journey times	The Consultee would like to understand the potential for shorter journey times between Glossop and M67.	DCC and HPBC	N	The Applicant has provided traffic information in the TAR (TR010034/APP/7.4) submitted as part of the DCO submission
Traffic impacts	Toll avoidance	The Consultee believes that drivers may seek to try and avoid a charge in Greater Manchester by diverting their route to join the SRN in High Peak.	DCC and HPBC	N	The Applicant has provided traffic information in the TAR (TR010034/APP/7.4) submitted as part of the DCO submission
Traffic impacts	Traffic impacts on National Park	The Consultee is concerned about the effects of any significant traffic increase through the National Park	PDNPA	N	The Applicant has provided traffic information in the TAR (TR010034/APP/7.4) submitted as part of the DCO submission.

Topic Area	Sub-Topic	Consultation Responses	User ID	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		villages of Tintwistle and Langsett, which are blighted by the impacts of traffic including air quality, noise and severance.			
Traffic impacts	Traffic impacts on National Park	The Consultee expects the Scheme will increase traffic volumes which will affect the Peak District's tranquility.	Councillor Douglas Johnson, City Ward (Sheffield)	N	The Applicant confirmed that tranquillity assessment would be included all findings and assessments are reported in Chapter 7 (Landscape and Visual Effects) of the ES (TR010034/APP/6.3).
Traffic impacts	Traffic impacts on wider road network	The Consultee believes that the Scheme would move the most serious congestion further east. Tintwistle and Glossop, particularly Dinting Vale, already have serious, almost continuous, day-time congestion worsened by the Mottram congestion. It expects that the Scheme will increase volumes of traffic in these areas.	Councillor Douglas Johnson, City Ward (Sheffield)	N	The Applicant has provided traffic information in the TAR (TR010034/APP/7.4) submitted as part of the DCO submission.
Traffic impacts	Traffic impacts on wider road network	The Consultee is concerned about the overall significant increase in traffic flows along the A57, A628, A6024 and A616 roads within, or adjacent to the National Park.	PDNPA	N	The Applicant has provided traffic information in the TAR (TR010034/APP/7.4) submitted as part of the DCO submission.
Traffic impacts	Traffic impacts on wider road network	Concerned that reduced travel times to and from Manchester could increase traffic flows on both the A57 through Glossop and A628 through Tintwistle to access the Scheme.	DCC and HPBC		The Applicant has provided any traffic information in the TAR (TR010034/APP/7.4) submitted as part of the DCO submission

Topic Area	Sub-Topic	Consultation Responses	User ID	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Traffic impacts	Traffic signals	The Consultee requested further information on the traffic signals and implications regarding further congestion in Glossop.	DCC and HPBC	N	The Applicant has provided traffic information in the TAR (TR010034/APP/7.4) submitted as part of the DCO submission
Traffic impacts	Traffic signals	The Consultee indicated that changes to traffic signalling will affect the Applicant's traffic model.	DCC and HPBC	N	Traffic signals have been considered as part of the traffic modelling exercise. The Applicant has provided traffic information in the TAR (TR010034/APP/7.4) submitted as part of the DCO submission.
Traffic impacts	Wider network – Glossop Gateway	Data relating to potential journey times and delays on the A57, plus other routes in Glossopdale is absent. HPBC commissioned Glossop Gateway Masterplan in light of the Scheme. Given uncertainties, the masterplan remains work in progress.	DCC and HPBC	N	The Applicant has provided traffic information in the TAR (TR010034/APP/7.4) submitted as part of the DCO submission
Trans-Pennine	Climbing lanes	The Consultee stated that the climbing lanes previously proposed on the A628 should be reinstated into the project.	DCC and HPBC	N	The Applicant completed consultation on the strategic options in 2017 and climbing lanes were identified, at that stage, for further assessment outside the main package of works due to the impacts on the National Park, programme delays created by online construction of the works and lower economic performance.
Trans-Pennine	National Park impacts	The Consultee is concerned that the Scheme will increase pressure for a further bypass around Hollingworth and Tintwistle, necessitating road building within the PDNP.	PDNPA	N	The traffic assessment includes forecasts of traffic growth up to 2040, testing both low and high growth scenarios. The Assessment for the A57 Link Roads Scheme can be found in the TAR (TR010034/APP/7.4) which also provides details of how the Scheme will address future traffic movements. Studies into a Mottram, Hollingworth

Topic Area	Sub-Topic	Consultation Responses	User ID	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
					and Tintwistle bypass were carried out over a number of years but this bypass was widely opposed during public consultation and not taken forward. The Trans-Pennine Routes Feasibility Study, published by The Department for Transport in 2015 showed that the most critical issues were in the area of Mottram, which the A57 Link Roads Scheme aims to address. The Applicant is still exploring the feasibility of the Hollingworth-Tintwistle bypass but no formal commitment to this currently exists and any proposals would need specific transport and environmental assessments.
Trans-Pennine	Tintwistle	The original Mottram, Hollingworth and Tintwistle Bypass previously proposed by the Applicant would be a better solution to traffic on the A628. The Scheme now only addresses Mottram congestion.	DCC and HPBC	N	The various alternatives assessed are described in Chapter 3 of the ES (TR010034/APP/6.3).
Trans-Pennine	Traffic impacts	The Consultee provided a number of Trans-Pennine routes it was concerned about including impacts to Sheffield City Centre. It believes it will be challenging to manage increased and/or redistributed traffic on local roads (A61, A6102 and A57).	Sheffield City Council	N	The Applicant has provided traffic information in the TAR (TR010034/APP/7.4) submitted as part of the DCO submission

8.8 Prescribed and Non-Statutory Consultees

8.8.1 Consulting with prescribed consultees is a requirement under s42(1)(a) of the Act. A total of 51 responses from consultees were received. Thirty were classed as prescribed consultees:

- Bamford with Thornhill Parish Council – (via Robert Largan MP)
- BT Openreach
- Cadent
- Canal and River Trust (CRT)
- Charlesworth Parish Council
- Coal Authority
- Derbyshire Fire Service
- DVSA
- Environment Agency (EA)
- Forestry Commission
- Greater Manchester Fire Service
- Greater Manchester Police
- Health and Safety Executive (HSE)
- Historic England
- Homes England
- Joint Nature Conservation Committee (JNCC)
- Marine Coastguard Agency
- MBNL Plant Enquiries
- National Grid Electricity Transmission PLC (NGET)
- Office for Road and Rail (ORR)
- OFWAT
- Public Health England (PHE)
- Royal Mail
- Sheffield City Region
- Sport England
- Theatres Trust
- Tintwistle Parish Council
- TfGM
- United Utilities
- Wales and West Utilities

8.8.2 The remaining 21 responses were received from non-statutory consultees:

- Anthony Rae and The Anthony Rae Foundation
- Barnsley and Penistone Ramblers
- Beeline VIP Coaches LTD
- Campaign for National Parks
- Campaign for Rural England (Lancashire, Liverpool City Region, Peak District and South Yorkshire)
- Campaign for Rural England (Peak District and South Yorkshire)
- Cheshire Wildlife Trust
- Friends of the Earth (East Midlands and North West)
- Greater Manchester Archaeological Advisory Service (GMASS)
- Local Business – Big Baps Sandwich Van
- Local Business – Mair Perkins
- Local Business – Redstart Northwest Limited
- Member of Parliament Robert Largan (High Peak)
- National Trust
- WCH Group (TMBC, Peak and Northern Footpath Society, Tameside Riders, British Horse Society, Sustans Cycle Group)
- Peak District Mountain Biking (MTB)
- Road Haulage Association
- Sheffield Climate Alliance
- SPEED Bridleway Group
- Sustrans
- Trans-Pennine Routes Reference Group

8.8.3 A summary of responses received from these consultees and the Applicant's regard to their responses can be seen in Table 8-34.

8.8.4 It should be noted that the Design Manual for Roads and Bridges (DMRB) sets out the standards relating to the design, assessment and operation of motorways and trunk roads in the UK. The Scheme has been evaluated with regards to these standards.

8.9 Persons with Interest in Land (Landowners)

8.9.1 The responses received from the persons with an interest in land are summarised in Table 8-35 along with the regard the Applicant has had to this response.

Table 8.34: Summary of Responses Received from Prescribed and Non-Statutory Consultees (s42(1)(a)).

Note: Lilac rows record responses from Prescribed Consultees; Grey rows record responses from Non-Statutory Consultees

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Air quality	Assessment	Requests assessment of fine particulate matter (PM2.5) in the air quality assessment as it is of particular importance in terms of impact on public health of transport emissions.	Public Health England (PHE)	N	The air quality assessment for the Scheme has been carried out in accordance with Highways England DMRB LA105 air quality guidance which requires an assessment of PM10 to be carried out. PM2.5 is not required to be assessed as concentrations are below the annual mean Air Quality Strategy objective throughout the UK. All findings are reported and assessed with reference to baseline PM2.5 concentrations are provided in the Environmental Statement (ES) (TR010034/APP/6.3) (Chapter 5) as part of the DCO application.
Air quality	Assessment	Consultee is concerned that it is not possible to scrutinize traffic data that has not yet been published and suggests air quality be scoped into the EIA.	National Trust	N	The Applicant has reported all findings of the air quality assessment within the DCO application for the Scheme in the air quality chapter (Chapter 5) of the ES (TR010034/APP/6.3). The air quality assessment for the Scheme has been carried out in accordance with Highways England DMRB LA105 air quality guidance. Air quality has not been scoped out of the EIA.
Air quality	Assessment	The Consultee states that nitrogen oxide concentrations would be above the legal limit for 33 receptors in the local area, despite the Scheme. It states the health issues associated with poor air quality and that possible alternatives to travelling by car should be supported.	CPRE (Lancashire, Liverpool City Region and Greater Manchester, Peak District and South Yorkshire), FOE (East Midlands and North West)	N	All findings are reported and assessed in the ES (TR010034/APP/6.3) air quality (Chapter 5) and human health (Chapter 12) assessments within the ES, in line with the required guidance.

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Assessment of Alternatives	Single carriageway bypass	If not considered already, the Consultee wants consideration of an option to provide a single carriageway bypass.	National Trust	N	The alternatives considered and the reasoning for the selection of the current Scheme, including a comparison of the environmental effects, is presented in the Assessment of Alternatives chapter (Chapter 3) of the ES (TR010034/APP/6.3).
Assessment of Alternatives	Car alternatives	Emphasis should have been on development of proposals that encourage the use of alternatives to the car.	Campaign for National Parks	N	The Scheme has evolved over many years through numerous studies and consultations. The current Scheme has emerged as the best solution delivering the widest benefits. The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
Biodiversity	Bat structure maintenance	The Consultee asked whether the Applicant had considered the maintenance of the bat structures in perpetuity.	Forestry Commission	N	The Applicant indicated that it is currently exploring options regarding the maintenance of the bat mitigation structure with local groups.
Biodiversity	Biodiversity Net Gain	The Consultee would like to see the BNG calculations used and baseline report as its BNG is a fundamental principle of the 25 Year Environment Plan (chapter 1, policy 1)	Cheshire Wildlife Trust	N	Biodiversity metric reporting (utilising the Defra Biodiversity Metric 2.0 Calculation Tool) has been undertaken to inform the biodiversity baseline and to predict the change in biodiversity units between the baseline and post-development scenarios. Calculations are currently being undertaken, however, full details, including the calculations and baseline report, will be provided within the ES (TR010034/APP/6.5).
Biodiversity	Biodiversity Net Gain	Queries whether the BNG target is net zero for riverine and whether a BNG assessment would be	Environment Agency	N	The Applicant identified that it had a challenging Biodiversity Net Gain target, however aquatic ecology was excluded, yet it will still be reported.

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		delivered as an appendix to the ES. Also queries origin of the 23% performance target.			<p>It is expected that there will be no net loss with regards to riverine. The Applicant discussed the methodology used to determine net zero, especially the categorisation of ditches.</p> <p>The Applicant stated that the Scheme is a Nationally Significant Infrastructure Project and it is not a statutory requirement to deliver BNG and BMG will be delivered outside the DCO process.</p> <p>The Applicant explained that the 23% performance target is based on the Applicant's own performance target. It then described how this was set.</p>
Biodiversity	Breeding and wintering birds	The Consultee is concerned that there have not been any wintering bird surveys especially given species recorded nearby. Breeding and wintering birds should have been granted a higher value. Also suggests potential mitigation. Concerned site only considered of local value	Cheshire Wildlife Trust	N	The Scheme is not located within close proximity (within 30 km) to any SPAs designated for important assemblages of wintering birds and it is not considered likely that the habitats within the DCO boundary would be used as functionally linked habitat to such sites. The Scheme is not located in close proximity or associated with any coastal or large wetland areas that may be regularly used by wintering bird assemblages. any significant impacts upon wintering bird assemblages is considered unlikely and it is not considered there would be any significant effects. For full details on the screening, assessment and potential mitigating factors please refer to Chapter 8 (Biodiversity) of the ES (TR010034/APP/6.3).
Biodiversity	Brown hare	Habitat creation should take into account the requirements of Brown Hare as one was sighted within survey area.	Cheshire Wildlife Trust	N	Brown-hare have been recorded on site (one incidental observation within the showground) and are assessed within the ES Chapter 8 (Biodiversity) (TR010034/APP/6.3).

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
					Mitigation will be provided which include crossing points and creation of suitable habitat.
Biodiversity	Data availability	Unable to fully assess survey and mitigation measures based on info currently available.	Cheshire Wildlife Trust	N	The Applicant will provide environmental and traffic data within the DCO Application.
Biodiversity	Designated sites	<p>The Consultee is concerned that the PEIR proposes to scope certain environmental features out of further assessment due to their local status, low value, and distance from the DCO boundary, significant adverse effects are considered unlikely. The Consultee is concerned that Statutory Designated Sites: South Pennine Moors SAC, Peak District SPA, and the Dark Peak SSSI have not been considered as they more than 2 km from the Scheme, however, they are located within 200 m of the ARN.</p> <p>The Consultee states that the three statutory designations mentioned are neither 'local status' nor 'low value'.</p>	National Trust	N	<p>Whilst the SPA/SAC are more than 2 km from the DCO, they are within 200 m of the ARN. Therefore, impact as a result of air quality have been assessed.</p> <p>Full details of this modelling and any required mitigation will be provided within the Habitats Regulations Assessment (HRA) (TR010034/APP/5.3).</p>
Biodiversity	Ecological connectivity	The Consultee states that road building is decreasing ecological connectivity and reducing overall biodiversity. It states wild spaces should be retained to support ecological recovery.	Local business – Mair Perkins	N	In order to ensure that connectivity is maintained across the Scheme, safe crossing points will be provided to maintain connectivity during the operational stage and enable species access to the wider landscape as required. This will be in the form embedded mitigation through underpasses (such as Mottram Underpass, Carr

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
					House Underpass and Old Mill Farm Underpass), as well as five purpose-built mammal crossings across the Scheme. There will also be a range of culverts that may be used by certain species.
Biodiversity	Ecological connectivity	The Consultee is concerned about impact on ecological connectivity (particularly watercourses). This could be addressed by retaining semi-natural habitat under the road crossings and restoring lost habitats.	Cheshire Wildlife Trust	N	The Applicant considered ecological connectivity and mitigation within its final proposals refer to measures assessed and mitigations proposed in the ES (TR010034/APP/6.1- 6.3)
Biodiversity	Habitat Regulations Assessment	The Consultee questions whether a Habitats Regulations Assessment (HRA) has been carried out.	National Trust	N	The Applicant has completed a HRA which is included in the DCO submission refer to (TR010034/APP/5.3).
Biodiversity	Land Management Plan	The Consultee would like to see a land management programme in a Management and Monitoring Plan (MMP) with details of how target condition and distinctiveness will be achieved for mitigation habitat	Cheshire Wildlife Trust	N	The Applicant has submitted an Environmental Management Plan (TR010034/APP/7.2).for the operation and construction of the Scheme to return the land to a similar if not better condition.
Biodiversity	Protected species	The Consultee is unable to comment on the likely impact the Scheme will have on protected species as we have not seen the survey data.	Cheshire Wildlife Trust	N	The Applicant will provide all findings and environmental assessment data within the ES (TR010034/APP/6.1-6.3) and DCO Application.
Biodiversity	Water voles	Concerned with regards to the potential impact on water voles, which were identified onsite in 2017 (although not in 2020 surveys). Queries robustness of surveys and	Cheshire Wildlife Trust	N	Updated water vole surveys in 2020 found no evidence of water vole within the survey area, and it is considered that they are likely absent. Whilst this is to the contrary of what was found in 2017, it is considered likely that the population

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		whether absence in 2020 is temporary.			recorded in 2017 has become locally extinct due to poor aquatic connectivity and predation from American mink which are known to drastically reduce water vole populations. Due to this, water vole have been scoped out of this assessment, however, embedded mitigation measures have been implemented which would provide improved habitat (such as creation of new water bodies) and connectivity (such as culverts and crossing points) which would benefit water voles if they were to re-populate the area in future years. For full details refer to Chapter 8 (Biodiversity) of the ES (TR010034/APP/6.3).
Carbon emissions	Analysis of carbon emissions	The Consultee provides its assessment of carbon emissions using Tameside as a comparator.	Sheffield Climate Alliance	N	Emissions from construction and operation have been quantified in the Environmental Statement. These have been considered in the context of nationally legislated carbon budgets. This is in accordance with the methodological requirements in the Design Manual for Roads and Bridges (DMRB) LA 114 and the National Policy Statement for National Networks (NPS NN).
Carbon emissions	Carbon emission assessment	The Consultees asks in which carbon budget the Scheme's emissions would be accounted.	CPRE (Peak District and South Yorkshire)	N	Emissions are considered in the context of national carbon budgets, in line with guidance in DMRB LA 114 and the NPS NN.
Carbon emissions	Carbon emission assessment	The Consultee questions the carbon emissions data provided to it and that the predicted emissions do not align with the Climate Change Committee's 6th carbon budget. The Consultee would like to know how the Scheme is consistent	Trans-Pennine Routes reference group	N	A 6 th carbon budget has not been legislated, and the recommendation for its size is currently advice to government from the CCC. As required by the Design Manual for Roads and Bridges (DMRB) and the National Policy Statement for National Networks (NPS NN), the assessment presented in the Environmental Statement

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		<p>with an NZ carbon budget. It also questions whether the expansion of road traffic will be consistent/compliant with the CB6 dramatically reduced carbon budget for road transport.</p> <p>It asks whether carbon modelling now needs to be reviewed to explain how an increase in future emissions in 2040, as a result of the Scheme, can be reconciled with the new context of CB6?</p> <p>It believes that the Applicant should demonstrate quantified evidence in relation to carbon emission rather than relying on the NNNPS and generic statements. budgets.'</p>			<p>quantifies the magnitude of greenhouse gas emissions (GHG) from the construction and operation of the Scheme, and consider the significance of the impact on the UK's ability to meet its legislated carbon budgets. It is by the delivery of emission reductions in line with these national budgets, mandated by the Climate Change Act, that the UK Government seeks to meet its obligations as a Paris Agreement signatory, although some local authorities have taken the next step and set themselves ambitious local budgets to play their part in achieving these reductions. The Environmental Statement chapter considers local and regional ambitions to reduce GHG emissions as part of its assessment of local and regional policy. However, it is not a requirement to base an assessment of significance on these; the Climate Change Act does not include a statutory duty for local authorities to set budgets or deliver these reductions. The assessment of significance takes into careful consideration government policy position, including that set out in the NPS NN, to ensure that any conclusions are in line with national policy and cognizant of the UK's approach to reducing GHG emissions in the sector. Further details of the Scheme's potential impact on Climate can be found within the Climate chapter (Chapter 14) of the Environmental Statement (TR010034/APP/6.3).</p> <p>The Scheme will be operational in 2050 when the UK's Net Zero target must be met. The predominant source of emissions in operation is road user vehicles. The main pathway element recommended by the CCC in its 2019 report 'Net Zero: The UK's contribution to stopping global</p>

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
					<p>warming' to reduce emissions from surface transport is electrification of the national fleet, and this is being taken forward in government policy (e.g. banning of new petrol/diesel cars/vans from 2030). It is not yet possible to model emissions from the vehicle fleet in 2050, as the DfT's vehicle emission factors do not extend this far into the future. If vehicle emissions are reduced in line with government ambitions, emissions from the Scheme in operation would be substantially lower than in the reported Opening and Design Years.</p> <p>The NPS NN contains the government's policy stance on carbon emissions from road improvement Schemes. Emissions from construction and operation have been quantified in Chapter 14 (Climate) of the ES (TR010034/APP/6.3) and it is appropriate to assess these in the context of the NPS NN, as required by DMRB LA 114.</p>
Carbon emissions	Carbon emissions	<p>The Climate Change Committee's 6th carbon budget has not yet been adopted by Parliament, but the Consultee believes that the Scheme ought to be compatible with it.</p> <p>The Consultee would like to know how the Scheme is consistent with an NZ carbon budget.</p> <p>The Consultee asks to be directed to where the carbon modelling assumptions are described in detail.</p>	Anthony Rae & The Anthony Rae Foundation	N	<p>The Applicant responded and stated that emissions are considered in the context of national carbon budgets – in line with guidance in Design Manual for Roads and Bridges (DMRB) LA 114 and the National Policy Statement for National Networks (NPS NN). It has assessed the effect of the Scheme on the climate based on guidance from the LA 114, which advises on the level and scope of assessment that should be carried out.</p> <p>It has undertaken a 'carbon assessment' of the Scheme using our own Carbon Tool, which quantifies construction and operational emissions from our design and the vehicles who use it, to</p>

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		The Consultee responded to the Applicant's reply with further questions regarding the assessment and link to policy/guidance.			<p>identify the potential for significant effects refer to Appendix 14.1 (Carbon Model Data Set) (TR010034/APP/6.5).</p> <p>The carbon assessment is reported in the 'Climate' chapter 14 of the Environmental Statement (TR010034/APP/6.3), which is submitted with the DCO application.</p> <p>The Applicant stated that although the Scheme will lead to an increase in emissions during construction and operation, it is not considered that the magnitude of emissions is sufficient to significantly affect the UK meeting its carbon budgets.</p>
Carbon emissions	Carbon emissions	The Consultee asked what the predicted carbon output of the new road compared to the current one?	Trans-Pennine Trail respondent 2 (stakeholder webinar 1)	N	The difference between emissions from the existing road (Do-Minimum scenario) and the proposed development (Do-Something Scenario) is presented in the assessment within Chapter 14 (Climate) of the ES (TR010034/APP/6.3).
Carbon emissions	Climate change emergency	Urges that a proper assessment be made of how the climate impacts of the Scheme would compare against the various applicable local relevant emissions targets. It states that any solution to congestion fits within a wider plan to keep emissions within an over-arching climate strategy.	Sheffield Climate Alliance	N	Emissions from construction and operation have been quantified in Chapter 14 (Climate) of the ES (TR010034/APP/6.3). These have been considered in the context of nationally legislated carbon budgets. This is in accordance with the methodological requirements in the DMRB LA 114 and the National Policy Statement for National Networks (NPS NN).
Carbon emissions	Climate change emergency	The Consultee is concerned that the Applicant has failed to take account of the climate emergency and of major changes that have taken place since these proposals were last consulted on. It states	Campaign for National Parks	N	Emissions from construction and operation have been quantified in Chapter 14 (Climate) the ES (TR010034/APP/6.3). These have been considered in the context of the nationally legislated carbon budgets, and the significance assessment is based on an assessment of

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		that it is completely incompatible to be planning for increased road capacity which will generate more traffic at a time when the focus must be on tackling the climate emergency. The Applicant should be considering the UK's international and national commitments to reducing carbon emissions.			whether the Scheme will materially affect the UK's ability to meet these budgets. This is in accordance with the methodological requirements in DMRB LA 114 and the National Policy Statement for National Networks (NPS NN). Mitigation measures which have been / are being taken to reduce carbon emissions in construction and operation are described in the Environmental Statement (TR010034/APP/6.1-6.5).
Carbon emissions	Climate emergency	The Consultee provides its assessment of carbon emissions based upon the data provide in the PEIR. The Consultee argues that the Scheme does not align with a variety of government policies.	CPRE (Lancashire, Liverpool City Region and Greater Manchester, Peak District and South Yorkshire), FOE (East Midlands and North West)	N	The main pathway element recommended by the Committee on Climate Change in its 2019 report 'Net Zero: The UK's contribution to stopping global warming' to reduce emissions from surface transport is electrification of the national fleet, and this is being taken forward in government policy (e.g. banning of new petrol/diesel cars/vans from 2030).
Carbon emissions	Climate targets	The Consultee sets out various climate targets and asserts that a reduction in traffic is necessary to achieve those targets.	Sheffield Climate Alliance	N	Emissions from construction and operation have been quantified in the Environmental Statement. These have been considered in the context of nationally legislated carbon budgets. This is in accordance with the methodological requirements in the Design Manual for Roads and Bridges (DMRB) LA 114 and the National Policy Statement for National Networks (NPS NN).
Carbon emissions	COVID-19	The Consultee indicates that the COVID-19 pandemic has had a significant impact on our working and travelling patterns and the focus should now be on developing	Campaign for National Parks	N	The Scheme has evolved over many years through numerous studies and consultations. The current Scheme has emerged as the best solution delivering the widest benefits. The Assessment of Alternatives chapter (Chapter 3)

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		future travel options which encourage people to use alternatives to the car.			of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
Carbon emissions	Net zero emissions	Some of the areas' local authorities affected by this road Scheme have set ambitious targets. Recent assessments indicate that the UK is still not making adequate progress in preparing for climate change and introducing measures which will help achieve the net-zero target.	Campaign for National Parks	N	Chapter 14 (Climate) of the ES (TR010034/APP/6.3) assesses the potential of the Scheme to materially impact the UK's ability to meet its legislated carbon budgets, in line with DMRB LA 114. The Scheme will be operational in 2050 when the UK's Net Zero target must be met. The predominant source of emissions in operation is road user vehicles. The main pathway element recommended by the CCC in its 2019 report 'Net Zero: The UK's contribution to stopping global warming' to reduce emissions from surface transport is electrification of the national fleet, and this is being taken forward in government policy (e.g. banning of new petrol/diesel cars/vans from 2030).
Carbon emissions	Net zero emissions	The Consultee asks how the Scheme will help Greater Manchester and Sheffield Combined Authorities seek Net Zero Carbon by 2038 and 2040 respectively.	CPRE (Peak District and South Yorkshire)	N	The Applicant provided details of the carbon policy context and its relationship with the National Networks National Policy Statement, which the DCO application will be tested against, plus relevant DMRB guidance.
Carbon emissions	NNNPS approach to assessment	Disagrees with the approach to carbon emission assessment in the National Networks National Policy Statement (NN NPS)	Sheffield Climate Alliance	N	The NPS NN contains the government's policy stance on carbon emissions from road improvement Schemes. Emissions from construction and operation have been quantified in Chapter 14 (Climate) the ES (TR010034/APP/6.3), and it is appropriate to

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
					assess these in the context of the NPS NN, as required by DMRB LA 114.
Carbon emissions	Paris Agreement	The Consultee sets out the Local and Regional Implications of the United Nations Paris Agreement with regard to the Scheme.	Sheffield Climate Alliance	N	The UK's legislated carbon budgets are the mechanism the government has put in place to contribute to the UN Paris Agreement. Emissions from construction and operation of the Scheme have been quantified in Chapter 14 (Climate) of the ES. These have been considered in the context of the carbon budgets, and the significance assessment is based on an assessment of whether the Scheme will materially affect the UK's ability to meet these budgets.
Carbon emissions	Sustainable transport solutions	Need to consult with the public on sustainable solutions. Suggests more emphasis on active travel, public transport, working from home and digital connectivity. It believes the authorities should collectively address air quality and congestion issues and preserving the PDNP District National Park, in addition to climate.	Sheffield Climate Alliance	N	Emissions from the operation of the Scheme have been quantified in the Environmental Statement. Mitigation measures which have been / are being taken to reduce carbon emissions in operation are described in the ES Climate chapter (Chapter 14) (TR010034/APP/6.3).
Carbon emissions	TfN methodology	Scheme should be assessed using Transport for the North's (TfN) methodology for assessment of northern transport Schemes.	Sheffield Climate Alliance	N	The assessment of the effects of the Scheme on climate have been carried out in accordance with the methodological requirements in DMRB LA 114 and the National Policy Statement for National Networks (NPS NN). These provide the required methodological framework for assessment

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Carbon emissions	TfN Pathway to 2050 policy	Believes that all major new road investments in the north should be paused, at least until the "Pathway to 2050" evidence is presented. The Consultee also describes a submission TfN made to DfT setting out its views named "Decarbonising Transport".	Sheffield Climate Alliance	N	The assessment of the effects of the Scheme on climate have been carried out in accordance with the methodological requirements DMRB LA 114 and the National Policy Statement for National Networks (NPS NN). These provide the required methodological framework for an assessment of a Scheme of this type.
Carbon emissions	Traffic modelling	The Consultee states that an increase in greenhouse gas emissions is expected as a result of the Scheme and it should be modelled and assessed using detailed transport modelling.	National Trust	N	Emissions from construction and operation have been quantified in Chapter 14 (Climate) of the Environmental Statement (TR010034/APP/6.3). These have been considered in the context of nationally legislated carbon budgets. This is in accordance with the methodological requirements in DMRB LA 114 and the National Policy Statement for National Networks (NPS NN).
Construction impacts	Postal delivery	Consultee believes there will be problems accessing properties during the construction phase.	Royal Mail	N	The Applicant confirmed that most roads are offline, so no accesses are expected to be blocked. However, care will be taken around Mottram Moor to ensure there are no issues when developing new parking areas.
Consultation	Accompanied site visit	The Consultees suggest an accompanied site visit to assess different routes and space availability.	WCH group TMBC, Peak and Northern Footpath Society, Tameside Riders British Horse Society	N	The Applicant met with WCH representatives on site.

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Consultation	Additional materials	The Consultee requested additional Scheme leaflets to be provided to the Tintwistle Village Store.	Tintwistle PC	N	A poster and 15 brochures were delivered to Tintwistle Village Store on the 13th November 2020 and three subsequent visits were made to replenish supplies up until 10th December 2020.
Consultation	Consultation process and data	<p>The Consultee states that despite Highways England's efforts to address the impact of COVID-19, people who are not able to connect to the internet or have poor broadband service will be at a disadvantage as they would not have full sight of the PEIR.</p> <p>The Consultee asked for clarification of which documents would be available at the deposit points. It also asked whether all consultation documents could be posted on request.</p> <p>The Consultee criticised the content of the consultation information with regard to it not including the 'additional information about the Scheme, including detailed maps/plans and information about associated benefits, will be included in our public consultation brochure', described in the SOCC, information about traffic levels increasing on the local network or of climate emissions and no detail on air quality.</p> <p>The Consultee also asks for noise data.</p>	CPRE (Peak District and South Yorkshire)	N	<p>The consultation process followed the guidance 'Infrastructure Planning (Publication and Notification of Applications etc.) (Amendment) Regulations 2020 (the 2020 Regulations) which came into force on 31 December 2020.</p> <p>Documents available at the deposit points included:</p> <ul style="list-style-type: none"> • The brochure with response form; • Preliminary Environmental Impact Report (PEIR); • Non-Technical Summary; and • The Statement of Community Consultation (SoCC). <p>The Applicant described that they were monitoring the COVID-19 situation. As a result of the current lockdown, four deposit points were available, post-offices at Mottram, Hollingworth and Broadbottom. Hard copies of all the documents above were made available at the deposit points and replenished regularly by a team member. In addition a poster and 15 brochures were provided and restocked regularly at Tintwistle Village Store and a poster was also placed in the Padfield Notice Board. Opening hours are subject to change (as stated in the SOCC and S48 notice) and the Applicant advised contacting the individual post office before going to view the documents.</p>

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		The Consultee stated that the opening times of the deposit/display locations were all incorrect and provided alternative times. It asked whether the Applicant would revise its consultation process on this basis.			The consultation team also received four requests for hard copies to be posted, each were posted a copy of the consultation brochure, response form and FAQ document. One request was for a large font version due to visual impairment which was also provided.
Consultation	Consultation zone	The Consultee asked why Padfield and north-east parts of Glossop have not been included in the Consultation Zone.	CPRE (Peak District and South Yorkshire)	N	<p>The Applicant replied that it had considered the request to extend its consultation mailing zone to include the area of Padfield and north east Glossop, however it believes that that the large zone which it has distributed consultation packs to adequately covers the communities most affected by the Scheme. It also stated the wider consultation advertisement which had taken place and that Padfield is one of the many areas included within its target zone for social media and newspaper advertising. All the consultation materials are stored online, and copies are available in three deposit points. It is also offering hard copies of the consultation brochure and response form on request, as well as all other materials on a DVD or USB.</p> <p>The Applicant confirmed that it had placed a poster about the Scheme on the local community notice board</p>
Consultation	Consultation zone	The Consultee asked why communities along the wider road network have not been included in the Consultation Zone to receive the brochure and response form?	CPRE (Peak District and South Yorkshire)	N	The Applicant described how the consultation zone had been defined and the documents made available to the public. This information can be found in the 2020 SoCC in Appendix Q.

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Consultation	COVID-19 restrictions	The Consultee raises its concerns regarding statutory consultation during the COVID-19 pandemic.	CPRE (Lancashire, Liverpool City Region and Greater Manchester, Peak District and South Yorkshire), FOE (East Midlands and North West)	N	The consultation process followed the guidance 'Infrastructure Planning (Publication and Notification of Applications etc.) (Amendment) Regulations 2020 (the 2020 Regulations) which was published in July 2020 and came into force on 31 December, 2020 which the Applicant followed. Alongside the guidance prepared by the Department for Transport (DfT) 'A route map for updating Transport Appraisal Guidance (TAG) during uncertain times' issued in July 2020. Refer to Case for the Scheme (TR010034/APP/7.1) for further details.
Consultation	Criticism of consultation brochure contents	Unhappy that potential impacts of the proposals on the National Park (NP) and its setting were not shown in consultation brochure. Scheme would have unacceptable impacts on the NP.	Campaign for National Parks	N	It is not considered that there would be significant indirect effects to the landscape character or visual amenity within the Peak District National Park due to these traffic changes Impacts on the Peak District National Park are reported and assessed in Chapter 7 (Landscape and Visual Effects) of the ES (TR010034/APP/6.3)
Consultation	Key stakeholders	The Consultee requested a list of the key stakeholders	CPRE (Peak District and South Yorkshire)	N	A full list of stakeholders consulted with are reported in the Consultation Report (TR010034/APP/5.1)
Consultation	Local authorities	The Consultee asked why two authorities (Barnsley and Sheffield) were not consulted on a route that <i>'will improve journeys between Manchester and Sheffield City Regions which will bring benefits to the areas'</i> (SoCC p2).	CPRE (Peak District and South Yorkshire)	N	The Applicant confirmed that Barnsley and Sheffield are on its formal consultee list and were consulted on the revised Scheme proposals accordingly.

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Consultation	Local villages	The Consultee would like to see further engagement with local villages.	SPEED Bridleway	N	The Applicant will reconsider further engagement as relevant.
Consultation	PEIR	The impacts on European Sites (SPA and SAC) and their severity are not quantified or assessed in a way that allows an informed response to be made, due to the lack of traffic modelling data. It questions whether the PEIR is adequate for a statutory consultation stage.	National Trust	N	Any impacts on Sites are assessed and findings are reported in the ES (TR010034/APP/6.1-6.3) and Traffic data in the TAR (TR010034/APP/7.4) and DCO application.
Consultation	PEIR	The Consultee raises concerns that the PEIR is work in progress and does not contain full appraisals.	CPRE (Lancashire, Liverpool City Region and Greater Manchester, Peak District and South Yorkshire), FOE (East Midlands and North West)	N	The purpose of the PEIR is to provide a preliminary set of data before the ES is submitted. The PEIR cannot provide a complete set of data as it is a consultation aid and at this point the proposed Scheme had not been fully designed (it is finalised during consultation). The ES (TR010034/APP/6.1-6.3) and DCO application provide the complete sets of data.
Consultation	PROW plan	TMBC suggested colour changes in the PROW plan key such as green for footway and purple for bridleway.	WCH group TMBC, Peak and Northern Footpath Society, Tameside Riders British Horse Society	N	A Streets, Rights of Ways and Access Plan is submitted as part of the DCO application. Elements of the Plan's format are prescribed by legal representatives/advice/guidance informing the DCO submission.
Consultation	S48 notice and SOCC	The Consultee questioned whether the publication of the statutory notices as presented in the SoCC meet the necessary requirements	CPRE (Peak District and South Yorkshire)	N	The Applicant stated that guidance the Consultee refers to differs from the current legislation: Regulation 4(2) of The Infrastructure Planning (Applications: Prescribed Forms and Procedure)

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		and asked to be advised on which national and local newspapers and on which dates the notice appeared for two consecutive weeks.			Regulations 2009. It described legal requirements and how they have been met. The newspapers the notice appeared is set out in Table 4-8 above, Section 48 (Newspaper Notices).
Consultation	Sharing information	The Consultee would like to share the email informing of consultation events/process.	Peak District MTB	N	The Applicant provided details of the webinars and methods by which to communicate with its team.
Consultation	SOCC	The Consultee stated that it found the SoCC advert misleading as the consultation is 'neither the proposed DCO nor the DCO application but the pre-application consultation'.	CPRE (Peak District and South Yorkshire)	N	Applicant noted
Cultural heritage	Alternative contact information	The Consultee advised to consult both Historic England's NW (Manchester) and Midlands (Birmingham) offices on this case.	Historic England	N	The Applicant consulted with Historic England in April 2021 to update the Consultee on the cultural heritage assessment, in relation to the approach, methodology and proposed mitigation. The Applicant also highlighted the baseline of the area, including a historical and current overview of the designated and non-designated assets.
Cultural heritage	Carrhouse Lane Underpass	The excavation for the Carrhouse Lane underpass has the potential to impact upon non-designated archaeological remains and is therefore a key site for prior archaeological assessment.	Historic England	N	The Applicant is undertaking a programme of archaeological evaluation prior to the construction of the Scheme. These surveys will inform detailed design, project delivery and mitigation proposals. The works have been agreed via consultation with GMAAS and Derbyshire County Council. Scheme specific reporting will be completed following the completion of the fieldwork.

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Cultural heritage	Cultural heritage - development risks	Previous investigations have identified late Mesolithic remains and these areas should be regarded as a high risk location, with a requirement for significant assessment and mitigation. Any archaeological findings will require reporting, which should not be underestimated.	Historic England	N	The Applicant is undertaking a programme of archaeological evaluation prior to the construction of the Scheme. These surveys will inform detailed design, project delivery and mitigation proposals. The works have been agreed via consultation with GMAAS and Derbyshire County Council. Scheme specific reporting will be completed following the completion of the fieldwork.
Cultural heritage	Cultural heritage designations	Identifies what it considers to be the most important features to take into account and welcomes the inclusion of St Michael and All Angels, Mottram-in-Longdendale and the Roman Fort at Melandra within the study; provides a guidance on the Setting of Heritage Assets. The lighting and noise impacts upon the significance of designated assets should be considered in setting appraisal alongside the visual and archaeological impacts.	Historic England	N	The visual impacts upon the significance of designated assets will be detailed within the Cultural heritage chapter (Chapter 6) and cross referenced with the Landscape and visual chapter (Chapter 7) and Noise and vibration chapter (Chapter 11) of the ES (TR010034/APP/6.3) for visual/lighting and noise effects due to the Scheme, respectively.
Cultural heritage	ES structure	The Consultee would like to see care taken in framing any matrix-based approach within a rich text and map based analysis, which supports the delivery of joined up and optimal environmental outcomes.	Historic England	N	The Applicant has undertaken the assessment in line with DMRB LA 106 - Cultural heritage assessment and using professional judgement, informed by the matrix in DMRB LA 104 Environmental assessment and monitoring. This approach has also been supplemented by detailed supporting information and figures (TR010034/APP/6.5).

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Cultural heritage	Future engagement	The Consultee indicates that it would like to be engaged in future as the ES is produces and provides local contacts.	Historic England	N	Applicant noted.
Cultural heritage	Heritage study area	The cultural heritage study area should include the Affected Route Network (ARN), bearing in mind the potential impacts of increased traffic on the PDNP.	National Trust	N	Tintwistle Conservation Area (CA), has been included in the baseline following consultation with the Peak District National Park due to its position on the possible Affected Road Network (ARN). All findings are reported and assessed in Chapter 6 (Cultural Heritage) of the ES (TR010034/APP/6.3). It should be noted that this inclusion of the Tintwistle CA is included solely due to stakeholder concerns and is not considered to be a DMRB requirement.
Cultural heritage	High archaeological potential Archaeological investigations	Scheme is in an area of high archaeological potential. Early archaeological investigations to assess deposits and preservation should be prioritised and integrated with GI work addressing guidance (links provided).	Historic England	N	The Applicant is undertaking a programme of archaeological evaluation prior to the construction of the Scheme. These surveys will inform detailed design, project delivery and mitigation proposals. The works have been agreed via consultation with GMAAS and Derbyshire County Council. Scheme specific reporting will be completed following the completion of the fieldwork.
Cultural heritage	Impacts on historical settlements – support	The Consultee is supportive of the overall proposals insofar as they will improve the management of traffic through historic settlements. Supports removal of the Roe Cross road link, junction and roundabout from the Scheme.	Historic England	N	N/A

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		The reduced footprint and lower land-take should help to reduce the impact of the Scheme upon non-designated archaeological remains.			
Cultural heritage	Impacts upon townscape, landscape character etc.	The Consultee states that mitigation works should be designed sensitively to the specific character of this landscape. It indicates that further attention could be given to Landscape Characterisation and the potential synergies between work on Cultural Heritage and Landscape / Townscape, plus the benefits of avoiding too ridged segmentations of work within the ES structure.	Historic England	N	The Scheme's Cultural heritage and Landscape and visual specialists are in discussion to ensure there is a joined-up approach within the ES, all findings are reported and assessed in Chapter 6 (Cultural Heritage) and Chapter 7 (Landscape and Visual Effects) of the ES (TR010034/APP/6.3).
Cultural heritage	New design of Woolley Bridge Junction – support	The Consultee is supportive of the new Woolley Bridge Junction design and the link road location, insofar as it assists in the relief of traffic through historic settlements.	Historic England	N	N/A
Cultural heritage	New location and design of Mottram underpass – support	The Consultee is supportive of Mottram Underpass's new location and design. The Underpass re-design should reduce its visual impact on the surrounding landscape and on the setting of nearby listed buildings.	Historic England	N	N/A

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Cultural heritage	WCH provision	The Consultee states that the WCH provision proposed in the PEIR should have minimal impact on the historic environment.	Historic England	N	N/A
Cultural heritage	Noise mitigation and visual impact	The Consultee welcomes measures to reduce noise, but position/design of these should be sensitive to the historic environment/ archaeological features.	Historic England	N	Applicant noted.
Cultural heritage	Reduction of River Etherow crossing length – support	The Consultee is supportive to reduce the length of River Etherow crossing. The shorter bridge, reduced footprint and lower land-take should help to reduce the impact of the Scheme upon non-designated archaeological remains, archaeological assessment and mitigation measures should be designed as a coordinated piece of work across both banks and associate former channels (with the benefit of discussion with the archaeological curators in both Manchester and Derbyshire).	Historic England	N	N/A
Cultural heritage	Replacement of Mottram Moor roundabout – support	The Consultee is supportive to replace the proposed roundabout at Mottram Moor, with a signal-controlled junction. The reduced footprint and lower land-take should help to reduce the impact of the Scheme upon non-designated archaeological remains.	Historic England	N	N/A

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Cultural heritage	Works yards, contractors' compounds, borrow pits and drainage works etc.	The project should be managed holistically such that impacts, and decisions identified in the Environmental Statement are reflected in all outcomes of the Scheme (e.g. ancillary works developed, works split between contractors).	Historic England	N	The Applicant has undertaken a holistic approach to assessment which considers all impacts as a result of the construction and operation of the Scheme, in line with DMRB LA 106 and DMRB LA 104. All findings are reported and assess in the ES (TR010034/APP/6.1 - 6.3)
Cultural heritage	Written Scheme of Investigation (WSI)	The Consultee confirmed it was happy with the A57 Archaeological photogrammetric and geophysical survey WSI from Oxford Archaeology and the changes to timetabling.	Greater Manchester Archaeological Advisory Service	N	N/A
DVSA facility	Junction 4 Layby	The Consultee indicated that it would need to review the future of the Site given the proposed Scheme.	DVSA		The Applicant and Consultee are considering alternative locations for a new site outside the DCO Scheme.
DVSA facility	Sandwich van	The Consultee asked about the sandwich van located on the current layby	DVSA and Greater Manchester Police		Discussions are ongoing between the Applicant and landowner.
Environmental Statement	Monitoring	The Consultee is concerned the PEIR does not address the need for monitoring which may be required in relation to any significant negative effects caused by the DCO Project. It recommends that the ES includes consideration of the need for monitoring and provide the principles upon which the	PHE	N	The requirement for monitoring will be included within each of the topic chapters of the ES (TR010034/APP/6.3).

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		monitoring strategy has been established.			
Environmental Statement	Scoping Report	The Consultee asked what had been taken into account from the scoping report of 2018, and the Planning Inspectorate's Scoping Opinion, with particular interest in Langestt, plus the biodiversity scope define din the 2017 scoping report.	CPRE (Peak District and South Yorkshire)	N	The Applicant stated that the air quality assessment has fully taken account of the comments from Planning Inspectorate in its Scoping Opinion. The AQMA in Barnsley around Langsett is over 20 kilometres east of the Scheme and the A616 through Langsett is not one of the roads where we anticipate noteworthy traffic changes due to the Scheme or associated air quality impacts.
Environmental Statement	Scoping report	The Consultee believes that the Applicant should have requested a new Scoping Opinion due to the Scheme changes, as the Scheme has changed enough to require a secondary consultation.	CPRE (Lancashire, Liverpool City Region and Greater Manchester, Peak District and South Yorkshire), FOE (East Midlands and North West)	N	The Applicant was aware that updates to the DMRB had occurred since the original scoping opinion therefore a sensitivity analysis was undertaken to determine whether the application of DMRB standards would lead to new conclusions to those reported in the Schemes Environmental Scoping Report. Appendix 4.3 (TR010034/APP/6.5) sets out changes in scope, methodology and mitigation measures proposed as a result of the key design changes to the Scheme since the submission of the EIA Scoping Report. The current Scheme is not considered to have undergone material changes that would be environmentally different, in terms of predicted effects, to the Scheme which was subject to the scoping opinion. The Applicant also agreed this approach with the Planning Inspectorate in December 2020.

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Environmental Statement	Scoping report	The Consultee believes that the Applicant should have set out how it has considered the Planning Inspectorates' Scoping Opinion more clearly	CPRE (Lancashire, Liverpool City Region and Greater Manchester, Peak District and South Yorkshire), FOE (East Midlands and North West)	N	The Environmental scoping methodology and implementation is set out in Chapter 4 (Environmental Assessment Methodology) of the ES (TR010034/APP/6.3). Appendix 4.3 (TR010034/APP/6.5) sets out changes in scope, methodology and mitigation measures proposed as a result of the key design changes to the Scheme since the submission of the EIA Scoping Report.
Fluvial	Bank raising	The Consultee questioned the type of solutions to be used bank raising	Environment Agency (EA)	N	The Applicant notes that this will be determined during detailed design in consultation with the EA.
Fluvial	Channel biodiversity improvements	The Consultee raised that the Scheme provided a good opportunity to make some good improvements to the heavily modified nature of channel, including net zero for riverine net.	Environment Agency	N	The Applicant notes that there is some potential to for re-profiling in discussion with the landscape team this will be explored at the detailed design stage.
Fluvial	Clarity of plan	The Consultee asked if the channel downstream crosses out the RLB on the plan?	Environment Agency	N	The Applicant states that the channel does cross out of the RLB.
Fluvial	Climate change allowances	New climate change allowances will change in 2021 so should be considered within the Applicant's assessments.	Environment Agency	N	In agreement with the EA, the Applicant will proceed with the climate change guidance as set out in the guidance NPPF to Flood Risk and Coastal Change inform the design. The Applicant is undertaking a further sensitivity run of 95% increase in flows to examine the vulnerability of this type of development (Essential infrastructure) to future flood risk and develop the Flood Risk Assessment (FRA) and modelling

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
					assessment and progress the design in accordance with this.
Fluvial	Climate change allowances	The Consultee stated that the climate change allowance figures will change in 2021 and that they will share this data with the Applicant for use within its assessments.	Environment Agency meeting	N	In agreement with the EA, the Applicant will proceed with the climate change guidance as set out in NPPF. Flood Risk and Coastal Change inform the design. The Applicant is undertaking a further sensitivity run of 95% increase in flows to examine the vulnerability of this type of development (Essential infrastructure) to future flood risk and develop the FRA and modelling assessment and progress the design in accordance with this.
Fluvial	Disapplication of legislation	The Consultee stated that it would take two months to review the permit application and that a full WFD / full FRA would likely be required. Concern was expressed around the programme for potential disapplication.	Environment Agency	N	The Applicant has noted these timescales.
Fluvial	Flood compensation area	The Consultee asked if there are any opportunities to include improvements to the channel as part of the floodplain compensation. Queried whether bank lowering could be considered and is there any additional mitigation in terms of lowered area/ back water?	Environment Agency	N	The Applicant discussed the constraints around the existing flood envelope and that the purpose is for additional flood storage not just re-landscaping so positioning is dictated by existing flood envelope.
Fluvial	Flood compensation storage area	The Consultee asked whether the permanent land take would include the Flood Compensation Storage Area for the River Etherow and if so	Environment Agency	N	The Applicant confirmed that this area was included as permanent land take.

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		could it be used for ecological enhancement mitigation.			
Fluvial	Flood compensation storage area	The Consultee stated that it would prefer that any flood compensatory storage area (FCSA) be encompassed as part of HE permanent land take area, as this provides more security, this area will be more positively managed in the long term, and potentially provides opportunity to create new priority habitat and be included as part of BNG for Scheme.			The Applicant advised the Environment Agency that it would review the potential for the Flood Compensation Storage Area to be used for ecological enhancement and mitigation. The Applicant confirmed that this area was included as permanent land take. The Applicant advised the Environment Agency that it would review the potential for the Flood Compensation Storage Area to be used for ecological enhancement and mitigation.
Fluvial	Flood risk	The Consultee states that the Scheme crosses the River Etherow within flood zones 2 and 3, which will require a sequential test and exception test.	CPRE (Lancashire, Liverpool City Region and Greater Manchester, Peak District and South Yorkshire), FOE (East Midlands and North West)	N	A Flood Risk Assessment (TR010034/APP/5.5) is submitted as part of the DCO application.
Fluvial	Flood risk permit	The Consultee identified flood risk permit requirements and land ownership.	Environment Agency	N	Applicant noted
Fluvial	Groundwater	The Consultee asked how will groundwater be assessed in the ES? Will GI impact on any of the SUDS proposals/Scheme proposals i.e. connection with SUDS/ponds.	Environment Agency	N	The Applicant stated that it would be mainly qualitative and quantitative and that it will be liaising with the drainage team to ensure that the information gets fed into their detailed design. Full details are reported and assessed in the Flood Risk Assessment (TR010034/APP/5.5).

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Fluvial	Hydraulic modelling	The Consultee queried previous bridge modelling and surcharges which would need to be considered in the DCO and/or a flood risk permit.	Environment Agency	N	The Applicant notes that through modelling the strategy does manage flood risk effectively within the area and that the EA will continue to be consulted on this.
Fluvial	Hydraulic modelling	The Consultee identified three separate "red" comments which need addressing regarding the latest hydraulic modelling review when re-consulting them.	Environment Agency	N	The Applicant added on peak river flow when running the hydraulic model to ensure the soffit level was set correctly and the compensatory flood storage volume is adequate over the lifetime of the new highway structure.
Fluvial	River catchment pilot	The Consultee stated that it knew little about the catchment pilot but the Environment Agency and the Mersey Rivers Trust may be able to help	CPRE (Peak District and South Yorkshire)	N	The Applicant thanked the Consultee for the information
Fluvial	River Etherow	The Consultee asks about the findings of the flood risk sequential test and whether the road would increase flooding in the area and elsewhere. It asks what realignment is proposed to the Etherow, the use of a proposed land management pilot and other methods proposed to manage flood risk?	CPRE (Peak District and South Yorkshire)	N	The Applicant states that flood risks due to the Scheme are being managed throughout the design process and it is consulting with the Environment Agency to ensure its FRA fully considers the existing flood plain to limit impacts. The FRA methodology is described. It states that a detailed Surface Water Drainage Strategy and FRA are being developed to manage flood risk to and from the Scheme effectively. The Applicant is not aware of the land management pilot and asked for further details. It states that floodplain compensation has been considered as part of the Scheme and additional compensatory flood storage will be implemented into the design, as proposed at the River Etherow crossing.

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					All findings are reported and assessed in the Flood Risk Assessment A Flood Risk Assessment (TR010034/APP/5.5).
Fluvial	Water quality	The Consultee asked whether findings would be presented in the WFD assessment.	Environment Agency	N	The Applicant confirmed that water quality findings, including Highways England Water Risk Assessment Tool, will be included in the WFD assessment. All findings are reported and assessed in the Water Framework Directive Assessment Report (TR010034/APP/5.3).
Fluvial	WFD assessment	The Consultee asked about the contents of the WFD assessment.	Environment Agency	N	The Applicant indicated that ordinary watercourses would be included if they were directly impacted. All findings are reported and assessed in the Water Framework Directive Assessment Report (TR010034/APP/5.3).
General	Electrical safety	No comment from a planning perspective.	HSE	N	N/A
General	Explosives sites	HSE has no comment to make as there are no licensed explosives sites in the vicinity.	HSE	N	N/A
General	External assessment of the Scheme	The Consultee sent the Applicant a copy of the letter it has sent to DfT regarding its appraisal of the A57 Link Roads Scheme and the Trans-Pennine Tunnel in the context of the recently revised Treasury's Green Book.	CPRE (Peak District and South Yorkshire)	N	Applicant noted

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
General	Fire service	Requested that HE confirms its request as fire protection would not normally be involved in road networks.	Derbyshire Fire Service	N	The Applicant confirmed consultation information and that the emergency services had previously been involved in consultation on the Scheme in 2017/8.
General	Fire service	No comments but recommends that we liaise with TMBC Highways in the future.	Greater Manchester Fire Service	N	The Applicant is liaising with TMBC Highways as documented in this Report.
General	Letter to Minister of Roads	The Consultee forwarded a letter sent to the Minister for Roads, Baroness Vere of Norbiton, regarding its appraisal of the Scheme.	CPRE (Peak District and South Yorkshire)	N	Applicant noted.
General	Location of Scheme regarding HSE consultations zones	The Consultee asks whether the proposed development falls within any of HSE's consultation distances? It indicates that within the proposed Scheme there are currently no Major Hazard Installation and no Major Accident Hazard Pipeline(s) (MAHP).	HSE	N	N/A
General	No comment/ impacts	Confirmed no interests affected by the Scheme.	MBNL Plant enquiries	N	N/A
General	No comments/ impacts	No comments.	Homes England	N	N/A

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
General	No comments/ impacts	Confirmed no assets affected.	JNCC	N	N/A
General	No comments/ impacts	Confirmed no interests affected by the Scheme.	Marine Coastguard Agency	N	N/A
General	No comments/ impacts	No comments.	Office for Road and Rail (ORR)	N	N/A
General	No comments/ impacts	No comments.	OFWAT	N	N/A
General	No comments/ impacts	No comments.	Theatres Trust	N	N/A
General	No comments/ impacts	Confirmed no CRT assets are affected by the Scheme.	Canal and River Trust (CRT)	N	N/A
General	No impacts	The Applicant should contact www.linesearchbeforeyoudig.co.uk	Wales and West Utilities	N	The Applicant's search indicated none of the Consultee's assets are affected.
General	Objection	The Consultee objects to the Scheme as it does not address the congestion and environmental pollution along the trunk road or Glossopdale and it challenges the validity of the Trans Pennine Feasibility Study. The Scheme has not taken into account changes in carbon emission/climate change policy and changes in travel behaviour due to COVID-19.	CPRE (Lancashire, Liverpool City Region and Greater Manchester, Peak District and South Yorkshire), FOE (East Midlands and North West)	N	Applicant noted

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
General	Objection	The Consultee indicated that whilst the construction works may not indirectly affect Bamford, their operation may so. The Consultee is concerned that making the A57 easier to use will increase traffic volumes over the Snake Pass. This is expected to be a 20% increase and creates an air-quality outcome which may cause it to object to the Scheme.	Bamford with Thornhill PC via MP Robert Largan	N	The Applicant contacted the Consultee in advance of the stakeholder meeting to discuss the traffic flows. The Applicant indicated that traffic modelling data will be available in the new year once the consultation responses had been analysed, fed into the design and resultant fed traffic model. All findings are reported and assessed in the ES (TR010034/APP/6.1-6.3) and the TAR (TR010034/APP/7.4).
General	Scheme should be withdrawn	Scheme should be withdrawn and an alternative solution sought that would be beneficial to the whole transport corridor.	Sheffield Climate Alliance	N	Applicant noted. The various alternatives assessed are described in Chapter 3 (Assessment of Alternatives) of the ES (TR010034/APP/6.3).
General	Scheme should be withdrawn	Scheme should be withdrawn. It should focus on developing new proposals consistent with achieving a net-zero target and which deal with the traffic issues for the whole area.	Campaign for National Parks	N	
General	Support	"Well done and a great move as this has been needed for some time..."	Beeline VIP Coaches Ltd	N	N/A
General	Support	Consultees provides support for the Scheme.	Sheffield City Region	N	It has been confirmed that most roads are offline so no accesses are expected to be blocked. The Scheme needs to show care at Mottram Moor with new parking. There would be no adverse impacts to Royal Mail.

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Ground investigations	Historical coal mine workings	Records indicate that parts of the route are in areas of past coal mining legacy with risk features present at shallow depth including mine entries and potential unrecorded shallow coal mine workings.	Coal Authority	Y	The Applicant has moved the proposed footpath away from mine shaft following these findings.
Health	Assessment of physical activity and active travel / access to open space	Scheme has potential to impact on WCH usage and safety, but also can provide opportunities to enhance existing infrastructure. Essential that the position and design of improvements are agreed with the local authority and local communities. Would like to see the proposed zone of influence for the traffic and transport section identify boundaries for walking and cycling. Would also like to see the impact on tranquillity in open spaces considered across the life of the Scheme.	PHE	N	<p>During the meeting the Applicant confirmed that a tranquillity assessment will be included within the ES as part of the DCO submission.</p> <p>Where the proposed route would affect existing WCH routes, replacement network provision would be made to ensure routes remain open by providing suitable crossing points or diversions. In consultation with the Local Authorities and other local stakeholders, the Scheme has been designed to take account of WCHs, and replace connections severed by the Scheme. It will also provide improved and enhanced facilities, e.g. through enhanced crossing facilities, upgrading PRow LON 52-20 from a footpath to a bridleway, and provision of a combined footway and cycleway along the new A57 Link Road between Mottram Moor and Woolley Bridge, creating a route to link Mottram to the Trans-Pennine Trail (National Cycle Network route 62). The Population and Human Health chapter (Chapter 12) of the ES (TR010034/APP/6.3) will include a detailed assessment of the effects on WCHs.</p> <p>All ES chapters provide details of the study area that has been considered in the assessment, including the affected road network and for WCHs all findings are reported in the ES (TR010034/APP/6.1-6.3).</p>

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Health	Cross analysis of ES and EQIA	The Consultee states that the ES and any Equalities Impact Assessment should not be completely separated and instead the assessments and findings should be cross referenced.	PHE	N	The Population and Human Health chapter (Chapter 12) of the ES (TR010034/APP/6.3) will be aligned to the Equalities Impact Assessment and cross reference this report.
Health	Displacement	Queried how displacement be handled in the mitigation section of the ES.	PHE	N	The Applicant confirmed that the ES considers how displacement will be handled refer to the Population and Human Health chapter (Chapter 12) of the ES (TR010034/APP/6.3).
Health	Health and Equality Impact Assessment	The Consultee asked whether there is going to be a Health and Equality Impact Assessment submitted as part of DCO application, and if so, will it be taken into consideration in the assessment.	PHE	N	The Applicant confirmed that there wasn't a formal Health Impact Assessment being undertaken as part of the EIA or separately although health issues are covered in the Population and Human Health chapter (Chapter 12) of the ES (TR010034/APP/6.3). An Equality Impact Assessment (TR010034/APP/5.6) has been submitted as part of the DCO. The Applicant aims to ensure that the two documents are aligned however they do look at different aspects from different viewpoints.
Health	Housing demolition	The Consultee requested clarification on how the impacts of demolishing private properties will be considered.	PHE	N	The Applicant acknowledged the uncertainty created by the Scheme and the changes to proposals over the years. The Applicant has purchased some of the private properties, however homes will still be demolished. The potential impacts are reported and assessed in the Population and Human Health chapter (Chapter 12) of the ES (TR010034/APP/6.3).

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Health	Human health	The Consultee asked whether the ES includes a definition of 'human health', especially in relation to the WHO definition. It indicated that the ES should also include a mental health assessment and differentiates between factors of health, particularly with respect to demolition of private properties.	PHE	N	The definition of 'human health' included in the ES is as follows: The potential effects of the Scheme on physical and mental health, and the social wellbeing of the local population depends on the sensitivity of physical and human health receptors to changes to the wider health determinants which will be set out in the ES. All findings are reported and assessed in the Population and Human Health chapter (Chapter 12) of the ES (TR010034/APP/6.3).
Health	Mental health assessment	The Consultee indicates the importance of mental health and states no references to mental health assessments or mitigation other than financial supported was provided in the PEIR. The PEIR identifies that further dialogue with homeowners will be undertaken but no assessment of any vulnerable populations that may be present and thus impacts on equalities or health inequalities. The Consultee recommends that any health impact assessment should include mental health. It suggests that the Mental Well-being Impact Assessment (MWIA) Tool, could be used as a methodology. The assessment should identify vulnerable populations and provide clear mitigation strategies that are	PHE	N	The Applicant agreed to a follow up meeting to discuss the methodology in more detail. The assessments in the Population and Human Health chapter (Chapter 12) of the ES (TR010034/APP/6.3) considers the potential effects of the Scheme on two types of population, the general or wider population and vulnerable groups present within the general population.

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		adequately linked to any local services or assets.			
Health	Mitigation	The Consultee requested a meeting to discuss mitigation methodology in more detail	PHE	N	The Applicant agreed to a follow up meeting to discuss the methodology in more detail. A follow up meeting was held with PHE on the 9 th April 2021.
Health	Tranquillity assessment	The Consultee asked whether a Tranquillity assessment will be included in the ES?	PHE	N	The Applicant confirmed that tranquillity assessment would be included all findings and assessments are reported in Chapter 7 (Landscape and Visual Effects) of the ES (TR010034/APP/6.3).
Health	Vulnerable populations and health inequality	The approach to the identification of vulnerable populations does not make links to the list of protected characteristics within an Equality Impact Assessment (EqIA) or other vulnerable population groups. Impacts on the health of vulnerable or disadvantaged populations should be considered, including those that fall within the list of protected characteristics.	PHE	N	The Scheme's potential impacts on the health of vulnerable or disadvantaged populations will be included within the Population and Human Health chapter (Chapter 12) of the ES (TR010034/APP/6.3). The Applicant will ensure that the ES and the EqIA (TR010034/APP/5.6) documents are aligned however they do look at different aspects from different viewpoints
Health	Workforce	The Consultee asked why the PEIR doesn't mention size of the workforce.	PHE	N	The Applicant stated that workforce numbers will be provided for the P&HH assessment and that a separate discussion should be undertaken to confirm how the workforce should be considered. This can be discussed at the follow up meeting.
HGV	HGV diversions	Will there be specific diversions for HGVs?	Road Haulage Association	N	The Applicant responded that it was not anticipated that there would be diversions as the majority of the Scheme is built offline. Diversion

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
					details are set out in the Traffic Management Plan (TR010034/APP/7.5)
HGV	Route restraints	The Consultee asks whether route restraint measures been considered in association with this Scheme, such as HGV bans and speed limits to disincentive cross-Park travel via these routes and minimise associated harm.	National Trust	N	The Applicant is not able to restrict the use of lorries from the roads it manages as these routes provide important links between towns, cities and regions for delivering goods. The Government has stipulated the network must be accessible to all.
HGV use	HGV ban	The Consultee would like to see HGVs banned from the local area.	Barnsley and Penistone Ramblers	N	
Highway design	Gun Inn Junction	The Consultee agrees improvements needed to Gun Inn Junction due to the demand for pedestrian facilities in the area and suggested it would link into surrounding residential areas to schools/other housing estates. The Consultee expressed concerns with lack of space and accommodating pen/waiting areas.	TfGM	Y	The Applicant has examined the signalling at the Gun Inn Junction to support pedestrian crossings. All findings are reported and assessed in the TAR (TR010034/APP/7.4).
Highway design	Highway design	The Consultee is concerned about the impact the Mottram Moor Link Road and A57 Link Road will have on the villages of Charlesworth and Broadbottom. Its main concerns are that: (1) Changes to the traffic light preferences due to the detrunking will increase traffic going through local villages. It describes a new	SPEED Bridleway	N	All findings are reported and assessed in the TAR (TR010034/APP/7.4).

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		highway design to ease this potential problem; (2) Traffic should be discouraged from using Ashworth Lane; (3) Reclassification of the A626 to a B road to reduce HGV use and support traffic measurements in Charlesworth and Chisworth.			
Highway design	Impacts of design	The Applicant sets out what it believes the environmental and traffic impacts of the Scheme to be.	CPRE (Lancashire, Liverpool City Region and Greater Manchester, Peak District and South Yorkshire), FOE (East Midlands and North West)	N	The Applicant sets out its assessment of the Scheme's impacts within the ES (TR010034/APP/6.1-6.3) and DCO application. This is aligned to nationally recognised legislation and guidance, such as DMRB.
Highway design	M67 Junction 4 Roundabout - modelling	The Consultees developed a traffic model (LinSig) for the roundabout. The main concern is storage on Arm 17, particularly during peak times. An area was identified that could provide additional space and changes need to be made to the stop line. The Consultee agrees that this would suffice in terms of queue capacity, with a total of 50m.	TfGM	Y	The Applicant has redesigned the roundabout with regard to this advice.
Highway design	M67 Junction 4 Roundabout – T junction	The Consultee proposes an alternative design, similar to a T-Junction, where a cut through to the motorway is proposed. The Consultee is to run this model and share with the Applicant. The	TfGM	Y	The Applicant has altered the design to a cut through arrangement in agreement with TfGM.

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		Consultee highlights that this would change the Scheme identified at public consultation.			
Highway design	Mottram Moor junction	The Consultee outlined queries that constituents were raising regarding highway design. Constituents believed a roundabout without traffic lights would prove better for traffic.	Member of Parliament Robert Largan (High Peak)	N	The Applicant outlined the rationale for the new junctions and stated that the previously proposed roundabout also had traffic signals and therefore they are not additional. It expects that trips through the new junction will be shorter, increasing efficiency. The new junction will be safer for pedestrian and cycling access across the bypass with the potential for people crossing whilst traffic flows at different sections of the junction. This improves safety and junction efficiency. The junction change has reduced the land requirement and environmental impacts. The new junction is be better value for the public purse. The Applicant requested that Constituents were asked to directly respond to its consultation.
Highway design	Mottram Moor Junction	The Consultee is including a right turn as a worst-case scenario in traffic modelling. TfGM states fundamental layout works well, however minor amendments are required (i.e. stop lines) – further feedback to be provided by middle of December.	TfGM	Y	The Applicant has amended the layout of the Junction with regard to the consultation.
Highway design	Woolley Bridge Junction	The Consultee would expect a separate triangle island, advises a refuge would be sufficient at a minimum 2m width. Tying this into farm property is to be reviewed. TfGM anticipates this would be	TfGM	Y	Following this discussion, the Applicant has amended the traffic island design in this location.

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		beneficial for traffic carrying on to the estate.			
Highways design	Bus stops	The Consultee group advised that there are no design principles or location criteria regarding bus stops positions and distancing. TMBC agreed the relocation of westbound bus (and potentially Back Moor) is required for users.	WCH group (Tameside, Peak and Northern Footpath Society, Tameside Riders, British Horse Society Sustrans Cycle Group).	N	The Applicant is in agreement regarding the requirement for the bus stop relocation and this will be considered in ongoing discussions with the Consultees and TMBC.
Highways design	Detrunking	The Consultee group agreed that detrunking of the existing A57 would require further discussion.	WCH group (Tameside, Peak and Northern Footpath Society, Tameside Riders, British Horse Society Sustrans Cycle Group).	N	Discussion between the Applicant and Consultee is ongoing.
Landscape	Assessment	The Consultee asks how the visual impact of traffic flows on the A628T and A57 through the PDNP has been assessed and views from Tintwistle Low Moor.	CPRE (Peak District and South Yorkshire)	N	The Applicant states that the Peak District National Park has been carefully considered in its landscape assessment and described the method used. All findings and assessments are reported in Chapter 7 (Landscape and Visual Effects) of the ES (TR010034/APP/6.3).
Landscape	Night time survey viewpoints	The Consultee welcomes the inclusion of a night time survey. It states that viewpoints should be selected in consultation with local stakeholders and statutory bodies.	National Trust	N	The Applicant has completed its assessment in line with The Landscape Institute Technical Guidance Note 06/19 Appendix 5 Night-time Photography Para. 5.2.3, which states <i>Any presented night-time photography should be accompanied by day-time photography from the</i>

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
					<p><i>same location and direction, to give a direct comparison.'</i></p> <p>Appropriate daytime viewpoint locations (already agreed with statutory consultees) have been used to have night time assessment undertaken. All findings and assessments are reported in Chapter 7 (Landscape and Visual Effects) of the ES (TR010034/APP/6.3).</p>
Landscape	Peak District National Park	The Consultee states that the PEIR acknowledges that the Scheme lies within the setting of the PDNP, however, the impact of the Scheme on the PDNP is not assessed.	National Trust	N	<p>The TAR (TR010034/APP/7.4) and ES (TR010034/APP/6.1-6.3) provide information on the expected traffic impacts and associated environmental impact upon the Peak District National Park.</p> <p>An assessment of the indirect effects of traffic changes within the Peak District National Park is presented within the Landscape and visual effects chapter (Chapter 7) (Landscape and Visual Effects) of the ES (TR010034/APP/-6.3).</p>
Landscape	Use of bunds to decrease noise	The Consultee asked how the landscape bunds will be created and whether they will spread noise across the valley?	CPRE (Peak District and South Yorkshire)	N	<p>The Applicant described the landscaping Scheme and that preliminary results suggest, that without noise mitigation in place (bunds), the area either side of the proposed Mottram underpass will experience a perceptible increase in road noise.</p> <p>All findings, assessments and mitigation proposed are reported in Chapter 11 (Noise and Vibration) of the ES (TR010034/APP/6.3). It states permanent environmental noise barriers will be located at the eastern and western portals of the Mottram Underpass, Mottram Moor junction, and along the Mottram Moor Link Road in proximity to Carrhouse Lane and Tara Brook Farm</p>

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Local business	Impact on local businesses	The Consultee stated that it was concerned about being asked to leave the site.	Big Baps Sandwich Van	N	The Applicant set out the proposed construction programme. Discussions are ongoing.
National Park	Designated landscapes	The Consultee is concerned that the Applicant is failing to take appropriate account of the extra planning protection which applies in National Parks and other designated landscapes.	Campaign for National Parks	N	The Peak District National Park is located approximately 2 km to the east of the Scheme and lies outside the study area but has been assessed for indirect effects as outlined within the methodology for indirect effects in Chapter 7 (Landscape and Visual Effects) of the ES (TR010034/APP/6.3).
National Park	Further road building	The Consultee indicates that high volumes of traffic already have a negative impact on the tranquillity and natural environment in parts of the Peak District so it would be inappropriate to develop road proposals which increase these negative impacts and lead to pressure for further road-building in the National Park in future. The Applicant should focus on ensuring that the proposals protect the National Park and its setting.	Campaign for National Parks	N	An assessment on tranquillity and of the indirect effects of traffic changes within the Peak District National Park is presented within the Landscape and visual effects chapter (Chapter 7) (Landscape and Visual Effects) of the ES (TR010034/APP/6.3).
National Park	Increased traffic	There will be significant effects on the PDNP, arising as a result of increased traffic on the A57 and A628.	Campaign for National Parks	N	All findings are reported and assessed in ES (TR010034/APP/6.1-6.3) and the TAR TR010034/APP/7.4).
National Park	Lack of information in the PEIR	Unclear how the PDNP will be included in the EIA. It suggests that the impacts should be assessed for the whole Affected Route Network	National Trust	N	The Applicant's DCO application will provide information on the expected traffic impacts and associated environmental impact upon the National Park.

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		(ARN) and that areas wider than 50m should be considered, based on noise contour mapping.			<p>The air quality assessment for the Scheme has been carried out in accordance with Highways England DMRB LA105 air quality guidance. This requires the consideration of designated ecological sites with international, national and local designations where they are within 200 metres of roads included with the air quality affected road network. The assessment has considered the impacts of air quality on Special Areas of Conservation, Special Protection Areas, SSSI, ancient woodland and local wildlife site designations which are within the Peak District National Park boundary, for sections of the A628 and A57 that meet traffic screening criteria and are therefore with the air quality affected road network.</p> <p>An assessment of the indirect effects of traffic changes within the Peak District National Park is presented within the Landscape and visual effects chapter (Chapter 7) of the ES (TR010034/APP/6.3).</p>
National Park	Purposes of National Parks	The Consultee describes the purpose of National Parks and states that activities undertaken outside National Park boundaries which may affect land within them should be considered.	Campaign for National Parks	N	The extent of the study areas for the assessment within the ES are based on professional judgement and in line with the DMRB standard, which has been designed to account for the sensitivity of the receiving local environment and the potential impacts of the Scheme, including the potential impact on the PDNP.
National Park	Setting	The Consultee states that the Applicant should be seeking to conserve and enhance National Parks and their settings.	Campaign for National Parks	N	As part of the overall Scheme objectives, the Scheme is being designed to avoid unacceptable impacts on the natural environment and landscape in the Peak District National Park. Further details on the mitigation and

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
					enhancement opportunities can be found within the ES (TR010034/APP/6.1-6.3).
Need case	Assessment	The Consultee raises concerns with regard to the Case for the Scheme and the key principles of the TAG assessment.	CPRE (Lancashire, Liverpool City Region and Greater Manchester, Peak District and South Yorkshire), FOE (East Midlands and North West)	N	The Scheme has evolved over many years through numerous studies and consultations. The current Scheme has emerged as the best solution delivering the widest benefits. The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
Need Case	Car use	The Consultee states that the Mayor of Greater Manchester Andy Burnham's policy is to reduce car traffic. This Scheme would increase it on the M67 if not further afield. How would this Scheme contribute to his targets?	CPRE (Peak District and South Yorkshire)	N	The dominant effect on the increase in M67 traffic flow related to the Scheme is traffic reassignment. Traffic without the Scheme in many cases is taking lengthier, less appropriate routes to avoid existing congestion, often onto lower standard roads. The increases in flow on the M67 is indicative of traffic reassignment rather than other effects such as induced traffic. Decisions on national strategy in relation to road building and car travel generally are taken by the national government. Further information can be found in the Transport Assessment Report ((TR010034/APP/7.4).
Needs case	Concerns over road building	Already too many roads and new ones should not be built. Ways to reduce road travel should be considered. Also expressed concerns around carbon emissions and the impacts on climate change.	Local business – Mair Perkins	N	The various alternatives assessed are described in Chapter 3 (Assessment of Alternatives) of the ES (TR010034/APP/6.3). An assessment of the potential impacts on climate is provided in Chapter 14 the ES (TR010034/APP/6.3).

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Needs case	Cumulative negative impacts associated with road building	The Consultee states that the cumulative harmful impacts of road building are too great and roads should stop being prioritised over the devastating environmental consequences and subsequent loss of life.	Local business – Mair Perkins	N	The Case for the Scheme (TR010034/APP/7.1) is included in the DCO application pack. The ES (TR010034/APP/6.1-6.3) provides an assessment of the Scheme's potential environmental impacts.
Needs case	Investment required in alternative forms of transport	The Consultee indicates that road transport must reduce and that the public sector should lead the shift to other positive behaviours that reduce travel demand. It states the DfT's Decarbonising Transport which indicates that 'public transport and active travel will be the natural first choice for our daily activities'.	Local business – Mair Perkins	N	The Case for the Scheme (TR010034/APP/7.1) is included in the DCO application pack.
Need case	Objection due to traffic volumes in National Park	The Consultee objects to the construction of motorway-style link road just outside the National Park, which would have a significant impact on the Park setting through increased noise, light and air pollution, and would lead to increased pressure to dual or widen sections of the route further east within the Park, undermining its special qualities and risking associated economic benefits.	Campaign for National Parks	N	The Applicant's DCO application will provide information on the expected traffic impacts and associated environmental impact upon the National Park in the TAR {TR010034/APP/7.5). The consultation relates to the current A57 Link Roads Scheme and the Applicant is unable to comment on future pressure for additional highway works.
Need case	Question economic benefits of Scheme	Consider that road Schemes justified on the basis of reduced journey times do not provide the	Campaign for National Parks	N	An assessment of the Scheme's economic benefits is provided in the Case for the Scheme

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		stated benefits. The National Park economy is heavily dependent on a high-quality environment.			(TR010034/APP/7.1), which is part of the DCO application pack.
Needs case	Questions economic benefits	The Consultee identifies a CPRE report which reveals that road building is failing to provide the congestion relief and economic boost promised, while devastating the environment.	Local business – Mair Perkins	N	The Case for the Scheme (TR010034/APP/7.1) is included in the DCO application pack. The ES (TR010034/APP/6.1-6.3) provides an assessment of the Scheme's potential environmental impacts.
Needs case	Reduce travel demand	The Consultee supports broadband investment and indicates that the Local Government Association outlines that councils should be reducing travel demand, reducing the dominance of car mode share and car dependent housing.	Local business – Mair Perkins	N	The various alternatives assessed are described in Chapter 3 (Assessment of Alternatives) of the ES (TR010034/APP/6.3).
Needs case	Scheme need questioned	The Consultee states that the Scheme should consider the impact on villages and towns involved. It states that Tintwistle is already a traffic black spot with too much traffic already and questions if we need another motorway carving up the countryside.	Barnsley and Penistone Ramblers	N	The Applicant states that great care has been taken to consider the impact of the Link Roads Scheme on the villages and towns involved. In preparing the Scheme it has carried out substantial investigation of the effects of the Scheme, including modelling of traffic volumes, air quality and other environmental effects. Specifically, Tintwistle shows no increased congestion because of the Scheme. Air quality is predicted not to be made worse across the area because of the Scheme. All findings and assessments are reported in the ES (TR010034/APP/6.1-6.3). The need for the link roads was identified by the Department for Transport following significant analysis of traffic in the area. It is considered

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
					necessary for roads in this area to be developed to ensure that forecasted traffic growth does not cause further congestion, which would in turn cause further negative environmental and human health effects.
Need Case	Scheme objectives	The Consultee indicates that there is no evidence that the Scheme objectives have been met	CPRE (Lancashire, Liverpool City Region and Greater Manchester, Peak District and South Yorkshire), FOE (East Midlands and North West)	N	This information is set out in the Case for the Scheme (TR010034/APP/7.1), within the DCO application.
WCH	Bridleways	The Consultee would like to see bridleways along the proposed single carriageway, A57 Link Road and across the top of the proposed tunnel of the Mottram Bypass. These bridleways would be vital links for enabling equines joining, without road riding, the Trans Pennine and Pennine Bridleway National Routes.	SPEED Bridleway	N	The Applicant is proposing the development of a bridleway parallel to the new carriageway along A57 Link Road. Refer to the TAR (TR010034/APP/7.4) for full assessment of effects on walkers, cyclists and horse riders and on safety. The Streets, Rights of Way and Access Plan (TR010034/APP/2.4) included in the DCO application include details of the bridleway's location.
WCH	Bridleways	The Consultee asks whether there are any provisions for horses and highlights that any facilities would need to provide access all the way around the junction. The north-western crossing would be the preferred equestrian route, compared to a central crossing.	British Horse Society	Y	Equestrian facilities were considered by the Applicant All findings are reported and assessed in the TAR (TR010034/APP/7.4). The Streets, Rights of Way and Access Plan (TR010034/APP/2.4) included in the DCO application include details of the bridleway's location.

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
					The Applicant has added an equestrian crossing at Mottram Moor to its proposals.
WCH	Bridleways	The Consultee has seen an article in the Chronicle about PROWs and would like information on bridleways. It asks for information on what will happen at the top of the underpass, will the bridleway be severed?	Charlesworth Parish Council	N	The Applicant provided a response at the meeting with the Consultee on the 7/12/20. The Streets, Rights of Way and Access Plan (TR010034/APP/2.4) included in the DCO application include details of the bridleway's location.
WCH	Carrhouse Lane	Recommended a planning application to convert Carrhouse Lane into a bridleway, which should be noted in relation to the Scheme.	WCH group (Tameside, Peak and Northern Footpath Society, Tameside Riders, British Horse Society, Sustrans Cycle Group	N	The Applicant identified that it is aware of such an application proposed by a third party.
WCH	Clarity of sustainable transport offer	The Scheme provides an opportunity to increase enhance the sustainable transport offer, however it is unclear as to what this offer is within the consultation documents.	Trans-Pennine Trail	N	The Applicant provides detail of WCH provision within the TAR (TR010034/APP/7.4).
WCH	Design of provision	Further clarity should be given on the type of crossings proposed. It states that LTN 1/20 should be referenced with regard to separating paths and the carriageways.	Trans-Pennine Trail	N	The Streets, Rights of Way and Access (TR010034/APP/2.4), plus Works Plans (TR010034/APP/2.3), included in the DCO application pack provide information in the various crossings across the Scheme.

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
WCH	Detrunked cycleway	Cycling consultees were concerned that the cycleway along detrunked road is not suitable for young/ inexperience cyclists.	WCH group (Tameside, Peak and Northern Footpath Society, Tameside Riders, British Horse Society Sustrans Cycle Group	N	There are ongoing discussions regarding the detrunked section between the Applicant and TMBC.
WCH	Equestrian Facilities	The Consultee advised that Mottram Road is frequently used by equestrians and therefore provision for horses should be provided at Mottram Moor junction.	WCH group Tameside MBC, Peak and Northern Footpath Society, Tameside Riders British Horse Society	Y	The Applicant has added an equestrian crossing at Mottram Moor to its proposals. The Streets, Rights of Way and Access (TR010034/APP/2.4), included in the DCO application pack provide information on equestrian crossings.
WCH	A57 Link Road	It was requested that WCH provision in this area is multi-user. The Consultee suggested that horses were previously allowed on A57 Link Road and will raise with the Applicant.	WCH group (Tameside, Peak and Northern Footpath Society, Tameside Riders, British Horse Society Sustrans Cycle Group	Y	The Applicant will propose that the new PROW parallel to the A57 Link Road will support equestrian use. The Streets, Rights of Way and Access (TR010034/APP/2.4), included in the DCO application pack provide information on equestrian crossings.
WCH	Gun Inn	The Consultees queried whether cycle paths will extend to Gun Inn.	TMBC, Peak and Northern Footpath Society, Tameside Riders British Horse Society	N	The Streets, Rights of Way and Access (TR010034/APP/2.4, plus Works Plans (TR010034/APP/2.3, included in the DCO application pack provide information regarding cycle provision. There are other developments in the local area which are examining cycle provision.
WCH	Junction 4 to Underpass	The Consultees accepted proposals in the area, including the	WCH group (Tameside, Peak	N	The Applicant considered the Consultees design changes however this was not possible as it

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		diversion of footpaths 50 and 51, although they were not considered ideal. Consultees suggested linking access from Roe Cross Road to Edge Lane, which would allow some provision for footpaths 51 and 52 accessing Edge Lane and caters for cyclists.	and Northern Footpath Society, Tameside Riders, British Horse Society Sustrans Cycle Group		would require additional structures, which would significantly increase the cost of the Project.
WCH	M67 Junction 4	Consultee group members supported a signalised junction with pedestrian/cycleways proposals and requested for equestrian facilities in this location.	WCH group (Tameside, Peak and Northern Footpath Society, Tameside Riders, British Horse Society Sustrans Cycle Group	N	The Applicant considered the Consultees design changes however this was not possible due to the space available in this location.
WCH	WCH assessment	Recommends method for assessing risk to WCHs. Any traffic counts and assessment should be reasonably practicable, identify informal routes used by WCH or potential routes used due to displacement. It states that the final ES should identify the temporary traffic management system design principles or standards that will be maintained with specific reference to WCH and how this should be incorporated.	PHE	N	A range of traffic management measures would be adopted to help ensure the safety of road users and Walkers, cyclists and horse riders and avoid disruption, where possible. Each traffic management measure is laid out in detail within the Traffic Management Plan (TR010034/APP/7.5) submitted with the DCO. Temporary road closures and diversions would be arranged following discussions with the relevant highway's authority, police and the maintaining authority. All PRow's are retained across the Scheme. If they are required to be temporarily closed, alternative routes would be made available through the construction period.

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
WCH	WCH proposals	The Consultee states that the proposed segregated cycleways are tokenism and do not address the need of local people to make safe journeys.	CPRE (Lancashire, Liverpool City Region and Greater Manchester, Peak District and South Yorkshire), FOE (East Midlands and North West)	N	Details of the WCH provision, designed with local stakeholders, is provided in the TAR (TR010034/APP/7.4) submitted as part of the DCO application.
WCH	WCH workshops	The Consultee stated its awareness of the Applicant's sustainable development workshops and that it is keen to ensure a holistic cycling and walking network is developed for the whole of Glossopdale and Longdendale for local, commuting leisure journeys. It suggests inviting the local community to future workshops and that the local Council's should also be engaged. A further email was sent by the Consultee asking of the Applicant's intentions to hold such a workshop and the proposed date.	CPRE (Peak District and South Yorkshire)	N	The Applicant will look to hold further consultations with WCH groups following DCO submission. It is working closely with TMBC to design WCH infrastructure and ensure its design aligns with other WCH Schemes being developed in the area.
WCH	Quality of existing routes	Would like a permanent realignment of a new traffic free route to connect from the end of the current disused railway to Broadbottom through the Garden Village and is currently conducting consultation on such a route.	Sustrans	N	The Applicant stated that this route was not in proximity to the Scheme.
WCH	Trans-Pennine Trail – crossings	The Consultee queried the future plans are for the crossing points of	Trans-Pennine Trail respondent 1	N	The Applicant agreed to discuss the issue with its operations team.

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		the TPT on the A628 – the Woodhead and two crossings at Salters Brook. (Plus, questions about another HE Scheme).			
WCH	Woolley Bridge Junction	The Consultees favour a Pegasus button to link into bridleway, as well as a dropped kerb. Pegasus crossings without fences would be sufficient.	WCH group (Tameside, Peak and Northern Footpath Society, Tameside Riders, British Horse Society Sustrans Cycle Group	N	The Applicant confirmed that a dropped kerb can be facilitated at Woolley Bridge Junction. However, the Scheme does not have a direct impact upon the crossing, as it links into the TPT before the crossing.
Noise	Noise impacts	The Consultee states that the Scheme will redistribute noise impacts rather than decrease them. It indicates that the Scheme would create significant adverse effects on health and quality of life and be detrimental to local wildlife.	CPRE (Lancashire, Liverpool City Region and Greater Manchester, Peak District and South Yorkshire), FOE (East Midlands and North West)	N	The Consultee has provided details of its noise and vibration (Chapter 11) and human health assessments (Chapter 12 Population and Human Health) within the ES (TR010034/APP/6.3), in line with the required guidance.
Noise	Noise modelling	The Consultee questions the noise modelling and results in the PEIR.	CPRE (Peak District and South Yorkshire)	N	During the opening and future year of the Scheme, any change in road noise experienced at receptors is categorised using DMRB LA 111, an extract from DMRB was provided to the Consultee and details of the assessment methodology.
Noise and Vibration	Peak District	The Consultee query the extent that traffic on A57 and A628 within the Peak District will increase and the noise impacts within and outside the Park. It suggests that this needs	National Trust	N	The Applicant's DCO application provides information on the expected traffic impacts within the TAR (TR010034/APP/7.4) and Chapter 11 (Noise and Vibration) and Chapter 7 (Landscape and Visual Effects) of the ES

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		<p>to be included in the assessment of effects.</p> <p>The PDNP should be identified as a sensitive receptor, due to the impacts and tranquillity.</p> <p>Noise assessment should be integrated with the assessments of landscape and cultural heritage impacts. It states that traffic regulations should be considered as mitigation.</p>			(TR010034/APP/6.3), consider noise impacts and tranquillity. All associated environmental impact upon the National Park and findings are reported and assessed in the ES (TR010034/APP/6.1 6.3).
Open space	Playing pitch provision	The Consultee believes that the DCO boundary affects a disused cricket ground and is concerned that the development would prevent the pitch from being brought into use. The Consultee has considered the NPPF and Sport England's Playing Fields policy and Guidance, of which it provides details.	Sport England	N	The Applicant responded to state that there is evidence that the pitch has not been used for cricket for 14 years and was not designated or recorded for this use within the Tameside UDP, Tameside Playing Pitch Strategies dated 2010 and 2015. The area is identified within the Tameside Open Space Review as having biodiversity value. The area is likely to be used on temporary basis to support a construction compound.
Operation and maintenance	Permanent land take	The Consultee asked whether the landscape masterplan correctly referred to permanent land take areas as part of the overall Scheme which the Applicant will take on board for maintenance.	Environment Agency	N	The Applicant confirmed that there will be areas of permanent land take which will include all the attenuation ponds and vegetation around them, plus any areas taken for mitigation planting e.g. broad-leafed woodland for screening purposes and some grassland areas. There will be some temporary land take, such as the compound area, and those areas will be handed back to the previous landowners. Some areas around the showground, including one ecological mitigation area which will include a bat mitigation structure

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
					and the flood alleviation area will remain within HE ownership.
PEIR	Lack of information/ assessment	The Consultee is concerned that the PEIR acknowledges that many of the detailed assessments or surveys have yet to be completed. As a result, the PEIR lacks detailed evidence to support the assessment of significant but also lacks detailed mitigation measures. It is, therefore, not possible to respond to the consultation in detail and it reserves the right to introduce new or amended comments during the course of any DCO application.	PHE	N	The Applicant has provided all findings and assessment data within the ES (TR010034/APP/6.1 6.3) submitted as part of the DCO Application. The traffic modelling has been altered following changes to the Scheme arising from consultation. All findings are reported and assessed in TAR (TR010034/APP/7.4).
Planning policies	National Park policies	The Consultee states that the Applicant must take full account of the additional planning protection that applies in National Parks when developing any proposals for road building.	Campaign for National Parks	N	The Applicant's TAR (TR010034/APP/7.4) submitted as part of the DCO application provides information on the expected traffic impacts and associated environmental impact upon the National Park are reported and assessed in the ES (TR010034/APP/6.1-6.3).
Planning policies	NPPF Presumption against development	The Consultee indicates that there is a long-established presumption against significant road widening or the building of new roads in National Parks, set out in the NNNPS and NPPF. It states that the Government emphasized the additional planning protection for National Parks in the 25 Year Environment Plan alongside strong	Campaign for National Parks	N	The DCO boundary lies outside the Peak District National Park (PDNP), however the ES considers impact on the PDNP and concludes that the Scheme creates no significant impacts on the National Park.

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		support for greater enhancement of such landscapes.			
Population and Human Health	Assessment	The Consultee asks whether the impacts on users of rights of way has been assessed including the crossing points of the National Trails on the A57 and A628 through the PDNP.	CPRE (Peak District and South Yorkshire)	N	The Applicant stated that the only national trail in the vicinity of the Scheme is the Trans Pennine Trail. This crosses the A57 to the south of Woolley Bridge Junction and is unaffected by the works.
Socio-economic	Accommodation demands	The PEIR does not identify the number of workers required during the construction phase. It does not mention foreseeable impacts on the availability of local housing or demand on local services. The Consultee recommends that the ES identifies a methodology to assess the nature and scale of the construction workforce and include details of how the assessment should be conducted.	PHE	N	The approximate numbers of workers required for the Scheme required during the construction phase is outlined within the Scheme chapter (Chapter 2) of the ES (TR010034/APP/6.1-6.3). The appointed Principal Contractor would seek to use local suppliers and employ a local workforce for the construction phase, wherever possible
Traffic modelling	Availability of traffic modelling data	The Consultee indicated that the likely significant effects on the PDNP arising as a result of increased traffic on the A57 and A628 Trans-Pennine roads cannot be properly understood without modelling of the increased traffic on those routes.	National Trust	N	The Applicant's DCO application includes information on the expected traffic impacts upon the National Park all findings and assessments are reported in the TAR (TR010034/APP/7.4) . The PDNP is located approximately 2 km to the east of the Scheme and lies outside the study area but has been assessed for indirect effects as outlined within the methodology for indirect effects in Chapter 7 (Landscape and Visual Effects) of the ES (TR010034/APP/6.3).

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Traffic modelling	Availability of traffic modelling data	The Consultee indicates that there is a lack of traffic data within the proposal.	Trans-Pennine Trail	N	The Applicant's DCO application provides information on the expected traffic impacts, refer to TAR (TR010034/APP/7.4) for all findings and assessments.
Traffic modelling	Availability of traffic modelling data	The Consultee wished to be provided with information to help them understand the expected increase in volume on the Glossop-Manchester stretch of the A57 attributable to these Mottram improvements	Bamford with Thornhill Parish Council	N	The traffic modelling data has been used to inform the TAR (TR010034/APP/7.4). Consultation responses were analysed and fed into the highways design and associated traffic model.
Traffic modelling	Availability of traffic modelling data	The Consultee asked when the traffic modelling data would be available.	Bamford with Thornhill Parish Council	N	The traffic modelling data has been used to inform the TAR (TR010034/APP/7.4). Consultation responses were analysed and fed into the highways design and associated traffic model.
Traffic modelling	Availability of traffic modelling data	The Consultee requested traffic flow data across the entire affected network (i.e. the trunk road, local road network and on roads across the PDNP with and without the Scheme. It also requested clarification regarding carbon emissions.	CPRE (Peak District and South Yorkshire)	N	The Applicant explained that there is a summary of traffic flow and air quality information in the PEIR and a Non-Technical Summary which are available on its website, at deposit points, or on request. The Applicant offered the Consultee a meeting with the appropriate specialists. All findings are reported and assessed in the TAR (TR010034/APP/7.4) within the DCO application.
Traffic modelling	Availability of data	The Consultee requests that traffic data is made available.	CPRE (Lancashire, Liverpool City Region and Greater Manchester, Peak District and South Yorkshire), FOE	N	

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
			(East Midlands and North West)		
Traffic modelling	Capacity	The Consultee asks what the predicted capacity of the new road is compared to the current one.	Trans-Pennine Trail respondent 2 (stakeholder webinar 1)	N	All findings are reported and assessed in the TAR (TR010034/APP/7.4).
Traffic modelling	Congestion in Hollingworth and Tintwistle	The Consultee believes that the Scheme will cause traffic to move further east to Hollingworth and Tintwistle, condemning these villages to increasing traffic flows, congestion and environmental pollution. It asks for how long this will last and what the solution is.	CPRE (Peak District and South Yorkshire)	N	The Applicant stated that the situation described is not aligned with the findings of the assessment. The expected scenario is described and is presented within the TAR (TR010034/APP/7.4) submitted as part of the DCO application.
Traffic modelling	Dinting Vale	The Consultee questions traffic flow data for Dinting Vale and impacts on Glossop.	CPRE (Peak District and South Yorkshire)	N	All findings and any proposed mitigation are reported and assessed in the TAR (TR010034/APP/7.4).
Traffic modelling	Holding objection - availability of TM data	The Consultee indicated that it had agreed, at a previous meeting, to object to the Scheme until further information is available.	Bamford with Thornhill Parish Council	N	The Applicant noted the objection and indicated that the Consultee could contact them in future if they required additional data.
Traffic modelling	Impact on wider area	The Consultee indicates that traffic modelling from the previous proposals suggested that the Scheme will move the traffic jam from Mottram over to the eastern side of the Pennines. It asks what is being done to mitigate this effect.	Trans-Pennine Trail respondent 2 (stakeholder webinar 1)	N	All findings and any proposed mitigation are reported and assessed in the TAR (TR010034/APP/7.4).

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Traffic modelling	M67	The Consultee asked about the traffic data in the PEIR and the predicted increase in traffic on the M67 and its impact on the wider network.	CPRE (Peak District and South Yorkshire)	N	All findings and any proposed mitigation are reported and assessed in the TAR (TR010034/APP/7.4).
Traffic modelling	Modelling	The Consultees asks about the application of traffic screening criteria and how this has affected the traffic modelling and assessment of air quality.	CPRE (Peak District and South Yorkshire)	N	The traffic screening has used the criteria as set out in question 12, which are those from Highways England Design Manual for Roads and Bridges (DMRB) LA 105 air quality guidance. The Applicant described the criteria with regard to locations within the assessment.
Traffic modelling	Modelling and air quality	The Consultee asked what assumptions have been made when completing the traffic modelling and therefore the air pollution modelling/noise modelling/ the climate emissions calculations? Has Highways England factored in Electric Vehicles; post COVID-19 impacts on travel habits and work locations?	CPRE (Peak District and South Yorkshire)	N	The Applicant's air quality assessment was undertaken in accordance with the current air quality best practice guidance published by Defra and Highways England. The methodology used for the EIA is described in Chapter 5 (Air Quality) of the ES (TR010034/APP/6.3). The Applicant stated that there is not yet sufficient information on expected post-COVID-19 impacts on travel habits and work locations to be able to robustly model this.
Traffic modelling	Scheme increases rat running	The Consultee is concerned that rat running will be made worse by the Scheme.	Charlesworth Parish Council	N	All findings and any proposed mitigation are reported and assessed in the TAR (TR010034/APP/7.4).
Traffic modelling	Speed limits	The Consultee asks whether there will be any changes to the speed limit on Mottram Road (currently 40mph) in the vicinity of the proposed underpass.	Local business - Redstart Northwest Limited	N	The Applicant stated that Mottram Road is generally unaffected by the Scheme. The only work we are doing is adding traffic lights as Mottram Road joins the M67 J4 roundabout. There will be no changes to Mottram Road itself, and no changes to current speed limits. Mottram Road is managed by the local authority and

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
					<p>therefore any changes to the layout or speed would be completed by them.</p> <p>It stated that having further considered the Consultee's description of the location it is believed that it is referring to Roe Cross Road, under which the underpass will travel. There is no plan from the Applicant's team to alter the speed limit on this road. However, Roe Cross Road will remain managed by the local authority.</p>
Traffic modelling	Traffic assessment	The Consultee provides its own analysis of the traffic movement based on the data in the PEIR	CPRE (Lancashire, Liverpool City Region and Greater Manchester, Peak District and South Yorkshire), FOE (East Midlands and North West)	N	The Applicant has provided details of its traffic assessment within the TAR (TR010034/APP/7.4) submitted as part of this DCO application. This data is based on the modelling related to the final proposals and has been independently reviewed.
Traffic modelling	Traffic data	The Consultee asked over what time period the traffic flows were recorded.	Charlesworth Parish Council	N	The Applicant confirmed the traffic data is based on forecasting guidance, developed prior to the COVID-19 lockdowns and results are reported for an opening year of 2025 and design year of 2040.
Traffic modelling	Traffic data in 2020	The Consultee stated that the Applicant had sent it traffic flows for this year (2020). Have there been any change in hourly or peak hour flows this year?	CPRE (Peak District and South Yorkshire)	N	2020 has been one of the most volatile years in terms of traffic flows. DfT guidance suggests neutral month data (when schools are in session and months where there are no substantial seasonal variations such as Christmas shopping activity) is the most appropriate time to collect traffic data.
Traffic modelling	Traffic problems in Charlesworth	The Consultee has previously raised concerns with Robert Langham MP, who stated that they	Charlesworth Parish Council	N	The Applicant met with the Consultee on the 7/12/20 to provide an update and described how Charlesworth was included in its assessments.

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		would look at the traffic problems across the area including Charlesworth and would like an update. The Consultee would like to ensure that the Scheme will allow future improvements to be made in Charlesworth.			
Traffic modelling	Traffic problems in Charlesworth	The Consultee stated the traffic movements in Charlesworth (15000 AADT daily) and that congestion and speeding can be an issue, it felt the introduction of the Scheme could increase these movements as vehicle movements are reassigned.	Charlesworth Parish Council	N	The Applicant commented that the traffic flow around Mottram Junction would be re-assigned to local traffic with the traffic modelling looking to show Ashworth Lane is eased and that traffic flow along Boardroom Road is reducing.
Traffic modelling	Traffic signals	The Consultee believes that the traffic signalling should be altered in relation to the new Scheme.	Charlesworth Parish Council		Traffic signals have been considered as part of the traffic modelling exercise.
Traffic modelling	Trans-Pennine	The Consultee asked whether this version of the Scheme increases Trans-Pennine traffic flows? If not, why not? Is traffic further east along the trunk route or the A57 being controlled in some way?	CPRE (Peak District and South Yorkshire)	N	The Applicant has provided any base line traffic information in the TAR (TR010034/APP/7.4) submitted as part of the DCO submission.
Trans-Pennine	Trans-Pennine Tunnel	The Consultee asks when will the decision to progress the Trans-Pennine Tunnel from stage 0 to stage 1 be made.	CPRE (Peak District and South Yorkshire)	N	The Road Investment Strategy 2 (RIS 2) announced a study to look into the viability of a Trans-Pennine Tunnel, to improve journeys across the full Trans-Pennine stretch. This process is not yet complete, and no route announcement or commitment has been made.

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Trans-Pennine	Availability of data on wider Scheme	The Consultee would like further information on the larger Trans Pennine Upgrade Project as it is missing from the consultation brochure and it cannot comment until it has seen the assessment. The assessment will help it to understand what the consequences of the Scheme will be on the entire A628 route and associated environmental impacts.	Trans-Pennine Routes reference group Anthony Rae & The Anthony Rae Foundation	N	Environmental information can be found in the Environmental Statement which is focused on the A57 Link Roads (the Scheme), (TR010034/APP/6.1-6.3). All traffic findings and any proposed mitigation are reported and assessed in the TAR (TR010034/APP/7.4).
Trans-Pennine	Climbing lanes	The Consultee questioned whether the Trans-Pennine climbing lanes are still in the programme as they were under the impression these were in construction.	Charlesworth Parish Council	N	The Applicant confirmed that the climbing lanes were removed from the Scheme in 2017 and that the works currently underway on the A628 Woodhead Pass are related to maintenance works due to erosion.
Trans-Pennine	Further assessment of wider Trans-Pennine project	The Consultee made a further response to the Applicant and raised further questions regarding the wider Trans-Pennine Scheme and previous studies of routes between Manchester and Sheffield and the Reference Group. It states that it does not think it's acceptable to attempt to proceed with a Scheme which is just one component of a wider long-term strategy, without assessing or disclosing what will be the resultant traffic growth and effects on either side of the Scheme area.	Trans-Pennine Routes reference group and Anthony Rae & The Anthony Rae Foundation	N	The Applicant is only able to provide information on the A57 Link Roads Scheme as the wider works between Manchester and Sheffield are still being designed, assessed and remain uncertain.

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Trans-Pennine	Future engagement	The Consultee requested that regular discussion is continued.	Tintwistle PC	N	<p>It was agreed that the Applicant would keep the Consultee informed on progress with the study and at the appropriate point, convene a meeting with the necessary partners to consider our options for the route.</p> <p>The Applicant shared some examples of the work delivered as part of the A64 village gateways Scheme and provided links to the AQMA September 2020 update and the Greater Manchester Clean Air Zone consultation.</p>
Trans-Pennine	Highway design	The Consultee asks whether an additional roundabout could not be included that would then facilitate any additional future bypasses at Tintwistle.	Member of Parliament Robert Lorgan (High Peak)	N	<p>The Applicant noted that the Scheme is not prejudicial to future projects. However, it was understood that an additional roundabout would not have provided good value for money for the public at this stage and would likely have negatively impacted the business case for the overall proposal. It was therefore not included.</p> <p>The Applicant stated that it would provide further information on the new junction so that constituents have access to the background information shared in the meeting.</p>
Trans-Pennine	Need to evaluate wider Trans-Pennine Scheme	Still a need for a wider Trans-Pennine Scheme to be delivered in the future.	Sheffield City Region	N	HE is currently undertaking works to assess the need for additional road improvements between Manchester and Sheffield.
Trans-Pennine	Piecemeal approach to development	The Consultee believes that the Scheme will have impact upon the Peak District and is part of a larger Scheme which should be assessed together.	CPRE (Lancashire, Liverpool City Region and Greater Manchester, Peak District and South Yorkshire), FOE	N	This DCO submission is for the A57 Link Roads Scheme alone. The Westwood Roundabout and Technology Scheme has already been delivered. The RIS 2 announced a study to look into the viability of a Trans-Pennine Tunnel, to improve journeys across the full Trans-Pennine stretch. This process is not yet complete, and no route

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
			(East Midlands and North West)		announcement or commitment has been made. As stated in the document, any action 'must take full account of potential environmental consequences' and 'provide an appropriate balance between the levelling up of the economy and the environmental impacts on a valued and protected landscape'. The Applicant is still exploring the feasibility of the Hollingworth-Tintwistle bypass but no formal commitment to this currently exists.
Trans-Pennine	Request for information on assessment of wider Trans-Pennine project	Requests that the webinar includes 'exposition of the likely permanent change in traffic volumes on each of the Trans-Pennine routes once these works are complete'.	Bamford with Thornhill Parish Council	N	The Applicant contacted the Consultee before the webinar to discuss the traffic flows.
Trans-Pennine	Safety and technology improvements	Safety and technology features need to be located and designed sensitively in consultation with the PDNPA. PDNPA's draft Transport Design Guidance should be used if adopted. Historic Landscape Character (HLC) could deserve consideration.	National Trust	N	The Peak District National Park is located approximately 2 km to the east of the Scheme and lies outside the study area but has been assessed for indirect effects as outlined within the methodology for indirect effects in Chapter 7 (Landscape and Visual Effects) of the ES (TR010034/APP/6.3)
Trans-Pennine	Tintwistle	The Consultee provided a summary of its concerns relating to Tintwistle including vehicle speeds, the weight of vehicles travelling through the village, pollution and noise. Concerned it and potential future projects will not benefit Tintwistle and will likely have a negative impact. The Consultee highlighted	Tintwistle PC	N	The Applicant explained that there is an acknowledgement of the issue and that whilst a Tintwistle bypass does not form part of its programme, the Trans Pennine strategic study and resulting options are currently with government for a decision on next steps. The Applicant explained that it has a couple of routes for funding, including major projects but also ringfenced designated funds for small

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		a local pressure group with an interest in how the side roads in the area are managed and operated.			improvements to address themes such as safety, congestion and environmental issues. Post meeting the Applicant sent a link to its designated funds website that contains more information on each fund.
Trans-Pennine	Tintwistle - road parking	The Consultee raised the issue of on road parking.	Tintwistle PC	N	The Applicant agreed that the proposed village gateways study could include some consideration of on road parking issues.
Trans-Pennine	Village gateway	The Consultee explained that it had contacted the Applicant's service provider Aone+ who has highlighted to him the possibility of the Applicant considering a village gateways approach that is similar to that implemented on the A64.	Tintwistle PC	N	Th Applicant provided details of the village gateways approach it has taken forward on the A64 in North Yorkshire. It explained that it is proposing to complete a feasibility study to identify what measures could be applied to the A616 and A628 as part of a similar approach. It added that the scope of the study would include the New Road junction.
Utilities	BT Openreach	The Consultee indicated that it had received an inquiry from the Applicant and that it would engage in the diversionary procedure once it receives a C3 estimate.	BT Openreach	N	There is ongoing dialogue between the Applicant and consultee regarding the C3 estimate and associated diversions.
Utilities	Cadent	The Consultee raised the requirement for appropriate protection for retained apparatus and identified infrastructure in the DCO boundary. Set out the need for adequate notice and discussion, plus the requirement for the appropriate consents and land rights to be in place for diversion	Cadent	Y	There is ongoing dialogue between the Applicant and consultee regarding the required diversions, works and new infrastructure. Agreements regarding Cadent assets will be set out in protective provisions. The need for gas survey trial holes was discussed between the Applicant and the Consultee.

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		works etc. Highlighted pipeline safety guidance. Made recommendations around statutory processes.			
Utilities	Construction programme	The Consultee stated that lead in times for working on trunk mains which are affected by the Scheme can be 6 to 12 months. There are concerns around the level changes affecting its assets.	United Utilities	N	Discussions between the Consultee and Applicant are ongoing.
Utilities	DCO boundary and diversions	The Consultee is heavily reluctant to implement any utility diversions prior to the Applicant having a final DCO boundary (DCOB) as they would want to work within that DCOB. There are diversions which currently fall outside the DCOB.	United Utilities	Y	The Applicant and Consultee agreed on a number of actions to progress the design, surveys and estimates. The DCO boundary has been altered with regard to these diversions.
Utilities	Design development	The Consultee indicated its C3 estimates would need to be rerun due to Scheme changes, which would include hydraulic modelling. Its designs will be dependent on site investigations which have yet to be completed.	United Utilities	N	Discussions between the Consultee and Applicant are ongoing.
Utilities	Environmental restrictions	The Consultee asked if we have any areas adjacent to the DCO RLB that are impacted by invasive or endangered species. It is concerned that early works could be hampered by environmental or ecological restrictions.	United Utilities	N	The Applicant stated that it is undertaking environmental surveys with regard to the DCO boundary/RLB.

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Utilities	National Grid	The Consultee has assets affected by the proposed order and would like a member of the team to contact them.	National Grid Electricity Transmission PLC (NGET)	Y	There is ongoing dialogue between the Applicant and Consultee the works and its existing infrastructure. The bridleway near National Grid's asset has been widened to ensure vehicle access to the pylon/tower.
Utilities	UU – aqueduct surveys	The Consultee identified the requirements for surveys to be undertaken of the Longdendale Aqueduct. It confirmed no existing information is available to definitively confirm the construction or condition of the aqueduct in the location of the Mottram Moor crossing. It identified access points and their suitability, the time period of the survey and the dependency on other facilities to support a drain down/outage. A significant shut down would be required. The possibility of undertaking a survey with partial or no drawdown was identified.	United Utilities	Y	The Applicant confirmed that it was proposing LIDAR and tactile survey techniques to assess the Aqueduct, based on previous experience, however these aqueducts have been lined whilst Longdendale Aqueduct is unlined, coring techniques will therefore be considered. The Applicant is to distribute a remote survey method statement, which demonstrating the safe use of this technique in previous surveys. It will also provide the Water Quality Services contact to support further investigation regarding remote surveys by UU. Further meetings are to be organised to discuss the initial proposals, main crossings, confirm timescales and confirm outages. The Applicant will engage directly with UU's Technical Specialist. Discussion between the Applicant and Consultee is ongoing.
Utilities	UU – ground condition surveys	The Consultee indicated that further surveys are required to determine the existing ground conditions at the aqueduct crossing location on Mottram Moor.	United Utilities	Y	The Applicant progressed the design on the basis of providing a conventional earthwork embankment rather than a concrete protection slab. Discussion between the Applicant and Consultee is ongoing.

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Utilities	UU – ground condition surveys	The Applicant indicated to set up a meeting to discuss drilling techniques, restrictions, locations etc and questioned who the Asset Manager was.	United Utilities	Y	The Applicant stated to undertake boreholes within the vicinity of the proposed crossing to determine the ground conditions at tunnel horizon. The ground investigation is was undertaken early in 2021.
Woodland	Age of woodland affected	The Consultee would like the Applicant to consider historic maps for wooded areas and then contact the Consultee again.	Forestry Commission	N	The Applicant will consider historic maps. The sites in question have been considered and the review of historic maps will form part of the Arboricultural Impact Assessment (Appendix 7.3) (within the ES (TR010034/APP/6.3).
Woodland	Ancient woodland	The Consultee asked whether the ancient woodland information in the PEIR was taken from the ancient woodland inventory, as it is possible other areas of ancient woodland exist.	Forestry Commission	N	<p>The Applicant indicated that the PEIR plans show ancient woodlands within 2km of the Development Consent Order (DCO) boundary. This shows that there are no ancient woodlands within 50m of the DCO boundary and therefore we anticipate no direct impacts on ancient woodland.</p> <p>There is no evidence of ancient woodland and veteran trees on site and none have been picked up in the tree surveys.</p> <p>The Applicant demonstrated the location of mature trees within the DCO boundary. All findings are report and assessed in Chapter 7 (Landscape and Visual Effects) of the ES (TR010034/APP/6.3).</p>
Woodland	Assessment requirements	The Consultee expects to see a thorough assessment of any tree loss within the project boundary (including the identification of priority species) and what mitigation measures are set to minimise any	Forestry Commission	N	The Arboricultural Impact Assessment submitted as part of the Landscape and visual effects chapter (Chapter 7) of the ES (TR010034/APP/6.3) will cover the loss of all trees and woodlands within the project boundary. As part of this reporting the identification of any woodlands under an existing woodland grant

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		<p>risk of net deforestation as a result of the Scheme.</p> <p>It expects an assessment of any woodlands under an existing woodland grant Scheme and/or a felling license agreement to ensure these agreements will not be negatively impacted.</p>			<p>Scheme or a felling license will not be recorded, but this information would form part of any legal agreement between the relevant landowner and the Applicant.</p> <p>Mitigation measure will be illustrated within the environmental masterplan which will cover the proposed areas of new woodland and the associated environmental functions. The area of new planting will be restricted to the agreed red line boundary.</p>
Woodland	Climate change	<p>The Consultee states that carbon emissions associated with the A57 Link Road proposal are forecast to be of the order of 30,000 tCO₂e during the construction phase, and 10,000 tCO₂e annual emissions once operational.</p> <p>It states that tree planting is currently the most cost-effective method of sequestering carbon dioxide emissions.</p>	Forestry Commission	N	<p>Fifty hectares of new woodland provision would not be possible within the current full site area and also not appropriate in terms of reflecting the nature of the receiving environment which comprises a mix of open farmland, woodland, hedgerows and ponds. Considerable off site provision would be required to meet a 50 hectare target as the current provision of proposed woodland is around 7 hectares which is a significant increase on the 1.8 hectares to be lost.</p> <p>The Applicant will explore the potential for offsite planting in partnership with third parties and stakeholders during detailed design. However, this would be considered separately to the DCO as it would not be required to mitigate significant impacts resulting from the Scheme.</p>
Woodland	Climate proofing	The Consultee supported the use of future climate proofing, given rate of change.	Forestry Commission	N	N/A
Woodland	HE designated funds	The Consultee is not aware of any cases where these funds have	Forestry Commission	N	The Applicant is currently exploring the potential of designated funds to secure additional

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		been used successfully to secure woodland as part of a mitigation Scheme and would like to discuss further.			woodland and has been in contact with the Forestry Commission about this. Designated funds will be considered during detailed design (and separately to the DCO), at which point the Applicant would discuss further with the Forestry Commission.
Woodland	Landscape mitigation	<p>The Consultees asked about landscape mitigation around the underpass including potential for scrub planting.</p> <p>In a later email the Consultee states that where woodland loss is unavoidable; we would expect to see significant compensation and the use of buffer zones to enhance the resilience of neighbouring woodlands.</p> <p>In the Root Protection Zone (RPZ), tree roots should be protected from cutting, soil compaction and contamination from poisons. On sites with no public access and where no risk is presented to the highway, 'veteranisation' of selected existing mature trees maybe considered.</p>	Forestry Commission	Y	The Applicant described the landscape mitigation process it is going through. It indicated that the underpass landscape mitigation is work in progress. The Applicant indicated the area in the ES Chapter 7 Landscape and Visual Effects (TR010034/APP/6.3) identified for woodland and scrub planting. The Applicant will reconsider species mix within the planting Scheme.
Woodland	Larch	Wouldn't recommend planting of larch in terms of tree health and tree disease.	Forestry Commission	N	The Applicant noted this point during the meeting. All proposed species will be subject to further and final consultation with including TMBC, HPBC, DCC and key stakeholders such as the Peak District National Park. Larch has been removed from the species mix.

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Woodland	Loss of woodland and related policy/legislation	The Consultee indicates a 1.8ha loss of woodland through the Scheme and takes regard to various planning policy/legislation relating to the loss.	Forestry Commission	N	<p>The loss of this woodland is inevitable given the footprint required for the new alignment and the associated earthworks but all efforts had been made to reduce losses to a minimum. Final proposed areas to be lost will be confirmed in the ES (TR010034/APP/6.1-6.3). and TPO and Hedgerow Plans demonstrating vegetation proposed for removal.</p> <p>Trees originally at risk of removal have been retained following discussion with highways earthworks and drainage engineers. The policies listed is noted and will be included in the assessment within the Landscape and Visual effects chapter (Chapter 7) of the ES (TR010034/APP/6.3).</p>
Woodland	Maintenance	The Consultee states that the longevity of mitigation measures and commitment to maintenance is essential and should be appropriately resourced, e.g. Bat boxes and other constructed habitat features, woodland and tree planting.	Forestry Commission	N	<p>Discussions would be in agreement with maintaining authorities (both Network Management Agent as part of operating and maintaining the Network Area (for Highways England) and TMBC). The long term plan and obligations will be captured and detailed in the Environmental Management Plan (TR010034/APP/7.2) submitted as part of the DCO application, covering all types of landscape areas created, i.e. grasslands, woodlands, hedgerows, scrub, wet areas, etc.</p> <p>Bat boxes would be made from Schwegler material (mixture of wood and concrete) which would last long-term (25+ years).</p> <p>The bat structure would be brick-built and would be managed initially by the Applicant with aims to give over to a local conservation group long-term.</p>

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Woodland	Net Zero	The Consultee is interested to know about net zero, how it is being considered and that it could help with offsetting.	Forestry Commission	N	The Applicant stated that it was considering BNG proposals and what could be achieved and will engage with the Consultee in future.
Woodland	NVC	The Consultee asks whether the National Vegetation Classification (NVC) has been considered and provides a weblink to guidance.	Forestry Commission	N	The Applicant indicates that NVC surveys have been undertaken with the woodland, survey results suggesting that the best diagnosis for the woodland community present would be W8e Fraxinus excelsior - Acer campestre - Mercurialis perennis woodland Geranium robertianum subcommunity. Full details are provided in Chapter 7 (Landscape and Visual Effects) within the ES (TR010034/APP/6.3).
Woodland	Planting Scheme	The Consultee indicated that it believes that the objective of the landscape design is screening rather than biodiversity.	Forestry Commission	Y	The Applicant indicated that given the loss of trees created by the Scheme there is a large amount of replanting. The species has yet to be decided and requests the Consultees preferences for species mix. The Applicant will reconsider species mix within the planting Scheme.
Woodland	Planting Scheme - aesthetic	The Consultee asks whether ornamental species have been considered.	Forestry Commission	N	The Applicant indicates that this is being considered in the underpass area, particularly shrub species to reflect the gardenesque character and Mottram Moor Junction.
Woodland	Planting Scheme - fragmentation	During the meeting, the Consultee indicated that screen type planting immediately adjacent to curtilage is to be proposed and is concerned about fragmentation of woods. Some other developments have received 1:20 ratio to woodland lost	Forestry Commission	Y	The Applicant indicates that it has tried to augment the existing woodland rather than just screen. It states it will endeavour to improve blocks of woodland around the Scheme which follow field boundaries, bolstering areas of vegetation loss. The Applicant will look to expand planted areas within the DCO boundary.

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		<p>to woodland planting, questioned whether the Applicant looked at offsite mitigation. It indicates that the width of planting areas should be considered with regards to connectivity.</p> <p>The Consultee supports the use of a green bridge over the Underpass.</p> <p>In a subsequent email the Consultee indicates that as the Scheme bisects woodland it will not only result in significant loss of woodland cover but will also reduce the wider landscape's ecological value and natural heritage impacts due to habitat fragmentation, creating a significant negative impact on native plants and animals' ability to respond to the impacts of climate change.</p> <p>The current tree replacement proposals are linear and largely restricted to screening the curtilage of the new A57 roads. Wider, bigger new woods that better link and enhance existing woods would be more beneficial mitigation for woodland loss and climate change impacts associated with the project. Wider and larger belts of interconnective woodland would prove more robust in the wake of future off-site impacts such as expansion of the built-environment</p>			

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		<p>for which the Applicant has no influence over.</p> <p>The Consultee expects to see connectivity considered.</p>			
Woodland	Priority habitat	<p>The Consultee asked whether any areas were wood pasture and stated that some of the deciduous woodland is picked up on MAGIC as priority habitat. The FC has an interest in priority habitats from a DEFRA perspective.</p>	Forestry Commission	N	<p>The Applicant stated that areas within the Scheme boundary do not conform to priority habitat description due to absence of veteran trees.</p> <p>The broad-leaved woodland comes under lowland deciduous habitat and wet priority habitat, impacts upon it will be mitigated through the landscape planting.</p>
Woodland	Protected species	<p>In a meeting the Consultee asked about the presence of Great Crested Newt (GCN) and bats in younger trees.</p> <p>In a later email response, the Consultee indicated that woodland provides habitat for a range European protected and Section 41 Priority Species including all bats, great crested newts, and declining woodland birds. We would expect an assessment of all woodlands affected by the Scheme including the identification of priority species. These should be recorded via desk-based assessment and ecological surveys. They should be afforded appropriate protection and indeed their populations should be enhanced through appropriate habitat creation and enhancement.</p>	Forestry Commission	N	<p>The Applicant indicated that it had carried out a full suite of protected species surveys and gathered a significant amount of baseline data: breeding birds surveys, otter, badger and water voles, bats roosting in trees. Household bat inspections have been reduced to COVID-19 and therefore relying on previous data, until this can be rectified prior to construction.</p> <p>GCN and reptiles' surveys in the early 2000s / 2017, which surveyed all ponds, found neither. We have therefore checked the local record centre for habitat change.</p> <p>The Applicant stated that it had used the methodology set out by the Bat Conservation Trust. No bats were found in trees however the bat activity surveys returned four species. The Applicant will base its mitigation strategy on a worst case scenario through providing a dedicated structure which will compensate for maternity roosts and satellite roosts. We will also</p>

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
					<p>be putting in a number of bat boxes and acquiring the necessary licenses.</p> <p>All findings are reported and assessed in Chapter 8 (Biodiversity) of the ES (TR010034/APP/6.3)</p>
Woodland	Tree felling	The Applicant asked for the numbers of trees to be taken out and which fall under priority habitat. It also asked if the age of the woodland had been considered.	Forestry Commission	N	<p>The Applicant stated that currently this includes:</p> <ul style="list-style-type: none"> • Broad-leafed plantation woodland - 0.65 ha being removed • Broad-leafed semi natural woodland – 0.78 ha to be removed • Coniferous woodland about 0.48 ha in total • The figures do not include scattered trees and lines of trees.
Woodland	Tree species	The Consultee indicates that vegetation species selection is an important consideration with regards to wildlife, aesthetics, resilience and climate change. It states that parkland trees should be replaced in the surrounding area, in at least three times the number of those felled with long term resources ensured for their establishment, protection and aftercare.	Forestry Commission	N	<p>The Applicant's selection of vegetation species has been informed by wildlife, local context, aesthetics and climate resilience.</p> <p>An assessment of parkland tree loss was calculated with appropriate replacements at 3 times the losses incurred. The resources for their long-term establishment and aftercare will be in the hands of the maintaining authority but a detailed management regime covering short-, medium- and long-term aftercare will be included in the Environmental Management Plan (TR010034/APP/7.2) submitted as part of the DCO submission.</p>
Woodland	Willow	The Consultee asked whether willow tits had been considered	Forestry Commission	N	The Applicant indicated that it had considered wet species birds for example willow warbler and is therefore considered the improvement of wet woodland to support such bird species all findings are reported and assessed in Chapter

Topic Area	Sub-Topic	Consultation Responses	Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
					7(Landscape and Visual Effects) and Chapter 8 (Biodiversity of the ES (TR010034/APP/6.3).

Table 8-35: Summary of Responses Received from Persons with an Interest in Land

Topic Area	Sub-Topic	Consultation Responses	User ID	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Air quality	Air pollution	The Consultee is concerned about the levels of air pollution, particularly nitrogen dioxide, once the road is open. The Consultee has not been able to find any information about the predicted levels.	L3	N	The Scheme's Air Quality assessment is provided in the ES Chapter 5 (TR010034/APP/6.3)
Air quality	Air pollution	The Consultee thinks the consultation materials that it previously read focuses on the reduction in air quality levels in the centre of Mottram, which is positive. However, it believes the problem will just move to the edge of the Village instead.	L3	N	
Air quality	Air pollution	The Consultee thinks it is obvious that properties near to the entrance/exit of the underpass will be much more affected than elsewhere. Requested clarification on how air pollution caused by underpass traffic will not exceed air pollution limits and the mitigation used.	L3	N	
Air quality	Air quality monitoring	Previously queried air quality monitoring and predictions for the underpass but received a general response.	L3	N	
Air quality	Air quality monitoring	The Consultee stated the monitoring seems to be still ongoing which is incredible considering how long this has been going on.	L3	N	Applicant noted
Air quality	General concern	The Consultee concerned about air quality.	L29	N	The Applicant explained the air quality assessments that have been/will be undertaken.

Topic Area	Sub-Topic	Consultation Responses	User ID	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Biodiversity	Impacts on wildlife	The Consultee opposes the route and has concerns with impacts on wildlife. It stated that there are badgers, deer, bats and foxes in the woodland that had a Preservation Order placed on it in the 1950s. It further stated that TMBC has removed the Order to accommodate the Road, which was outrageous.	L14	N	The ES considers the Scheme's impact on wildlife in Chapter 8 – Biodiversity (TR010034/APP/6.3).
Biodiversity	Wildlife	The Consultee is concerned about the impacts on deer and badgers.	A4	N	The Biodiversity chapter of the ES (TR010034/APP/6.3) Chapter 8 considers deer and badgers.
Construction	Compound use	Consulted queried what the compound would be used for.	A2	N	The Applicant described the compound and its use. Further information is provided in the ES.
Construction	Haul routes and compound	The Consultee requested information about haul routes and the compound.	A3	N	Information on the haul routes and compounds are provided in the Traffic Management Plan (TR010034/APP/7.5) and ES (TR010034/APP/6.1-6.3).
Construction	Impact of construction works	The Consultee is concerned about the impacts of the construction works on the three roads that cross the underpass.	L38	N	The Applicant explained that a Traffic Management Plan (TR010034/APP/7.5) would be submitted with the DCO application. The re-routing of existing roads and WCH facilities are to be agreed with TMBC to keep routes open across the underpass (albeit on diversions) during construction.
Construction	Road closures/diversions	The Consultee requested further information on road closures and diversions.	L44	N	Information on the road works are provided in the Traffic Management Plan and (TR010034/APP/7.2) ES (TR010034/APP/6.1-6.3).
Construction	Working hours	The Consultee requested more information on construction working hours and timescales.	L15	N	Information on the working hours and timescales are provided in the Environmental Management Plan (TR010034/APP/7.2).

Topic Area	Sub-Topic	Consultation Responses	User ID	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Consultation	Consultation materials	The Consultee's computer is not working and stated it is awkward to find out information but accepts COVID-19 limits our engagement.	A6	N	The Applicant advised that if the Consultee has further questions it can call the Team back. It was also identified that the Consultee's family has a smart phone and can access the website info that way.
Consultation	Consultation materials	The Consultee does not think it is an appropriate time for public consultation events during a period of lockdown due to COVID-19. Stated the public in the area are unable to view the plans at the local Mottram Post Office, as only two people are allowed on the premises at one time, which is unfair.	L14	N	Due to the ongoing uncertainty regarding the impacts and length of COVID-19, it was decided to continue with the public consultation, in line with COVID-19 specific regulations for consultation activities. The consultation process followed the guidance 'Infrastructure Planning (Publication and Notification of Applications etc.) (Amendment) Regulations 2020 (the 2020 Regulations) which came into force on 31 December 2020.
Consultation	Consultation materials	The Consultee does not have the technology to take part in the Microsoft Teams consultation and so would be happy to send her response in email.	L25	N	Applicant noted
Consultation	Consultation materials	The Consultee wanted to discuss public information events prior to construction.	L32	N	The Applicant will be holding public information events in advance of construction starting, where it will be able to discuss any effects of construction in specific detail.
Consultation	Consultation materials	The Consultee did not feel like there was enough time for consultation and there should have been more sessions throughout the consultation period.	L18	N	The Applicant explained that it was limited due to the current COVID-19 lockdown. The consultation period provided was greater than statutory timescales.
Consultation	Further engagement	The Consultee requested more information for the works near the Consultee's property.	L12	N	The Applicant explained that the works near the Consultee's home were to formalise the drainage system in the area, as there is a currently an issue with flooding off the fields on to Old Hall Lane.

Topic Area	Sub-Topic	Consultation Responses	User ID	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Consultation	Further engagement	The Consultee requested further engagement due to not being able to attend the telephone consultation. It further states that further consultation may not be helpful if no land or property specialists will be present.	L27	N	The Consultee was advised to contact the project team and details were provided.
Consultation	Further engagement	The Consultee had been offered a one to one engagement session as it had previous concerns with several issues around Old Hall Lane and the underpass.	L18, L19	N	The Applicant and the Consultee discussed the changes to the underpass and the retention of Old Hall Lane on its existing alignment.
Consultation	Further engagement	The Consultee requested further engagement as previous calls had been unanswered.	L42	N	The Applicant spoke to the Consultee and confirmed that it was sending a response.
Consultation	General comments	The Consultee felt that the Scheme is window dressing and that the consultation is a done deal.	L21	N	Applicant noted.
Consultation materials	Viewpoint images	The Consultee requested computer images of views across the showground fields with and without the bypass from ground and first floor level.	L19	N	The Applicant will provide images looking down on the Scheme from the Consultee's garden and bedroom windows so it can understand visual impacts.
Drainage	Balancing pond	The Consultee requested further information on the location of the proposed drainage balancing pond, as it appears to be positioned at the highest point of the fields to the south of the proposed link road.	L4, L5	N	The Applicant confirmed that the Pond has been positioned as appropriate with regards to the drainage design, using drainage survey information.
Drainage	Maintenance	The Consultee stated the proposed drainage network would only be effective if it is properly maintained and was concerned about the long-term access to provision.	L45, L46	N	The Applicant agreed to discuss this with the Highways England Operations Division and confirmed the maintenance process.

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Drainage	Old Hall Lane	The Consultee is concerned about drainage as water currently cascades down Old Hall Lane towards the underpass. It queried how the Applicant will deal with this.	L35	N	The ES (TR010034/APP/6.3) contains a chapter on road drainage and the water environment (Chapter 13)
Drainage	Watercourse diversion	The Consultee expressed concerns regarding the amount of land required to the south west of the Mottram Moor Junction and questioned the extent of the watercourse diversion.	L48, L51, L52, L53	N	The Applicant confirmed the existing watercourse would be diverted, via a replacement which connected back in to the existing via a culvert under the single carriageway link.
Environment	Pollution mitigation	The Consultee requested further discussions to determine the optimum sound and light pollution barrier methods.	L19	N	The visual and noise impact assessments, including details of proposed mitigation, are provided in the ES (TR010034/APP/6.3, Chapter 7 and TR010034/APP/6.3, Chapter 11 respectively)
General comments	Objection process	The Consultee wanted to know how objections to the Scheme can be raised.	L1	N	The Applicant explained the process.
General comments	Opposition	The Consultee does not support the Scheme as it thinks it will not make a difference, costs money and goes through the countryside.	A3	N	Applicant noted
General comments	Opposition	The Consultee opposes the Scheme.	A4	N	Applicant noted
General comments	Opposition	The Consultee believes the focus of the recent changes made is on reducing costs and not improving Mottram.	A5	N	Applicant noted
General comments	Opposition	The Consultee objects to the Scheme.	L14	N	Applicant noted
General comments	Opposition	The Consultee would prefer the Scheme not to go ahead.	L35	N	Applicant noted

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General comments	Opposition	The Consultee stated that as far as the overall Scheme is concerned, it is merely providing an alternative to Woolley Lane at very considerable expense and very little benefit.	L48, L51, L52, L53	N	Applicant noted
General comments	Support	The Consultee is generally supportive of the Link Roads, accepted that they are necessary.	A6	N	N/A
General comments	Support	The Consultee thinks that this option is better than the previous.	L41	N	Applicant noted
Ground Investigation	Settlement	The Consultee stated there is no mention of subsidence fears from construction of the underpass in the consultation brochure. Further stated that this was a subject raised in a 2007 report by the Highways Agency and local residents raised it with the Applicant in 2018. The Consultee wanted to confirm the view now of the Applicant over its 2007 report and associated concerns.	L25	N	The Applicant stated that previous report related to a different solution with different construction techniques. The Applicant has reviewed the previous reports and is proposing to carry out additional surveys to support the construction methodology. The Applicant would look to reduce and mitigate any impacts of the works, due to settlement, and that once the latest surveys and results had been assessed a position will be confirmed.
Highway design	Access to properties	The Consultee requested clarity around the plans for the section of the A57 Mottram Moor either side of the new crossing and asked how this was being dealt with.	L25	N	The Applicant advised that the existing sections of the A57 Mottram Moor, either side of the new crossing, would be retained as access for the properties on Mottram Moor and would not be a through route.
Highway design	Back Moor junction	The Consultee requested clarity around the junction of Back Moor and how the priority would change.	L25	N	The Applicant state that Back Moor would have priority and that the existing A57 Hyde Road would now be designated as a side road.
Highway design	Carrhouse Lane access	The Consultee was concerned with access into Carrhouse Lane from the west. It stated that given that Mottram Moor will be reduced to one carriageway, any vehicle attempting this turn will	L48, L51, L52, L53	N	The Applicant stated that it would look into road markings in this area.

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		have to wait for a gap in the westbound traffic and so cause delays to the eastbound traffic.			
Highway design	Carrhouse Lane underpass	The Consultee requested further discussions regarding alternative proposals to Carrhouse Lane underpass.	L48, L51, L52, L53	Y	The Applicant has made adjustments to the alignment of the proposed Carrhouse Lane diversion, which are included in its proposals.
Highway Design	Carrhouse Lane Underpass	The Consultee requested more information on the details of the Underpass.	L15	N	The Applicant will provide further details of the underpasses within its DCO application.
Highway Design	Carrhouse Lane Underpass	The Consultee requested more information on the changes to the Underpass.	L17	N	The Applicant clarified its changes to the underpass design.
Highway Design	Carrhouse Lane Underpass	The Consultee queried the new alignment for the Underpass, as it thought it was a tunnel from previous consultation.	A1	N	The Applicant clarified changes to the design
Highway Design	Carrhouse Lane Underpass	The Consultee wanted to the location of the works in relation to Carrhouse Lane and exactly what was proposed for the underpass.	A3	N	The Applicant explained the embankment/false cuttings and how the new alignment would go through the new underpass.
Highway Design	Carrhouse Lane Underpass	The Consultee wanted to confirm its understanding of the Scheme proposals in relation to the Roe Cross Road link.	A5	N	The Applicant stated that the Roe Cross Road will be carried over the Link Road on a separate bridge and the underpass will extend from Old Road to Old Hall Lane.
Highway Design	Carrhouse Lane underpass	The Consultee wanted to confirm its understanding of the Underpass.	A5	N	The Applicant confirmed that the underpass is to be relocated under the latest proposals rather than extended.
Highway Design	Carrhouse Lane Underpass	The Consultee requested further information about the redesign of the Underpass	A6	N	The Applicant clarified changes to the underpass

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Highway Design	Carrhouse Lane Underpass	The Consultee is very concerned about the removal of the cut and cover tunnel.	L28	N	The Applicant discussed the proposals with the Consultee and posted it a copy of HE's property information booklets.
Highway Design	Carrhouse Lane Underpass	The Consultee requested more information on the works that will be undertaken along Carrhouse Lane, as there have been numerous rumours.	L36	N	The Applicant confirmed that it is to not undertaking physical works to widen the road and has no intention of removing any hedgerows in the area. The Applicant will look to secure maintenance rights along Carrhouse Lane to maintain the new underpass structure on completion.
Highway Design	Carrhouse Lane Underpass	The Consultee asked how far the Underpass had moved.	L18, L19	N	Details of the structures proposed are provided in the DCO application documents.
Highway Design	Carrhouse Lane Underpass	The Consultee requested further information on the vertical alignment of the Underpass.	L45, L45, L46	N	
Highway Design	Carrhouse Lane Underpass	The Consultee is concerned about shared use of Old Mill Farm underpass an requested a separate structure be built closer to Hattersley Roundabout to accommodate the pedestrians, cyclists and horse riders.	L45, L46	N	The Applicant explained the intention had always been for the underpass to be shared use. It was explained that the road alignment on this 50mph section of the Link Road was constrained by the need to tie in with the roundabout and it would not be possible to provide an additional underpass with sufficient headroom to accommodate the cyclists and horse riders in this location.
Highway Design	Carrhouse Lane Underpass	The Consultee wanted clarification on the height of the Underpass.	L48, L51, L52, L53	N	The Applicant and the Consultee discussed the height required.
Highway Design	Cricket Ground roundabout	The Consultee wanted to discuss the removal of the Cricket Ground Roundabout.	L29	N	The Applicant discussed the changes to the Scheme.

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Highway Design	Design of Old Rad underpass	The Consultee asked about the construction method of the underpass under Old Road. It further queried whether Old Road will still be a route for local traffic both during and after the construction of the Scheme.	L25	N	The Applicant confirmed the construction method of the Underpass. It stated that there would be periods of time during construction that Old Road will be severed, although it will ensure its Traffic Management Plan (TR010034/APP/7.5) maintains access to properties. When construction is complete Old Road will be reinstated along its current route.
Highway Design	Detrunking	The Consultee requested further information in relation to the detrunking of the A57 on completion of the Scheme.	L42	N	The Applicant confirmed that the existing A57 would be detrunked on completion and therefore responsibility for its operation will be passed from Highways England to Tameside. Part of the Scheme's proposals will be introducing a 20mph speed limit on the existing A57 to encourage road users to use the new Link Road.
Highway design	Detrunking measures	The Consultee thinks there is scant reference to the detrunking and that TMBC does not seem to have any input at this stage. It was stated in previous consultations they have had representation with ideas of the possible changes to the local traffic and pedestrian movement on Hyde Road and the various stretches of Mottram Moor. It advised this would be most helpful to residents directly affected by any changes.	L34	N	The Applicant stated that TMBC will have full input in determining the de-trunking measures and wish to involve the public in the final optioning process. This process could be carried out during the DCO process. The main parameters of a 20mph speed limit reduction would be fixed as part of the DCO process.
Highway Design	Drainage ponds	The Consultee queried why there would be ponds.	A3	N	The Applicant explained the ponds are needed to help with drainage and water management.
Highway Design	Embankment	The Consultee wanted to know how high the embankment will be.	L1	N	The Applicant provided details of the embankment heights across the Scheme, indicating that they are based on the draft design and subject to change.

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Highway Design	Embankment	The Consultee requested further information in regard to the height of embankments at the Pylon, underpass and Roe Cross and also details of landscaping proposals.	L21	N	The Applicant provided details of the embankment heights across the Scheme, indicating that they are based on the draft design and subject to change. Chapter 7 - Landscape and Visual Effects of the ES details landscape proposals (TR010034/APP/6.3).
Highway Design	Embankment	The Consultee queried what the embankment would look like as it was previously thought it would be in a cutting at the Woolley Lane end of the Scheme.	L22	N	The Applicant discussed the works with the Consultee including traffic calming, embankments and construction timescales. It mentioned that activity might be seen in the next couple of months for surveys.
Highway Design	Future developments	The Consultee asked about future developments in the area and how these are included in the modelling.	A6	N	The Applicant will include a list of future, committed developments within the ES (TR010034/APP/6.3) and Case for the Scheme (TR010034/APP/7.1), which are included in the assessment of the Scheme. The traffic modelling also considers future committed developments.
Highway Design	Hedgerow removal	The Consultee asked whether the hedgerows which currently run along the western boundary of Woolley Bridge will be removed.	L4, L5	N	The Applicant confirmed the hedge will be removed as part of the works to widen Woolley Bridge to construct the new junction.
Highway design	HGV ban	The Consultee suggested that a HGV ban should be introduced on the Woodhead Pass. It further questioned the purpose of the road if more people will be cycling by 2040.	L30	N	The Applicant is not able to deter traffic, including HGV's, from using the Strategic Road Network by placing a ban or restriction on certain vehicle types, as these routes provide important connections between cities and regions, plus the Government has stipulated that the Network must be accessible to all.
Highway design	Impacts on businesses	The Consultee stated that there is no longer a centre in Mottram Village as there is only a Post Office left. It believes that the ironmongers is closing on Mottram Moor because the Scheme is diverting custom away.	L14	N	Applicant noted

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Highway design	Impacts on land	The Consultee thinks that the Scheme will just divert the traffic off the main highway, which has been a main traffic route for hundreds of years, through the countryside (Greenbelt) back onto the same road. It is a total waste of money and reckless land destruction. It further stated that the people in the Old Hall Area bought their houses to live in a rural part of Mottram and that the people in other areas bought their houses knowingly on a main traffic route.	L14	N	Applicant noted
Highway design	Impacts on landscape	The Consultee objects to the proposed route as it goes right through the most scenic historic part of the village. It also objects to the removal of the cut and cover tunnel previously proposed through Old Hall Lane.	L14	N	Applicant noted
Highway design	Junction 4	The Consultee requested further information in regard to the signalling of Junction 4.	L38	N	The Applicant explained the reasoning behind the signals at the Junction and their design. (The Roundabout design has been amended following this discussion.)
Highway design	Kerbs	The Consultee queried whether the Titan kerbing will be replaced or reinforced.	L27		The Applicant confirmed that this section of road would not be affected by the Scheme and the kerbs would therefore remain.
Highway Design	Land maintenance	The Consultee asked what will happen to the pieces of land at the front of the houses on Mottram Moor and who will be responsible for its maintenance.	L34	N	The Applicant stated that the access to houses would be maintained and will form part of the ongoing discussion with the property owners/tenants.
Highway design	Land take	The Consultee states that the extent of the land impacted by the Scheme seemed excessive in comparison with the width of the single carriageway itself.	L48, L51, L52, L53		The Applicant investigated the potential to reduce the width of the embankments with its landscape team. The current proposals utilise embankments to decrease noise and visual impacts.

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Highway design	Landscaping	The Consultee wanted to discuss the layout and the design of the road in relation to the wider area.	L32	N	The Applicant discussed the layout of the road with the Consultee, and how its designers aim to blend it into the area using false cuttings and planting, etc.
Highway design	M67 J4 roundabout	The Consultee queried the changes to M67 J4 and why so many sets of traffic lights were being introduced.	L42	N	The Applicant explained that the signals are required to control the traffic using the roundabout to ensure it operates as efficiently as possible when the new bypass is in place.
Highway design	M67 J4 roundabout	The Consultee questioned why there is a series of traffic lights on the roundabout, it would like to see free flow of traffic straight off the M67 and onto the new link road. It believes the improved WCH routes are 'political correctness' as nobody crosses the roundabout on foot as there is nowhere to go. Given the bypass is to prevent queuing, noise and fumes, the Consultee wishes to know the reasoning behind the traffic lights, as it will result in standing traffic. It also feels that it is only solving a third of the problem as it is not the full bypass.	L7	N	The Applicant contacted the Consultee and indicated that the pedestrian signal phases would not be dominant and would be incorporated into the overall operation. The need for safe WCH facilities was also discussed.
Highway design	M67 J4 roundabout	The Consultee feels that the traffic signals will be detrimental to queueing traffic on the M67 J4 roundabout, as there is no free flow from the M67 to bypass.	L21	N	The traffic signals are required at the roundabout to support its safe use by road users and pedestrians. The roundabout design has been altered following consultation to provide the most effective layout possible.
Highway design	Removal of Roe Cross Road link	The Consultee stated the removal of the Link Road will mean that the Consultee's property will become part of a traffic island.	L28	N	Applicant noted
Highway design	Removal of Roe Cross Road link	The Consultee stated that the decision to remove the direct access to Roe Cross Road 'beggars belief'.	L48, L51, L52, L53	N	Applicant noted

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Highway Design	Road layout	The Consultee does not think the new road layout is feasible and will not work.	L15	N	Applicant noted
Highway Design	Road management	The Consultee queried whether there would be any road management to reduce the very high speeds of some drivers currently experienced on Woolley Lane towards the Bridge.	L22	N	The Applicant recommended that the Consultee contacted the local Highway Authority Derbyshire County Council.
Highway Design	Road ownership	The Consultee asked who will gain ownership of the road. It also queried whether a yellow box/keep clear to enable access due to queuing traffic from the lights was possible.	L34	N	The Applicant stated that discussions are currently ongoing, with the intention that TMBC will own and manage the area on completion
Highway design	Road surfacing	The Consultee wanted more information on the road surfacing and whether it would be low noise.	L22	N	The Applicant confirmed that the new road surface would be designed to reduce noise.
Highway design	Roe Cross Road bridge	The Consultee referred to a "bridge carrying Roe Cross Road over the new road (underpass) and queried whether the Bridge will be at the same level of Roe Cross Road, i.e. it will not be elevated.	L25	N	The Applicant stated that Roe Cross Road would remain on the same level as the current road.
Highway design	Roe Cross Road bridge	The Consultee asked about the tunnel and Roe Cross Road bridge, it understood that the design had changed so wanted to know what the Roe Cross Bridge would look like and whether it would have walls on either side.	L42	N	The Applicant stated that there would be walls to aid suicide prevention. The details of the underpass design are provided within the DCO application documents, Scheme Layout Plans (TR010034/APP/2.6).
Highway Design	Roe Cross road link	The Consultee is concerned that the revised Scheme without the Roe Cross link (compared to the 2018 consultation) might be detrimental to the area close to current residence because access to A57 would still mean going through the existing Mottram traffic signals, which suffer considerable congestion.	L15	N	The Applicant explained that the existing signals in Mottram would perform better once the Link Road was in place because the opposing A57 movement would now be travelling on the Link Road. The Applicant explained that the removal of the mid link roundabout on the Link Road itself that was previously in place to allow the connection up to Roe Cross Road had significant advantage to the users of the Link Road who

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					previously had to slow down to negotiate the roundabout.
Highway design	Signal design	The Consultee stated that despite the discussions two years ago there is no provision for a yellow box at the junction of Carrhouse Lane with Mottram Moor. Given that the effect of relocating the traffic lights from the middle of Mottram to the new Mottram Moor junction will be to move the westbound congestion further down Mottram Moor, it will be very difficult to egress Carrhouse Lane safely to travel in an easterly direction.	L48, L51, L52, L53	N	The Applicant stated that it would consider road markings in this area.
Need Case	Option selection	The Consultee stated that in relation to option selection, it should be the people who attend these meetings who make those decisions.	L48, L51, L52, L53	N	The Applicant explained that the route option decision had been made previously and it is now mandated to deliver the current route. The Applicant raised the Consultees concerns regarding option selection within its internal organisation.
Need Case	Option selection	The Consultee wanted to know whether options have been chosen.	L35	N	The Applicant identified that options had been selected earlier within the development and consultation process. As detailed in the ES (TR010034/APP/6.3 Chapter 2).
WCH facilities	WCH survey	The Consultee queried how vehicles (buses and other service vehicles) and walkers, cyclists and horse riders will be able to exit Mottram Moor and cross/turn without traffic light control. The Consultee further states that if a pedestrian survey had been completed then it would have found a large number of under-18s use the crossing between 07:30 and 08:30 and between 15:00 and 16:00. The Consultee stated that this is currently easy as the Junction is traffic light controlled.	L34	N	The Applicant stated that a survey is currently underway to understand the WCH movements in the area and discussions are underway with the Passenger Transport Executive to understand the movements of public transport.

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WCH facilities	Pedestrian crossing	The Consultee is concerned about several schools using road crossings in the local area and that serious thought needs to be put into a pedestrian crossing between Woolley bridge roundabout and Watkin Avenue. The Consultee further stated a petition for this crossing was raised several years ago but never reached fruition.	L27	N	The Applicant recommended that the Consultee contacted the local Highway Authority and Derbyshire County Council.
WCH facilities	Pedestrian crossing	The Consultee requested more information regarding the pedestrian crossing on Mottram Moor.	L29	N	The Applicant confirmed that there would be formalised pedestrian crossings on Mottram Moor at the new junction.
WCH facilities	Public Rights of Way	The Consultee queried if PRowS would remain open near Old Road and the mini roundabout and whether they would still support horse riding.	A2	N	The Applicant stated that they be retained and stated that it is still in the design stage and unable to answer all the Consultee's questions.
Noise	Noise mitigation	The Consultee is concerned with noise levels.	A7	N	The Applicant advised that the noise mitigation has not been finalised yet but would be available as part of DCO application (TR010034/APP/6.3 Chapter 7).
Noise	Noise mitigation	The Consultee asked whether it was possible to install noise barriers either side of the bypass.	L34	N	The Applicant stated that the PEIR is currently showing the unmitigated results and a mitigation solution is currently being assessed. The Applicant stated that it would look into this issue.
Noise	Noise mitigation	The Consultee stated an acoustic barrier on showground land would be very welcome.	L35	N	The Applicant advised that the noise mitigation plans had not been finalised but would be available as part of DCO application (TR010034/APP/6.3 Chapter 7).
Planning policy	Impacts on Greenbelt	The Consultee stated that the effect of this route is negative and is destroying the Greenbelt unnecessarily.	L14	N	Applicant noted

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Settlement	Consider dewatering	The Consultee requested a map to be made available indicating settlement due to dewatering.	L19	N	The Applicant stated that the assessments required to provide such a map had yet to be undertaken, but this work would be completed prior to construction.
Specific property issue	3D viewpoints	The Consultee states that there is nothing in the PEIR about the views from the back of the properties being affected by the road and the embankment.	L34	N	Photomontages from a variety of viewpoints are included in the DCO application (TR010034/APP/6.3 Chapter 7).
Specific property issue	Access out of property	The Consultee asked whether Mottram Moor property owners can turn both right and left when exiting.	L34	N	The Applicant stated that residents will be able to turn both right and left out of their property and the use of a keep clear box is being considered.
Specific property issue	Access roads	The Consultee inquired whether the access roads provided would be sufficient to accommodate large farm vehicles.	L45, L46	N	The Applicant confirmed that the access roads have been checked for standard farm vehicles, but it would check its design could accommodate the Consultee's largest vehicle.
Specific property issue	Access to property	The Consultee expressed support for the Scheme but wanted to highlight that when surfacing works were undertaken last year the works vehicles were parked outside the Consultee's property.	L44	N	The Applicant assured the Consultee that there would be designated parking on site for all works vehicles.
Specific property issue	Access to property	The Consultee queried whether an alternative route could be provided to the south east rather than the existing route, to allow access to its property.	L48, L51, L52, L53	N	The Applicant stated that the construction plans had yet to be completed, however there would be a proposed access off the single carriageway section for United Utilities/ highway maintenance and there is potential for an access to be tied into this.
Specific property issue	Access to property	The Consultee queried access routes to the field which is bounded by Woolley Lane, the proposed Link Road and the River Etherow.	L4, L5	Y	The Applicant has extended the RLB/design to include an access route.

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Specific property issue	Access to property	The Consultee confirmed that the Ford across the River Etherow is used to move cattle. It requested that the Ford will need to be retained in the permanent works and during construction.	L4, L5	Y (as above)	The Applicant will provide the Consultee with details of the river crossing proposed structure cross section. The Applicant will work with the Consultee during the construction process to ensure that its land is accessible as possible. It will provide vehicular access between the farm and the southern fields via the new Link Road and an access track.
Specific property issue	Access to property	The Consultee queried why the farm access to the north of the underpass looped round rather than connected directly into the underpass itself and asked if an alternative route could be considered.	L45, L46	N	The Applicant stated that the farm access connection was positioned at the point where the track was at existing ground level to minimise the extend of earthworks required but agreed to investigate the alternative proposal provided by the Consultee. The Applicant confirmed that gates would be provided at points in the approximate locations where the farm accesses interact with the footpaths and bridleways. The Applicant agreed to share further details of the road alignment through the underpass and the proposed drainage system to enable the risk of the underpass flooding to be assessed
Specific property issue	Access to property	The Consultee stated the Scheme will introduce more traffic flowing directly towards the Consultee's property from Glossop and then turning right towards Hadfield, from the new Link Road junction. The Consultee further stated that currently, main traffic flows past the property from Woolley lane, not directly at it. It questioned whether it will impact driveway access.	L27	N	The Applicant confirmed that it had no plans to carry out any highways improvement work at the Junction and that the trief kerbs would remain
Specific property issue	Access to property	The Consultee queried what is happening to the Consultee's service road access, as it appears	L34	N	The Applicant stated that it was looking to work with the residents to understand their needs and requirements. The Applicant and the Consultee

Topic Area	Sub-Topic	Consultation Responses	User ID	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		there is no vehicular access up to the front of the property.			discussed the vehicular access at the side of the property.
Specific property issue	Access to property	The Consultee is satisfied with location of the new access track near it's property.	L36	N	N/A
Specific property issue	Access to property	The Consultee inquired to what extent a neighbouring property would have access along a new road, on a section currently owned by the Consultee. The Consultee wanted to ensure this was limited to agricultural access only.	L36	Y	The Applicant has altered its design to ensure that the neighbouring property has its own access.
Specific property issue	Appointment of agent	The Consultee stated that a land agent had not yet been appointed to act upon it's behalf and requested further information about cost.	L11	N	The Applicant confirmed that it would cover the costs of an agent if and when appropriate.
Specific property issue	Arboricultural impacts	The Consultee requested confirmation that the mature trees will not be affected opposite the Consultee's house and in the vicinity.	L19	N	The impacts on mature trees have been considered within the ES (TR010034/APP/6.3 Chapter 7).
Specific property issue	Blight	The Consultee stated that properties in Mottram has been blighted for nearly 30 years by the uncertainty around the road.	L28	N	The Applicant discussed the blight claim process and sent a copy of the "Your property and our road proposals" booklet. It also explained that the Consultee could gain independent advice.
Specific property issue	Changes to road layout	The Consultee requested more information on changes to the road layout to ascertain if this would adversely affect the Consultee's property.	L27	N	The proposed road layout is provided in the DCO application.
Specific property issue	Compensation	The Consultee is a relative of a landowner who has received a Cat 3 letter. The Consultee understood that claims are submitted after the road has opened and requested further information about claims during construction.	A1	N	The Applicant advised that it would liaise with people closer to the construction time period, when it has further information on the construction methods and likelihood of any effects. It discussed the timeframe for potential claims.

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Specific property issue	Compensation	The Consultee has received a Cat 3 letter and requested more information on what this means.	A6	N	The Applicant explained that the letter meant that the property may be negatively affected once the new road is operational and that potential claims can be made open one year after the road opens.
Specific property issue	Compensation	The Consultee wanted to discuss the appointment of land agents as the Consultee's property is being severed, so it requested further information on compensation.	L11	N	The Applicant explained briefly about blight and purchase by agreement. The Applicant's own guidance booklets were sent to the Consultee and a weblink to RICS guidance.
Specific property issue	Compensation	The Consultee queried the Cat 3 identification process and compensation.	L15	N	The Applicant explained briefly about Discretionary Purchase and Part 1. The Consultee was advised to read the booklets sent to him and forward any further questions.
Specific property issue	Compensation	The Consultee asked about being relocated during construction.	L32	N	The Applicant advised that this is not standard practise and it does not offer compensation during construction to cover rehoming, however if specific works will cause a significant impact we may make arrangements for a short term relocation.
Specific property issue	Compensation	The Consultee requested more information after receiving a Cat 3 letter and wanted to understand what was meant.	L26	N	The Applicant explained about the possibility of a compensation claim and the timescales for a DCO application.
Specific property issue	Compensation	The Consultee requested more information on the possibility of a Cat 3 claim.	L18, L19	N	
Specific property issue	Compulsory purchase	The Consultee wants to discuss property options including the compulsory purchase process.	L12	N	The Applicant provided the timescales for construction. Discretionary purchase was discussed and information booklets sent to the Consultee.

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Specific property issue	Compulsory purchase	The Consultee advised that a solicitor may be appointed if compulsory purchase would be applicable to the business property, but that it will wait until further information has been received with regard to any impacts.	L16	N	The Applicant advised that it would look to provide further information in time for the Consultee's business to prepare for any changes.
Specific property issue	Construction	The Consultee inquired about the construction in the area.	L11	N	The Applicant confirmed details about an earth embankment close to the property.
Specific property issue	Consultation materials	The Consultee stated that it had watched flyover video but was none the wiser as to whether it will affect properties on Backmoor. The Consultee cannot find a map in consultation documents with regard to this information and would like to further information on impacts to properties.	L2	N	The Applicant confirmed that the property was adjacent to the red line boundary of the Scheme and will not be directly affected by construction of the Scheme in terms of land purchase. However, there are likely to be some works to the nearby junction at the mini roundabout, as it connects back to Old Hall Lane and Roe Cross Road, following works to build the nearby underpass. The potential impacts on the properties were described with the Applicant stating that it will work to ensure any impacts are minimised.
Specific property issue	Consultation materials	The Consultee requested plans to visualise the new proposals.	L24	N	The Applicant provided details of how to access the Scheme website and sent a plan of the area local to the Consultee.
Specific property issue	Cut and fill balance	The Consultee inquired if the cut and fill balance would mean that the area to the rear of Consultee's garden, which is outside the RLB, could be filled.	L11	N	The Applicant commented that the material would probably be required on Site but it would enquire with the building contractor.
Specific property issue	Damage to property	The Consultee raised the issue about damage to a fence line.	L11	N	The Applicant advised the Consultee on the correct reporting process.

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Specific property issue	Demolition of property	The Consultee has lived in the Applicant's property for many years and wishes to confirm whether the property will be demolished.	L20	N	The Applicant confirmed that the property had been identified for demolition and that it would keep the Consultee informed of the DCO progress.
Specific property issue	Demolition of property	The Consultee is concerned about impacts to the property and questioned whether its necessary to demolish the property.	L30	N	The Applicant discussed the DCO and design process. It indicated that it would look to retain as many properties as possible.
Specific property issue	Discretionary property purchase	The Consultee is looking to sell it's property in the next two years and wants to know what will happen if the property does not sell due to the Scheme.	L10	N	The Applicant sent the Consultee information booklets about the discretionary purchase process.
Specific property issue	Discretionary property purchase	The Consultee requested information on the purchase of a property.	L17	N	The Applicant confirmed the purchase and clarified changes to the design, as requested.
Specific property issue	Discretionary property purchase	The Consultee is trying to sell it's property and believes several people have backed out of buying it due to the Scheme. It asked further questions regarding the sale and associated compensation.	L33	N	The Applicant discussed the impact of the Scheme on the sale of the Consultee's property and sent its relevant information booklets to the Consultee.
Specific property issue	Discretionary property purchase	The Consultee asked whether it would be able to gain blight compensation or discretionary purchase with regard to it's property.	L36	N	The Applicant stated that the Consultee would not necessarily be in a position to claim blight on the property, but other options could be considered. The Applicant sent relevant information booklets to the Consultee.
Specific property issue	Discretionary property purchase	The Consultee indicated it felt unable to sell it's property and believed that it would have to stay until after construction	L18, L19	N	The Applicant sent relevant information booklets to the Consultee and offered a future conversation when further information was known about the Scheme's status.

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Specific property issue	Discretionary purchase	The Consultee inquired why Highways England had recently purchased a property, as there were rumours it had been bought to provide access for the Scheme.	L36	N	The Applicant confirmed that the Property had been purchased due to blight and did not relate to a specific construction activity.
Specific property issue	Disruption to business	The Consultee stated that construction could lead to three years of disruption to farming operations and asked that as much notice as possible is provided of any potential disruption, to help with planning for the loss of land.	L45, L46	N	The Applicant will work with the Consultee during the construction process to ensure that its land is as accessible as possible
Specific property issue	Disruption to business	The Consultee is concerned about the impacts the Scheme will have on it's business. It also requested that the pavement directly outside the business is extended, so deliveries do not have to park directly outside.	L16	N	The Applicant advised that the Consultee's property would be adjacent to detrunking works and was unlikely to be heavily disrupted by the Scheme.
Specific property issue	Field drainage	The Consultee confirmed that there are a number of large diameter field drains, which pass under the proposed link to the south of Woolley Lane.	L48, L51, L52, L53		The Applicant stated that it had provided sketches of the drains in the past but would be willing to provide details again if required. The Consultee is to provide further information.
Specific property issue	Flooding	The Consultee concerned about flooding to the rear of Mottram Moor.	A4	N	A Flood Risk Assessment will be included in the DCO application and assessment of drainage impacts will be considered with the ES (TR010034/APP/6.3 Chapter 13).
Specific property issue	Flooding	The Consultee inquired if the stream at the bottom of the valley is to be culverted.	L11	N	The Applicant confirmed that drainage was still being considered. Drainage plans are considered within the ES (TR010034/APP/6.3 Chapter 13).
Specific property issue	Flooding	The Consultee requested information on how often the proposed flood compensation area is expected to flood, in comparison with the current environs. It stated this information is required to assess the future 'usability' of the land once the Scheme is in place.	L4, L5	N	The Applicant stated that work is still ongoing to assess drainage and flood potential and that it would share the information when it had been developed. The Flood Risk Assessment and Drainage Impact Assessment are included in the

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		The Consultee raised concerns regarding flooding of fields to the south of the Link Road and Woolley Bridge. It stated that the current flood protection bunds were not entirely effective and that the southern extremity of its property floods most frequently.			DCO application (TR010034/APP/6.3 Chapter 13).
Specific property issue	Flooding	The Consultee asked how the road level varied and whether the service road area will be susceptible to flooding, with surface water draining off Mottram Moor and Back Moor. It stated that their local drains are regularly blocked and an increase in runoff could cause problems.	L34	N	The Applicant discussed drainage and historic flooding with the Consultee. A drainage assessment and flood risk assessment are provided within the DCO application (ES Chapter 13).
Specific property issue	Former public house	The Consultee has asked the TMBC whether compulsory purchase order can be used in regard to a former public house, which has been empty for nearly 20 years. It stated that it is blighting the local area and suggests that the land could be used to create a larger roundabout. This is especially relevant in regards HGV vehicles heading towards industrial estates in Hadfield and Woolley Bridge.	L27	N	The acquisition of the public house is considered to be outside the Applicant's remit as the road is not being replaced in this area.
Specific property issue	Gas services	The Consultee has not received any further details on the Cadent gas main diversion works.	L48, L51, L52, L53	N	The location of the Cadent gas diversion is included within the Works Plans (TR010034/APP/2.3)
Specific property issue	General impacts on property	The Consultee advised that it had received the consultation documents and will be appointing a specialist land agent.	L50	N	Applicant noted

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Specific property issue	General impacts on property	The Consultee queried timescales for the project and advised that once a land agent had been appointed, further discussions regarding the Scheme and the impact on the Consultee's property will be progressed.	L50	N	Discussions are ongoing between the Consultee and Applicant
Specific property issue	Ground investigation	The Consultee requested that ground investigation works should avoid May and June to ensure impact on farming operations is minimised.	L48, L51, L52, L53	N	The Applicant confirmed that it would look to schedule the works appropriately, and that compensation arrangements for the GI are still to be confirmed and agreed.
Specific property issue	Impacts of RLB to property	The Consultee inquired why the RLB affects both access routes into its property.	L10		The Applicant discussed the Scheme with the Consultee and stated how the property would be affected temporarily and that access to the property would be maintained. The Applicant provided the Consultee with a copy of its property information booklets.
Specific property issue	Impacts on businesses	The Consultee was concerned businesses would be asked to leave the site due to the Applicant's operations.	L49	N	The Applicant provided the Consultee with a copy of the brochure and provided an update on the time frame for the Scheme, including site investigation works. Future discussions will be undertaken.
Specific property issue	Impacts on property during construction/ operation	The Consultee concerned that the property would be adversely affect by the proposed construction and outcome of altered road use.	L27	N	The Applicant discussed the Scheme with the Consultee
Specific property issue	Impacts to business	The Consultee stated that its business relies heavily on passing traffic and that the DCO timeframe does not allow the business to make the arrangements required to adjust its business. It questioned whether the business	L6	N	The Applicant responded to request details of the Consultee's address, so as to understand the potential impacts further. The Applicant stated that it had examined the location of the property and it was on a section of detrunked road which would not be affected

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		<p>should take legal advice or submit a compulsory purchase application for blight.</p> <p>The Consultee requested that its retail unit was treated as a blighted property due to the reduction of passing trade.</p> <p>The Consultee responded to state that it did not agree with the Applicant regarding its rights to passing trade</p>			significantly by the Scheme. The Applicant provided the Consultee with a copy of its property information booklets. A Transport Assessment Report (TAR) will be provided with the DCO application (TR010034/APP/7.4)
Specific property issue	Impacts to property	The Consultee asked what the works would be in the local area.	A3	N	The Applicant explained about the phasing/programming and traffic/environmental management that would be in place to minimise impacts and to reduce the time of localised disturbance.
Specific property issue	Impacts to property	The Consultee highlighted that it wishes the impacts to be kept to a minimum, as not to affect the future ownership of the property.	L11	N	The Applicant explained about the phasing/programming and traffic/environmental management that would be in place to minimise impacts and to reduce the time of localised disturbance.
Specific property issue	Impacts to property	The Consultee has received a Cat 2 letter and queried what this means in terms of impacts for the property.	L23	N	The Applicant advised that that the letter was provided as it may need to interact with the water connection.
Specific property issue	Impacts to property	The Consultee requested a Scheme update in relation to specific impacts on its property	L24	N	The Applicant provided information on the design changes and stated that the property is most likely to be affected by the realignment of the Underpass. Construction timescales were also discussed.
Specific property issue	Land access	Consultee's land is to be severed by the Scheme leaving a section of land locked. It expressed an interest in retaining the land as a paddock.	L11	N	The Applicant and Consultee discussions are ongoing.

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Specific property issue	Land exchange	The Consultee provided an update on the current ownership of the Showground.	L31	N	Applicant noted
Specific property issue	Land exchange	The Consultee provided an update on the current ownership of the Showground.	L31	N	Applicant noted
Specific property issue	Land in DCO boundary	The Consultee wanted to understand the relevance of land being within the DCO boundary. It stated that the Scheme was preventing the sale of owned property.	L47	N	The Applicant confirmed the implications of the Scheme on the Consultee's property.
Specific property issue	Land locked areas	The Consultee asked what will happen to parcels of land trapped by the new bypass.	L34	N	The Applicant confirmed that provision for access would be extended to all land locked areas, which will form part of the detailed discussions with the landowners
Specific property issue	Land loss	The Consultee is pleased to find out that 80% of its gardens will not be lost.	L34	N	N/A
Specific property issue	Land severance	The Consultee asked how a severed land plot would be considered.	L9	N	The Applicant explained the several options which should be considered; discussions are ongoing.
Specific property issue	Land severance	The Consultee asked how a severed land plot would be considered.	L36	N	The Applicant explained the several options which should be considered; discussions are ongoing.
Specific property issue	Land take	The Consultee requested the difference between the previous and revised land area that is impacted by the Scheme.	L48, L51, L52, L53	N	The Applicant sent the information on to the Consultee following the meeting,

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Specific property issue	Land usage	The Consultee advised that the land and usage were a large investment at the time of purchasing and will be lost as part of the Scheme. It indicated that a replacement structure may be required on the remaining land.	L11	N	The Applicant stated that it would discuss the issue with its land officers. Discussions are ongoing.
Specific property issue	Noise impacts	The Consultee concerned about the underpass design and noise generated.	L33	N	The Applicant confirmed that it was carrying out a noise assessment as part of the works and will be introducing the appropriate mitigation necessary. The results of the noise assessments are included in the ES (Chapter 11)
Specific property issue	Noise impacts	The Consultee wanted to know if the baseline noise levels are available to access.	L29	N	
Specific property issue	Noise monitoring	The Consultee asked whether noise monitoring on property will be made available. It stated this was previously requested in 2018 but was never made available.	L29	N	The Applicant will undertake noise monitoring in line with the ES methodology. The results of the noise modelling will be included in the ES (Chapter 11).
Specific property issue	Options agreement	The Consultee wanted to discuss the options agreement and blight process.	L11	N	The Applicant provided information booklets regarding its processes and land interests.
Specific property issue	Options agreement	The Consultee wished to discuss options in relation to land acquisition and early acquisition.	L48, L51, L52, L53	N	The Applicant agreed that it was open to progressing such discussions and provided further information.
Specific property issue	Options agreement	The Consultee requested a timeframe for an options agreement, as this will only be accepted mid-January 2021 due to the subletting consultee's land.	L9	N	The Applicant indicated that it would look to commence these discussions in Spring 2021.
Specific property issue	Options agreement	The Consultee requested a timeframe for an options agreement.	L36	N	

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Specific property issue	Pedestrian access	The Consultee wanted to discuss pedestrian access to Mottram village, and whether the pedestrian refuge (Back Moor/Mottram Moor junction) will be lost, as even more vehicles will use Back Moor, making it less safe to cross the road.	L34	N	The Applicant indicated that the existing pedestrian island on Back Moor will be relocated to enable access and that additional pedestrian crossing facilities are also incorporated within the new signal-controlled junction.
Specific property issue	Property demolition	The Consultee wished to check if its property was being demolished and when this would take place.	A7	N	The Applicant advised on the construction timescales and stated that the design would be finalised following consultation and this would provide greater certainty on whether the house would be demolished/affected.
Specific property issue	Property demolition	The Consultee has received correspondence that Highway's England will be taking part of it's property. It requested further information on timescales, and whether property access will change.	L8	N	
Specific property issue	Property demolition	The Consultee requested more information to explain why the houses were being demolished.	A2	N	The Applicant provided details of the streets near to the Consultee's home which were affected but not the specific numbers.
Specific property issue	Proximity to property	The Consultee requested more information on the Scheme, including distance from the property to the edge of the works, the land above the underpass, how will this be maintained and concerns around antisocial behaviour.	L13	N	The Applicant confirmed the distance between the Scheme and the property. The Consultee stated that it would like to extend its garden. The Applicant stated that plans for the area above the underpass are yet to be finalised but it could be discussed in the future.
Specific property issue	Proximity to property	The Consultee requested for information on the distance that the Scheme has moved towards the Consultee's property and how far away the road is currently.	L19	N	The proposed Scheme design is available as part of the DCO application.

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Specific property issue	Proximity to property	The Consultee questioned whether the current highway will be moved closer to Consultee's property, or is the existing layout remaining. It stated that the property already experiences impacts from noise and vibration, so to move the alignment any closer would be unreasonable.	L27	N	The Applicant confirmed that the works in the Woolley Bridge area would remove a significant volume of traffic from the Woolley Bridge Junction, and that the Red Line Boundary plan in this area demonstrates a speed limit reduction to 20mph along Woolley Lane and possible traffic calming measures.
Specific property issue	Proximity to property	The Consultee concerned about being in close proximity to the Red Line Boundary, and what this would mean.	L33	N	The Applicant explained that works in this area were of a temporary nature.
Specific property issue	Residential parking bays	The Consultee queried what the control will be over the proposed parking bays and if they will be allocated to the properties.	L34	N	The Applicant has amended the design to incorporate two small cul-de-sacs either side of Mottram Moor Junction. Discussions for providing parking for residents are ongoing with TMBC.
Specific property issue	Service maintenance during construction	The Consultee queried whether services will be maintained at all times during construction.	L34	N	The Applicant explained that this would be the aspiration, however further design work was required with the relevant utility companies to understand what was required.
Specific property issue	Settlement	The Consultee stated that the Applicant has indicated that it would provide indemnity for the Consultee's property against settlement damage caused by the Scheme.	L19	N	The Applicant will consider settlement and subsidence in detail following intrusive ground investigation studies in Summer 2021.
Specific property issue	Settlement	The Consultee concerned with subsidence issues.	L12	N	
Specific property issue	Settlement	The Consultee raised the issue of settlement.	L18, L19	N	

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Specific property issue	Settlement	The Consultee asked whether Highways England will be liable for settlement issues, affecting insurance and house value for circa 10 years.	L29	N	The Applicant provided the Consultee with its property information booklets.
Specific property issue	Settlement	The Consultee queried whether Highways England can provide a legal binding guarantee that covers the householders cost and resale valuation of the affected property if any settlement occurs during/post construction.	L29	N	
Specific property issue	Site investigation works	The Consultee wanted to discuss land access for site investigation works.	L11	N	The Applicant confirmed the process for site investigations,
Specific property issue	Site investigations	The Consultee requested that the works to the Consultee's land be completed by late spring, and also be done off bog matting to reduce impacts.	L9	N	The Applicant discussed future possible site investigations.
Specific property issue	Site visit	The Consultee requested a site visit to the property as the current layout does not make the effects clear in relation to changes to the current footpath.	L27	N	Details of the WCH provision are provided within the DCO application Streets, Rights of Way and Access Plan (TR010034/APP/2.4).
Specific property issue	Structural surveys	The Consultee requested a before and after construction structural survey for the property as it is very old.	L19	N	The Applicant will consider settlement and subsidence in detail following intrusive ground investigation studies in Summer 2021.
Specific property issue	Structural surveys	The Consultee asked whether Highways England will pay for structural surveys before and after the works.	L29	N	
Specific property issue	Structural surveys	The Consultee asked if Highways England would carry out structural surveys on the properties before and after.	L18, L19	N	

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Specific property issue	Surveys	The Consultee requested that notification is provided if anyone associated with the Scheme needs to access the property, especially at night-time.	L45, L46	N	The Applicant fed this back to its team and requested that notification is always provided to the landowner.
Specific property issue	Unregistered land	The Consultee identified an area of un-registered land and indicated that it is within its own ownership and shown on the respective deeds.	L11	N	Applicant suggested that the Consultee should register the land and that it would potentially pay for this process. Discussion ongoing. Site notices were visited.
Specific property issue	Unregistered land	The Consultee provided confirmation that a parcel of land is not unregistered and is included in its deeds. Further advised that posted notices have been removed from the local area	L48, L51, L52, L53	N	
Specific property issue	Vehicular access during construction	The Consultee asked whether vehicular access will be maintained at all times during construction, and if so, how and from which direction.	L34	N	The Applicant confirmed that vehicular access is to be maintained where possible and residents will be regularly updated during construction.
Specific property issue	Visual impacts	The Consultee requested more information about the expected view of the underpasses and which houses were being demolished	A2	N	The Applicant stated that photomontages would be included in Chapter 7 of the ES (TR010034/APP/6.3) and DCO application.
Specific property issue	Visual impacts	The Consultee raised issues of views, noise and air quality impacts arising due to the Scheme.	L18, L19	N	The Applicant offered to provide images of the Scheme from their garden and bedroom windows viewpoints so that they could understand the visual impacts.
Specific property issue	Water supply	The Consultee raised concerns regarding the aquifer and natural spring that provides the Consultee with water to the land for livestock.	L9	N	The Applicant considered this with the drainage and environment team. Details of the drainage assessment are included in the ES (TR010034/APP/6.3) (Chapter 13).
Specific property issue	Wayleave agreement	The Consultee requested amendments to a wayleave agreement.	L39	N	The Applicant is drafting a new wayleave agreement and discussions with the Consultee are ongoing.

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Specific property issues	Discretionary property purchase	The Consultee requested further information on the appeal process against the Applicant's decision to not accept consultee's application for the discretionary purchase of her property due to COVID-19 restrictions.	L54		The Applicant stated that there was no appeal process for decisions made under the Applicant's discretionary powers (contained in s246 Highways Act). It requested further information from the Consultee in order to understand if there were any other relevant options.
Specific property issues	Discretionary property purchase	The Consultee wanted to know why a specific property had been acquired.	L41	N	The Applicant confirmed it had acquired a property with regards to blight impacts.
Timescales	Construction	The Consultee wanted to know when construction is due to begin.	L44	N	The Applicant stated that construction would commence winter 2022/23
Timescales	DCO process	The Consultee is unsure about the DCO process and wanted to understand the timescales and how likely they are to increase or decrease. It's especially concerned as wanting to sell the property.	L18	N	The Applicant provided information on the DCO process and timescales.
Timescales	Design completion	The Consultee wanted to discuss design timescales.	L32	N	The Applicant stated that design would be completed in advance of DCO but may be refined during the planning process.
Timescales	Timescale of construction	The Consultee wanted to discuss construction and DCO timescales.	L32	N	The Applicant provided information on the DCO process and timescales.
Traffic impacts	Glossop	The Consultee thinks that Glossop traffic will just bottle neck at end of Scheme.	L35	N	Extensive traffic modelling has been undertaken and a Traffic Assessment Report has been submitted as part of the DCO application. (TR010034/APP/7.5)

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Traffic modelling	Assessment coverage	The Consultee queried the geographical coverage of the traffic modelling assessment.	L15	N	The Applicant described the transport network and indicated that movement patterns considered longer distance movements from beyond Manchester in the west and Sheffield in the East and that the exercise considered longer term forecast usage to the 2040 design year.
Traffic modelling	Back Moor junction	The Consultee asked whether the two lanes of queuing traffic separated from traffic will travel up Back Moor.	L34	N	The Applicant discussed the movement of traffic throughout all arms of the Junction. The proposed reconfiguration of the Junction is included within the work plans.
Traffic modelling	General concern	The Consultee concerned about traffic flows.	L29	N	The Applicant explained traffic modelling had been undertaken to ensure traffic flows were optimum.
Traffic modelling	HGV ban	The Consultee wanted a 6 month HGV ban on the A628.	A4	N	The Applicant is not able to restrict the use of lorries from the roads it manages as these routes provide important links between towns, cities and regions for delivering goods. The Government have stipulated the network must be accessible to all.
Traffic modelling	Impacts of COVID-19	The Consultee raised the reduction in traffic due to COVID-19 and is concerned about additional traffic and pollution.	A4	N	The Scheme is using future forecast data from the DfT and the opening date for the Scheme is 2025, the current situation around COVID-19 could change data but we have to continue with the latest forecasts, as the COVID-19 situation is potentially seen as a blip, if this continues for some years there is a possibility traffic levels could increase if people are not confident using public transport. Details of the traffic modelling and air quality impacts are provided in the DCO Application (ES (TR010034/APP/6.3) Chapter 5).
Traffic modelling	Impacts of COVID-19	The Consultee stated that there is no mention in the consultation brochure of projections for traffic in light of the "new normality" of Britain post-pandemic. Stated we are now encouraged to stay at home and to work at home which means less traffic. Questioned why no modelling for COVID-19 updated traffic projections in the brochure and thinks the brochure was either designed pre-COVID-19-19	L25	N	

Topic Area	Sub-Topic	Consultation Responses	User ID	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		or just ignores probable repercussions on traffic volumes.			
Traffic modelling	Impacts of COVID-19	The Consultee understood that a recent evaluation of traffic numbers had taken place. It stated that traffic over the last 8-9 months has decreased severely due to COVID-19 pandemic and will return to normal at some point.	L27	N	The Applicant confirmed that all the traffic modelling assessments were completed prior to the COVID-19 pandemic
Traffic modelling	Removal of Roe Cross Road link	Consultee's main concern was the impact of removing Roe Cross Road on the traffic on Back Moor. The Consultee does not agree with the changes made and remains concerned about traffic on Back Moor.	A5	N	The Applicant explained that Roe Cross Road will be removed from the Scheme's proposals, and that this has been assessed on the basis of traffic flows, environmental assessment and cost. The traffic modelling, related to the Scheme (with the removal of the Roe Cross Road link) demonstrates a reduction in traffic on Back Moor.
Traffic modelling	Removal of Roe Cross Road link	The Consultee questioned whether the removal of junction with Roe Cross Road will put more traffic on Back Moor than in the original (2017/18) plan. It stated that there is no mention of this 'downside' to this action.	L34	N	
Traffic modelling	Removal of Roe Cross Road link	The Consultee lives on Hyde Road and concerned about the removals of Roe Cross road link from the proposal because traffic on Stalybridge will still travel through Mottram and along the existing A57.	L42	N	The Applicant explained that the traffic modelling indicated reductions in traffic on the existing A57 westbound towards the M67, this is due to traffic which would have used Stalybridge Road/Hyde Road rerouting further to the north.
Traffic modelling	Removal of Roe Cross Road link	The Consultee raised concerns regarding the removal of the Roe Cross road link from the proposals, and the impact that this would have on the flows between M67 J4 and Stalybridge.	L48, L51, L52, L53	N	
Traffic modelling	Signal design	The Consultee is concerned that there are four sets of traffic lights in a short space and feels this is the cause of the current congestion problems.	A1	N	The Applicant discussed the proposed traffic movements and signals with the Consultee.

Topic Area	Sub-Topic	Consultation Responses	User ID	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Traffic modelling	Traffic calming measures	The Consultee would like confirmation on whether the measures to deter non-local traffic using the A57 Hyde Road through Mottram village are likely to be: a 20mph limit (Page 12 of the Consultation Brochure) together with two traffic lights on the M67 J4 roundabout leading to Hyde Road? (Page 11). It understands that there will be local authority involvement.	L25	N	The Applicant stated that there would be a 20mph speed limit on the A57, and that traffic calming measures required agreement with TMBC. The Applicant stated how the signals would be sequenced to reduce rat running.
Traffic modelling	Traffic calming measures	The Consultee stated that the 30mph speed limit is frequently broken on Glossop Spur, Mottram Moor and Back Moor. It questioned whether speed cameras can be included in the final planning for the A57 Link Road.	L34	N	The Applicant stated that there is no intention to use cameras to enforce the speed limit on the A57 between Mottram Moor to Woolley Bridge. However, it is the intention that this section of road will be operated by TMBC.
Traffic modelling	Traffic calming measures	The Consultee stated that with the increased traffic from Stalybridge to M67, will TMBC be looking at traffic calming measures for Back Moor, which already has speeding traffic issues, as well as Hyde Road.	L34	N	The Applicant is not currently looking at traffic calming measures in this area. Although discussions are ongoing with TMBC.
Traffic modelling	Traffic calming measures	The Consultee stated that traffic coming from Stalybridge to M67 would have to go through Mottram. It further stated that if TMBC put traffic calming on Hyde Road, this would put extra traffic onto Back Moor that would then have to go all the way round the bypass to the M67, an extra 1.2km compared through going through Jolly's corner. The Link Road would have reduced the journey by over 2km using Back Moor and the bypass.	L34	N	The Applicant stated that traffic modelling has shown no significant disbenefit to the removal of the Roe Cross Link Road and Roundabout as the local traffic running along Back Moor and Roe Cross Road would have been impacted by additional traffic signals. The Applicant described further traffic modelling work it had undertaken.
Traffic modelling	Traffic figures	The Consultee stated that there are no traffic figures in the documentation, neither current flow nor predicted usage figures. It further stated this is different to the consultations regarding the Stonehenge bypass Scheme. It concluded that it	L34	N	The Applicant explained about the DCO process and that the figures will be finalised within the next few months to encapsulate the proposed changes, following consultation related design amendments.

Topic Area	Sub-Topic	Consultation Responses	User ID	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
		is difficult to make a judgement on the current plans without the traffic figures.			
Traffic modelling	Traffic flows	The Consultee requested more information about the impacts of removing Roe Cross Road link on the vehicle flows around Mottram, and specifically on Roe Cross Road, Stalybridge Road, Hyde Road and Back Moor.	L1	N	The Applicant stated that traffic modelling has shown no significant disbenefit to the removal of the Roe Cross Link Road and Roundabout as the local traffic running along Back Moor and Roe Cross Road would have been impacted by additional traffic signals. The Applicant described further traffic modelling work it had undertaken.
Traffic modelling	Woolley Bridge	The Consultee is concerned about there being a bottleneck at Woolley Bridge because the traffic feeds back onto a narrow road.	A3	N	The Applicant explained that it doesn't anticipate any significant changes to the Woolley Bridge Road at this point.

9. Summary of Scheme Changes as a Result of 2020 Statutory Consultation

9.1 Summary of Changes to the Scheme as a Result of 2020 Statutory Consultation

9.1.1 Regard for the consultation responses with the design process is demonstrated in this chapter, in accordance with section 49 PA2008. A summary of key design changes which have resulted from comments raised during the 2020 statutory consultation is provided in Table 9-1. A table outlining all responses to the community consultation and the Applicant's regard to these is included in Appendix Y.

Table 9-1: Changes to the Scheme as a Result of 2020 Consultation

Element of the Scheme and issue raised in consultation	Design change as a result of consultation response	Requested by Consultee
Consultees raised concerns regarding tree loss and their belief that the tree planting proposed focused on screening and not opportunities for biodiversity.	The Applicant has increased the size of planted areas across the DCO boundary (various work numbers)	Forestry Commission
The Consultee requested that certain species of trees were removed from the landscaping Scheme to increase resilience.	The Applicant altered the species mix of planted areas to increase biodiversity opportunities and resilience (various work numbers).	Forestry Commission
Information was provided about the aqueduct and the impacts of a potential shut down of the asset or work to be completed.	The Applicant amended the aqueduct crossing design on this basis.	United Utilities
Discussions indicated that the Consultee would require a wider path to allow vehicular access for maintenance of its asset.	The Applicant widened the bridleway to allow National Grid maintenance access (work number 7i).	National Grid
United Utilities indicated that its planned asset diversions were outside the DCO boundary	The DCO boundary has been altered to include United Utilities diversions (work number 60i, ii and iii).	United Utilities
Consultation demonstrated that development work was being completed within the DCO boundary, which will take place prior to the Scheme's construction.	The diversion of the Cadent gas main was altered to accommodate the undertakers development plans (work number 59).	Cadent
The Consultee proposed an alternative design for the M67 Junction 4 roundabout, where a cut through to the motorway is proposed.	Following further assessment the M67 Junction 4 Roundabout proposals have been amended to include a cut through arrangement (work number 3v).	TfGM
The Consultee stated that the fundamental layout works well,	Mottram Moor Junction has been amended following further	TfGM

Element of the Scheme and issue raised in consultation	Design change as a result of consultation response	Requested by Consultee
however minor amendments are required (i.e. stop lines).	consultation (TfGM) (work number 12).	
The Consultee expressed concerns regarding the layout of Woolley Bridge junction.	The Applicant amended the road markings at Woolley Bridge Junction to reduce safety concerns (work number 27).	DCC
The Consultee indicated it expected a separate triangle island at the proposed Woolley Bridge Junction.	The small traffic island at Woolley Bridge has been redesigned (work number 27).	TfGM
The Consultee indicates that improvements were required to pedestrian facilities at Gun Inn Junction.	Pedestrian crossing signals at the Gun Inn Junction have been reconsidered and further aspects will be considered during detailed design (work number 53).	TfGM
Technical reports from the Coal Authority were received after the S42 consultation period demonstrating the location of historical assets.	A proposed PROW has been realigned further from a historic coal shaft, so that it is unaffected by the development (work number 7i).	Coal Authority technical reports
<p>Various WCH consultees requested that a bridleway was provided along the proposed A57 Link Road . These bridleways would help to link the Trans Pennine and Pennine Bridleway National Routes, without road riding.</p> <p>Consultees requested that the WCH provision in this area was multi user and that previously horses were allowed on A57 Link Road.</p>	The designation of the proposed new PROW parallel to the A57 Link Road has been altered to bridleway (work number 14).	Derbyshire County Council, British Horse Society, WCH focus group
Consultees advised that Mottram Road is frequently used by equestrians and therefore provision for horses should be provided at Mottram Moor junction.	An equestrian crossing has been added at Mottram Moor (work number 11iii).	British Horse Society, WCH focus group
The Consultee requested that a separate PIL was provided with its own access track rather than sharing another PILs.	A new access track was provided to a farm (work number 24).	PIL
It was requested that a watercourse route was moved closer to an embankment to allow further 'active' agricultural land.	The alignment of a watercourse has been moved closer to the embankment (various work numbers)	PIL
The location of a screening bund led to the need for a PIL to complete some awkward vehicular movements to farm its land.	The screening bund was reduced in size to align the new farm access with the existing layout (work number 23).	PIL

Element of the Scheme and issue raised in consultation	Design change as a result of consultation response	Requested by Consultee
The PIL suggested a slight change in alignment to a proposed access track to allow easier use.	The access track was amended (north of the Carrhouse Lane underpass) in line with this discussion (work number 23).	PIL
The proposed Scheme cut off an area of agricultural land from use and therefore the PIL proposed that an access gate/link was provided.	A new access link has been included in the proposals by Woolley Lane (work number 30i).	PIL
A PIL requested that another PIL used an existing proposed track for its access rather than creating another track through its land.	The access track is now adjoined to a previously proposed track (work number 25 and 56).	PIL
Suggestions from the community consultation that the two PROWs should be linked up to improve permeability and accessibility.	The proposed A57 Link Road PROW has been linked to the diverted Carrhouse Lane PROW (work numbers 14 and 23).	Public

9.1.2 A summary of significant issues (in terms of occurrence) raised during consultation that did not result in design changes to the Scheme are outlined in Table 9-2 below including a justification for no change to design. The total count of responses collates information across all free text questions and written responses.

Table 9-2: Consultation Responses that have not Resulted in a Design Change

No	Significant comments raised in Consultation	Justification for no change to design
1	Impose a tonnage restriction to reduce HGVs / restrict HGVs	The Scheme design is to encourage traffic, especially HGV's, away from residential roads. The existing traffic signals will be re-phased to prioritise traffic away from the de-trunked route on to the proposed roads.
2	Concerns that the Scheme does not go far enough to resolve the issues, for instance that Hollingworth and Tintwistle are not part of the solution	Proposals for the SRN and its current and future needs have been published a multi-year RIS. Department for Transport studies identified the Mottram element of the old Mottram Hollingworth and Tintwistle bypass as the most critical to resolve the issues are in this area.
3	We shouldn't be destroying green space and building roads at all during a climate crisis. We should get vehicles off the road, by investing in public transport and active travel instead.	The Scheme has evolved over many years through numerous studies and consultations. The current Scheme has emerged as the best solution delivering the widest benefits. The Assessment of Alternatives chapter (Chapter 3) of the Environmental Statement (TR010034/APP/6.3) provides a comparison of the environmental effects of the reasonable alternatives to the Scheme.
4	The Scheme will urbanise the natural and rural landscape and while for many it should not go ahead at all, if it does, it must be	Highways England has worked to ensure the Scheme has minimal effect on the Peak District National Park and other environmental designated areas and

No	Significant comments raised in Consultation	Justification for no change to design
	carefully blended in with planting and landscaping.	<p>protected species. The objectives of the A57 Link Roads include an improvement to the environment in terms of air quality and noise and are being designed to avoid unacceptable impacts on the natural environment.</p> <p>Highways England has assessed the effects of the Scheme as part of the preparation of the Environmental Statement (TR010034/APP/6.1-6.5).</p> <p>The Scheme design has been an iterative process which has been developed through optioneering to identify the most suitable alignment for the Scheme. Mitigation and enhancement measures are embedded in the Scheme design to avoid, prevent, reduce or offset impacts of the Scheme at both the construction and operation phases.</p> <p>Although there are no fundamental changes as a result of consultation, the Scheme has continued to evolve to take on board results of ongoing assessment and stakeholder feedback to develop mitigation measures accordingly to deliver the optimum environmental Scheme.</p>
5	Signalled junctions and crossings across the Scheme will disrupt traffic flow and create even more congestion, noise and air pollution. We should use roundabouts instead or try and avoid junctions all together.	We've used our traffic modelling to refine our designs, to make sure the junctions operate efficiently. Each junction approach has been tailored to match the traffic we expect to see making different journeys, to minimise delays.
6	By improving only a limited portion of the route, the Scheme will attract more traffic and make the noise and air pollution issues even worse for all the communities along the wider corridor.	Our assessments (ES (TR010034/APP/6.3 and TAR (TR010034/APP/7.5)) show that the Scheme will not increase traffic, noise and air pollution on the wider route. The assessments relate to predicted future traffic movements as well as the current congestion.

9.1.3 All comments raised during the community consultation have been categorised and tabulated to show the number of times themes have been raised and the Applicant's responses. All this information is presented in Appendix Y.

10. Conclusion

10.1 Compliance with Advice and Guidance

- 10.1.1 This Consultation Report has been prepared to align with various sets of guidance as demonstrated below. Recently new legislation has been drafted with regard COVID-19 restrictions and PINS advice has been altered to align with this. Compliance with this new legislation is considered at the end of this chapter.
- 10.1.2 The DCLG Guidance on the pre-application process has been followed. Table 10 -1 notes the requirements of the guidance and how the pre-application process has complied with these.

Table 10-1: Compliance with DCLG Guidance on the Pre-Application Process

Para	Requirement	Evidence of Compliance
17	When circulating consultation documents, developers should be clear about their status, for example ensuring it is clear to the public if a document is purely for purposes of consultation.	Consultation material circulated during non-statutory and statutory consultation stated that it was for the purpose of consultation. This statement was included in the document or in letters accompanying plans. Examples of documents circulated can be found in Appendix H, Appendix J, Appendix K, Appendix S, Appendix U and Appendix V.
18	Early involvement of local communities, local authorities and statutory consultees can bring about significant benefits for all parties.	A summary of key stakeholders Pre-Non-Statutory Consultation is provided in Table 3-1 of this report. Pre-consultation meetings were held during 2016/2017 that have included representatives from key stakeholders including statutory environmental bodies and public awareness events. Both draft SoCCs (2018 and 2020) were sent to local authorities for comment. The comments are detailed in Tables 4-1, Table 4-2 and Table 4-3 of this report
19	The pre-application consultation process is crucial to the effectiveness of the major infrastructure consenting regime. A thorough process can give the Secretary of State confidence that issues that will arise during the 6 months examination period have been identified, considered, and – as far as possible – that Applicants have sought to reach agreement on those issues.	Consultation was conducted in accordance with both SoCCs (Appendix F and Appendix Q). A list of the responses to consultation received and the regard the Applicant has had to these responses are outlined in Appendix M and Appendix Y. Ongoing engagement with local authorities and Statutory Environmental Bodies has been undertaken throughout the Scheme.
20	Experience suggests that, to be of most value, consultation should be:	The information presented at Statutory Consultation in 2018 and 2020 reflected the most accurate and up to information available at this time. The consultation brochures (Appendix J, Appendix U)

Para	Requirement	Evidence of Compliance
	<p>Based on accurate information that gives consultees a clear view of what is proposed including any options;</p> <p>Shared at an early enough stage so that the proposal can still be influenced, while being sufficiently developed to provide some detail on what is being proposed; and</p> <p>Engaging and accessible in style, encouraging consultees to react and offer their views</p>	<p>produced for all consultations outlined the subjects on which a decision had already been made and those the Applicant was seeking opinions on.</p> <p>By holding a non-statutory consultation on the Scheme options at an early stage allowed the Applicant to seek opinions on the options proposed before the Scheme design was finalised. The outcomes of this round of consultation are outlined in the Non-Statutory Consultation Report.</p> <p>All consultation material was available in hardcopy and digital format to ensure consultees had options for how they wished to view the information.</p>
25	<p>Consultation should be thorough, effective and proportionate. Some Applicants may have their own distinct approaches to consultation, perhaps drawing on their own or relevant sector experience, for example if there are industry protocols that can be adapted. Larger, more complex applications are likely to need to go beyond the statutory minimum timescales laid down in the Planning Act to ensure enough time for consultees to understand project proposals and formulate a response. Many proposals will require detailed technical input, especially regarding impacts, so sufficient time will need to be allowed for this. Consultation should also be sufficiently flexible to respond to the needs and requirements of consultees, for example where a consultee has indicated that they would prefer to be consulted via email only, this should be accommodated as far as possible.</p>	<p>The consultations were conducted in accordance with the 2018 and 2020 SoCCs (Appendix F and Appendix Q).</p> <p>In 2018 consultation exhibitions were held at various locations around the Scheme across a range of days and times to best assure members of the public could attend if they wish.</p> <p>The statutory consultation period ran for 42 days which is longer than the statutory minimum timescales laid out in the Act (28 days). This provided greater opportunity for the public and other various consultees to provide comment.</p> <p>In 2020 a wide range of activities were designed to give everyone a chance to respond to the consultation despite COVID-19 restrictions.</p>
26	<p>The Planning Act requires certain bodies and groups of people to be consulted at the pre-application stage but allows for flexibility in the precise form that consultation may take depending on local circumstances and the needs of the project itself. S42 – 44 of the Planning Act and Regulations set out details of who should be consulted, including local authorities, the Marine Management Organisation (where appropriate), other statutory bodies, and persons having an interest in the land to be developed. S47 in the Planning Act</p>	<p>Sections 4.3 and 7.3 of this report detail who has been consulted which includes prescribed consultees, local authorities and category 1, 2 and 3 parties which is in accordance with The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and the Inspectorate’s EIA Scoping Opinion.</p> <p>Section 4.5 and 7.5 of this report detail the Local Community Consultations undertaken including public consultation events and community reference group meetings.</p>

Para	Requirement	Evidence of Compliance
	<p>sets out the Applicant’s statutory duty to consult local communities. In addition, Applicants may also wish to strengthen their case by seeking the views of other people who are not statutory consultees, but who may be significantly affected by the project</p>	<p>Appendices G and R contain the lists of prescribed consultees been consulted at the pre- application stage.</p> <p>Lists of those with a land interest consulted at the pre-application stage can be found in the Book of Reference (TR010034/APP/4.3) Appendices H and S contain the s42 letters that were sent to category 1, 2 and 3 consultees.</p> <p>Appendices J and U contains the s47 notices that were published in the newspapers detailed in Tables 4-4 and 7-4 of this report.</p>
27	<p>The Planning Act and Regulations set out the statutory consultees and prescribed people who must be consulted during the pre- application process. Many statutory consultees are responsible for consent regimes where, under section 120 of the Planning Act, decisions on those consents can be included within the decision on a DCO. Where an Applicant proposes to include non-planning consents within their DCO, the bodies that would normally be responsible for granting these consents should make every effort to facilitate this. They should only object to the inclusion of such non-planning consents with good reason, and after careful consideration of reasonable alternatives. It is therefore important that such bodies are consulted at an early stage. In addition, there will be a range of national and other interest groups who could be make an important contribution during consultation. Applicants are therefore encouraged to consult widely on project proposals.</p>	<p>Discussions are ongoing with the relevant consenting bodies.</p>
29	<p>Applicants will often need detailed technical input from expert bodies to assist with identifying and mitigating the social, environmental, design and economic impacts of projects, and other important matters. Technical expert input will often be needed in advance of formal compliance with the pre-application requirements. Early engagement with these bodies can help avoid unnecessary delays and the costs of having to make changes at later stages of the process. It is equally important that statutory consultees respond to a</p>	<p>There is ongoing engagement with relevant parties alongside the s42 consultation described.</p> <p>These include meeting with statutory environmental bodies, and a steering group with local authorities.</p> <p>Meetings with statutory undertakers, statutory environmental bodies and local authorities have been undertaken to establish a common ground on matters relevant to each party. The status of these discussions will be detailed in Statements of Common Ground.</p>

Para	Requirement	Evidence of Compliance
	request for technical input in a timely manner. Applicants are therefore advised to discuss and agree a timetable with consultees for the provision of such inputs.	
38	The role of the local authority in such discussions should be to provide expertise about the make- up of its area, including whether people in the area might have particular needs or requirements, whether the authority has identified any groups as difficult to reach and what techniques might be appropriate to overcome barriers to communication. The local authority should also provide advice on the appropriateness of the Applicant's suggested consultation techniques and methods. The local authority's aim in such discussions should be to ensure that the people affected by the development can take part in a thorough, accessible and effective consultation exercise about the proposed project.	Draft SoCCs were prepared and sent to local authorities for both the 2018 and 2020 statutory consultation as detailed in Tables 4-1 and Table 7-1. Their received comments and the regard had to these are shown in Table 4-2 and Table 7-2. The 2018 and 2020 SoCCs can be found in Appendices F and Q respectively.
41	Where a local authority raises an issue or concern on the Statement of Community Consultation which the Applicant feels unable to address, the Applicant is advised to explain in their consultation report their course of action to the Secretary of State when they submit their application.	The comments received from the local authorities and the regard the Applicant has had to their suggestions are detailed in Tables 4-2 and 7-2. Justification is provided for why some comments were not actioned.
50	It is the Applicant's responsibility to demonstrate at submission of the application that due diligence has been undertaken in identifying all land interests and Applicants should make every reasonable effort to ensure that the Book of Reference (which records and categories those land interests) is up-to-date at the time of submission	S42 consultation letters and information (Appendices H and S) were sent to all landowners identified in the Book of Reference (TR010034/APP/4.3) at the time the letters were distributed during the statutory consultation in 2020 and also 2018.
54	In consulting on project proposals, an inclusive approach is needed to ensure that different groups have the opportunity to participate and are not disadvantaged in the process. Applicants should use a range of methods and techniques to ensure that they access all sections of the community in question. Local authorities will be able to provide advice on what works best in terms of consulting their local communities	Highways England has adopted an inclusive approach to consultation to ensure that different groups have opportunity to participate and are not disadvantaged in the process. Consultation documents were made available on the Applicant's website. Hard copies were placed in deposit locations which are publicly accessible. The consultation was advertised in local and national newspapers as well as on new media.

Para	Requirement	Evidence of Compliance
	<p>given their experience of carrying out consultation in their area.</p>	<p>The extent of the consultation area as shown in Figures 4-3 and 7-1 was agreed with Local Authorities during the preparation of the SoCC. Those within the consultation area were sent a consultation brochure and public consultation leaflet to inform them of the public consultation events.</p>
55	<p>Applicants must set out clearly what is being consulted on. They must be careful to make it clear to local communities what is settled and why, and what remains to be decided, so that expectations of local communities are properly managed. Applicants could prepare a short document specifically for local communities, summarising the project proposals and outlining the matters on which the view of the local community is sought. This can describe core elements of the project and explain what the potential benefits and impacts may be. Such documents should be written in clear, accessible, and non-technical language. Applicants should consider making it available in formats appropriate to the needs of people with disabilities if requested. There may be cases where documents may need to be bilingual (for example, Welsh and English in some areas), but it is not the policy of the Government to encourage documents to be translated into non-native languages.</p>	<p>The consultation materials are described in Chapters 4 and 7 of this report, copies of which are in Appendices J and U.</p>
57	<p>The Statement of Community Consultation should act as a framework for the community consultation generally, for example, setting out where details and dates of any events will be published. The Statement of Community Consultation should be made available online, at any exhibitions or other events held by Applicants. It should be placed at appropriate local deposit points (e.g. libraries, council offices) and sent to local community groups as appropriate.</p>	<p>A summary of the content of the 2018 and 2020 SoCCs are in Chapter 4.2 and 7.2 of this report.</p> <p>The SoCC was made available online at https://highwaysengland.citizenspace.com/he/trans-pennine-upgrade/ and hard copies were made available in the vicinity of the report as detailed in Tables 4-3 and 7-3. Notice of the SoCC and details of the deposit locations were published in newspapers as detailed in Tables 4-4 and 7-4 of this report.</p>
58	<p>Applicants are required to publicise their proposed application under s48 of the Planning Act and the Regulations and set out the detail of what this publicity must entail. This publicity is an integral part of the</p>	<p>The newspaper notices and dates of publication are detailed in Tables 4-8 and 7-8 of this report.</p>

Para	Requirement	Evidence of Compliance
	<p>public consultation process. Where possible, the first of the 2 required local newspaper advertisements should coincide approximately with the beginning of the consultation with communities. However, given the detailed information required for the publicity in the Regulations, aligning publicity with consultation may not always be possible, especially where a multi-stage consultation is intended</p>	<p>Appendices K and V contain the notices published in newspapers to advertise the consultation</p>
68	<p>To realise the benefits of consultation on a project, it must take place at a sufficiently early stage to allow consultees a real opportunity to influence the proposals. At the same time consultees will need sufficient information on a project to be able to recognise and understand the impacts.</p>	<p>A non-statutory consultation took place in Q2 2017, a statutory consultation took place in Q1 2018. A targeted statutory consultation took place in Q2 2018. A further statutory consultation took place in 2020. All consultation activities are summarised in Table 2-1.</p>
72	<p>The timing and duration of consultation will be likely to vary from project to project, depending on size and complexity, and the range and scale of the impacts. The Planning Act requires a consultation period of a minimum of 28 days from the day after receipt of the consultation documents. It is expected that this may be sufficient for projects which are straightforward and uncontroversial in nature. But many projects, particularly larger or more controversial ones, may require longer consultation periods than this. Applicants should therefore set consultation deadlines that are realistic and proportionate to the proposed project. It is also important that consultees do not withhold information that might affect a project, and that they respond in good time to Applicants. Where responses are not received by the deadline, the Applicant is not obliged to take those responses into account.</p>	<p>All consultation activities and durations are summarised in Table 2-1.</p> <p>The statutory consultation period of 42 days between 12 February and 25 March 2018 in accordance with the SoCC.</p>
73	<p>Applicants are not expected to repeat consultation rounds set out in their Statement of Community Consultation unless the project proposals have changed very substantially. However, where proposals change to such a large degree that what is being taken forward is fundamentally different from what was consulted on, further consultation may well be needed.</p>	<p>A targeted statutory consultation was undertaken from 4 June to 1 July 2018 (28 days). This was targeted towards those new parties that were identified since the first round of statutory consultation due to the ongoing review of land referencing. The same materials were used in this targeted consultation to ensure all parties were equally informed.</p>

Para	Requirement	Evidence of Compliance
	This may be necessary if, for example, new information arises which renders all previous options unworkable or invalid for some reason. When considering the need for additional consultation, Applicants should use the degree of change, the effect on the local community and the level of public interest as guiding factors.	A further statutory consultation was held in November and December 2020, to allow respondents to feed back on changes to the Scheme since the previous consultation.
77	Consultation should also be fair and reasonable for Applicants as well as communities. To ensure that consultations is fair to all parties, Applicants should be able to demonstrate that the consultation process is proportionate to the impacts of the project in the area that it affects, takes account of the anticipated level of local interest, and takes account of the views of the relevant local authorities	Consultation was conducted in accordance with s42 of the Act and through the methodology outlined in both SoCCs.
84	A response to points raised by consultees with technical information is likely to need to focus on the specific impacts for which the body has expertise. The Applicant should make a judgement as to whether the consultation report provides sufficient detail on the relevant impacts, or whether a targeted response would be more appropriate. Applicants are also likely to have identified a number of key additional bodies for consultation and may need to continue engagement with these bodies on an individual basis	<p>This report provides detail on the relevant impacts raised by and the regard had to responses to the statutory consultation. In the cases where a targeted response was more appropriate, the Applicant provided one.</p> <p>The key additional bodies identified for consultation are listed in Appendices L and X.</p>

10.1.3 Compliance with the Planning Inspectorate’s Advice Note 14: Compiling the Construction Report is detailed in Table 10-2. The Advice Note was updated in February 2021 in line with the release of Infrastructure Planning (Publication and Notification of Applications etc.) (Amendment) Regulations 2020 (the 2020 Regulations).

Table 10-2: Compliance with The Planning Inspectorate’s Advice Note 14: Compiling the Consultation Report (update February 2021)

Advice	Alignment of the Applicant’s activity
<p>The Consultation Report should include information and evidence about:</p> <ul style="list-style-type: none"> Who was consulted and how the consultation was carried out; how, and when, the project was publicised; and <p>how the responses were taken into account.</p>	<p>The details of the Applicant’s consultation is set out as described throughout this report and its appendices.</p>

Advice	Alignment of the Applicant's activity
<p>Applicants should treat the Consultation Report as an important part of the evidence base that underpins an application.</p>	<p>The Applicant has treated the Consultation Report as part of the evidence base. It includes a record of consultation data collected over a four year period and details how this consultation has informed the design process.</p>
<p>The Consultation Report must explain how the Applicant has complied with the pre-application consultation requirements set down in the PA2008; in particular:</p> <ul style="list-style-type: none"> • The requirement to consult with prescribed consultees (section 42); • the requirement to consult with the community (section 47); • the requirement to publicise the proposed application (section 48); and <p>the requirement to have regard to consultation responses (section 49).</p>	<p>Details of consultation with prescribed consultees (section 42) is set out within Table 4-2 and Table 7-2.</p> <p>Details of consultation with the community (section 47) is set out within Table 4-6 and 7-5;</p> <p>Details of how the Applicant has publicised its proposed application as prescribed in section 48 is set out within Table 4-8, 4-9 and Table 7-8</p> <p>The Applicant's regard to consultation responses (section 49) is documented within Appendices M and Y.</p>
<p>The report should also explain non-statutory consultation that takes place outside the requirements of the PA2008 so that the Secretary of State is given an understanding of all the consultation activity relevant to a particular project.</p>	<p>Non statutory consultation is described within chapter 3.</p>
<p>Applicants should additionally use the Consultation Report to demonstrate compliance with section 50 of the PA2008 (the duty to have regard to any statutory guidance issued by the Secretary of State) by illustrating how relevant statutory guidance has been followed. Where an applicant has diverged from any guidance this should be robustly justified in the Consultation Report.</p>	<p>The Applicant has aligned with Infrastructure Planning (Publication and Notification of Applications etc.) (Amendment) Regulations 2020 (the 2020 Regulations).</p> <p>Department for Transport (DfT) 'A route map for updating Transport Appraisal Guidance (TAG) during uncertain times' issued in July 2020.</p>
<p>Introductory text should provide an overview including a summary of the consultation activities undertaken; and a table or timeline summarising both statutory and non-statutory consultation in chronological order.</p> <p>This section should explain the relationship between any initial strategic options stage, any subsequent non-statutory consultation that may have taken place, and the statutory consultation carried out under the PA2008.</p> <p>Many Nationally Significant Infrastructure Projects (NSIP) evolve over an extended period of time with previous proposals that may have been consulted on then abandoned; in which case, a brief description of any historic consultation activity, including any information available about the scale and nature of the response at that time, would be of interest.</p>	<p>A summary of non/statutory consultation is provided in Figure 1-1. Details of the various consultation stages are provided with a summary of their objective, i.e. to provide details of development options, details of Scheme changes.</p> <p>A summary of the consultation which has occurred since October 2015 is provided in the Report.</p>

Advice	Alignment of the Applicant's activity
<p>Where the pre-application consultation included more than one stage of statutory consultation then it is usually helpful to reflect this in the structure of the report. In this way, each stage of consultation can be presented and explained chronologically in a separate chapter or section of the report, including any non-statutory consultation that took place. This can also include separate summary schedules of consultation responses.</p>	<p>The various stages of consultation are set out in chapters 4 and 7 of this report.</p>
<p>The report should include a list of all persons and bodies that were consulted, and when they were consulted</p>	<p>Details of the organisations and people consulted in the most recent, two statutory consultation events are provided in Appendices G, L, R and X</p>
<p>The list of the prescribed organisations should follow the order they are presented in Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the APFP Regulations). Any variations between the Applicant's list of prescribed consultees and the list of organisations set out in Schedule 1 of the APFP Regulations should be robustly justified.</p>	<p>A list of the relevant, prescribed consultees consulted is set out in Appendix G and R</p>
<p>3.10 A short description of how s43 of the PA2008 has been applied in order to identify the relevant local authorities should be included. This could be supported by a map showing the site and identifying the boundaries of the relevant local authorities.</p>	<p>Tables 4-5 and 7-5 indicate the local authorities defined as host and adjacent authorities at various stages in the Scheme's development.</p>
<p>The Applicant must demonstrate that diligent enquiry was undertaken to identify persons under s44 of the PA2008 and to ensure that an up to date Book of Reference is submitted. In that context, it is useful to set out the methodology for identifying persons in Category 3 (those who may make a relevant claim).</p> <p>The Consultation Report should explain how many persons with an interest in land were consulted, under which category and when. It is not necessary to list the names of all individuals identified in the Book of Reference.</p> <p>If additional persons with an interest in land were added and consulted following changes to the project boundary during the Pre-application stage, it is useful to describe:</p> <ul style="list-style-type: none"> • How many additional persons with an interest in land were consulted; • when they were consulted; • how they were consulted; and <p>what information they were consulted with.</p>	<p>The method for defining Persons with Interest in Land (PILs), particularly Category 3, together with a redacted list of consultees is provided in the Book of Reference (TR010034/APP/4.3)</p> <p>The list of category 3 PILS was reduced between the consultation and DCO submission and there were therefore no additional consultees.</p>

Advice	Alignment of the Applicant's activity
<p>The Secretary of State needs to be satisfied that the Applicant has complied with the Statement of Community Consultation (SoCC) preparation process. Evidence should be submitted as part of the Consultation Report which shows:</p> <ul style="list-style-type: none"> • Which local authorities were consulted about the content of the draft SoCC; • what the local authorities' comments were; • confirmation that the local authorities were given 28 days to provide their comments; and <p>a description about how the Applicant had regard to the local authorities' comments.</p>	<p>Chapters 4 and 7 detail which local authorities were consulted regarding the SoCC, their comments and how they were considered, plus details of the associated 28 days provided.</p>
<p>Applicants should make the SoCC available for inspection online. Evidence that this has been done should be provided in the Consultation Report, for example, a screen shot of the relevant webpage showing the published SoCC (including the full website address and relevant telephone number for enquiries as required by the 2020 Regulations) and confirmation that the public could access the webpage free of charge.</p>	<p>A screenshot of the online SoCC is provided in Appendix U. It can be confirmed that access to the website was not restricted or chargeable.</p>
<p>Copies of the published SoCC notice as it appeared in the local press should be provided along with confirmation of which local newspapers it was published in and when. If a scan of a notice is not clear, then it can be supplemented with a document containing the text of the notice. Where it was not possible to place the SoCC notice in a printed newspaper, then a screen shot of the notice as it was published in an online local newspaper publication should be provided (including the full website address and relevant telephone number for enquiries as required by the 2020 Regulations), ensuring the date of publication is visible.</p>	<p>A copy of the published SoCCs are provided in appendices F and Q.</p>
<p>Where more than one SoCC was prepared for a project, e.g. where a SoCC was subject to one or more updates, the updated SoCC or SoCCs should be included together with a narrative about why the preceding SoCC was reviewed and updated.</p> <p>Where there are any inconsistencies between the SoCC and the consultation carried out this should be clearly explained and justified e.g. where additional consultation took place that was not included in the SoCC or SoCCs.</p>	<p>The various SoCCs are provided in Appendices F and Q. A second SoCC was required as additional consultation was required as the Scheme altered slightly and a significant amount of time had passed between the consultations.</p> <p>The consultation aligned with the SoCC published.</p>
<p>A scanned copy of the s48 notice as it appeared in the local and national newspapers and journals, clearly showing the publication's name and date of publication, should be included in the report. If the scan is</p>	<p>A scanned copy of the s48 notice is included in Appendices K and V.</p>

Advice	Alignment of the Applicant's activity
<p>of poor quality this should be supplemented with a copy of the text. A description of where the notice was published, and confirmation of the time period given for responses should be included in the report.</p> <p>Where it was not possible to place the notice in printed newspapers, then screen shots of the notice as it was published in online newspaper publications should be provided (including the full website address and relevant telephone number for enquiries as required by the 2020 Regulations), ensuring the date of publication is visible.</p> <p>Applicants should provide confirmation that the s48 notice was sent to the Environmental Impact Assessment (EIA) consultation bodies at the same time as the notice was published. See Regulation 13 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations)</p>	<p>A hyperlink to the location of the S48 notice was included in the electronic letters sent by email to the EIA consultation bodies.</p>
<p>Consultation undertaken as part of the EIA process is separate to that required under the PA2008 e.g. statutory consultation on a Scoping Report following a Scoping Request to the Secretary of State. Applicants may wish to draw attention to consultation responses received under the EIA process, but any reference to that consultation should be addressed separately from the statutory consultation carried out under the provisions of the PA2008</p>	<p>Details of the scoping process are provided in (TR010034/APP/6.6).</p>
<p>Appendices should be used to provide evidence that demonstrates compliance with the requirements of the PA2008. Careful consideration should be given to the structure and logic of the appendices so that they can be clearly signposted in the main body of the report. A helpful approach is to have separate appendices for each element of statutory consultation and publicity. Where multiple stages of consultation took place then it may be helpful to have a separate appendix for each stage, subdivided into the different strands of consultation.</p> <p>Evidence of non-statutory consultation should be assembled chronologically in a separate appendix.</p> <p>Using a referencing system that corresponds to the chapter or section headings in the report is also helpful.</p> <p>If a large volume of consultation responses were received and reported on, then it usually makes sense to include the summary response tables in an appendix or appendices. A chronological approach which demonstrates the journey through the</p>	<p>The appendices have been set out in chronological order.</p> <p>Details of non statutory consultation are described in Chapter 3.</p>

Advice	Alignment of the Applicant's activity
<p>consultation is usually easier for the reader to understand and navigate</p> <p>It is necessary to demonstrate compliance with section 49 of the PA2008 by providing evidence that consultation responses have been taken into account during the preparation of the application.</p> <p>If the level of response was significant it may be appropriate to group responses under headline issues. Care must be taken to ensure that in doing this the responses are not presented in a misleading way or out of context from the original views of the Consultee. An explanation of the process by which consultation responses were grouped and organised (coded) is helpful, including any safeguards and cross checking that took place to ensure that the responses were grouped appropriately.</p> <p>A summary of the individual responses received should be provided and categorised in an appropriate way. The summary of responses, if done well, can save a significant amount of explanatory text. The summary of the responses should identify comments that are relevant (directly or indirectly) to changes made to the project during the Pre-application stage. For example, changes to siting, route, design, form or scale of the Scheme itself, or to mitigation or compensatory measures proposed. It is also necessary to explain why responses have led to no change, including where responses have been received after deadlines set by the Applicant.</p>	<p>Chapters 5 and 8 provides a summary of how the consultation responses have been considered within the design process.</p> <p>Details of the method used to analyse consultation responses is provided with regard to responses to the consultation. Responses from prescribed consultees, local authorities and landowners have been organised by theme.</p> <p>Appendices M and Y provides details of specific responses and how they were considered.</p>
<p>If virtual consultation methods were planned, then this should be reflected in the SoCC. In the usual way, the relevant local authorities will have been consulted about this and their feedback reported in the Consultation Report. Where virtual consultation methods were deployed as a reaction to external circumstances then it is important that the views of the relevant local authorities are captured in the Consultation Report. If no review and update of the SoCC took place under the provisions of the PA2008, then this should be justified in the Consultation Report with reference to the views of the relevant local authorities about the approach adopted.</p> <p>In general, where virtual consultation methods are planned then the SoCC should explain any mitigation measures put in place for digitally disadvantaged members of the community e.g. the use of telephone surgeries.</p>	<p>The consultation events which took place in 2020 used a mixture of virtual and posted materials. These are described in chapter 7. Individuals and organisations were able to request hard copies of information by contacting the Applicant by phone.</p>

Advice	Alignment of the Applicant's activity
<p>If there is uncertainty about whether the duty to have regard to consultation responses has been met, the Applicant may be asked to provide a copy of any, or all, of the statutory consultation responses that were received. Applicants would be wise to prepare for this possibility because of the tight timescale at the Acceptance stage. It is the Applicant's responsibility to ensure that copies of consultation responses can be provided in a timely manner, bearing in mind any obligations the Applicant has under data protection legislation. The Acceptance stage cannot be suspended or extended pending the submission of the consultation responses.</p>	<p>Applicant noted. The original statutory consultation responses are able to view as required.</p>
<p>Applicants must ensure that the Consultation Report complies with data protection legislation e.g. personal data of individuals is treated appropriately. This may include redaction of personal data, sensitive/special category data and/or obtaining informed consent from the individuals concerned as appropriate.</p>	<p>Redaction has been applied to the documents as appropriate.</p>
<p>As a general guideline, applicants should avoid including the following items in a Consultation Report or redact them in advance of submission:</p> <ul style="list-style-type: none"> • Private home addresses of individuals or information that could lead to the identification of the location of a private individual. • Private email addresses and telephone numbers of individuals. • Sensitive or special category data within the meaning of the Data Protection Act 2018 and UK General Data Protection Regulation. • Written signatures. • Photographs of the faces of individuals who have not given consent to have their image published, including images taken at consultation events. <p>Information that could lead to the identification of a specific location of a protected species.</p>	<p>The Consultation Report complies with these criteria.</p>

10.1.4 This report outlines how the Applicant has met all the statutory requirements for s42 of the Act. A summary of all the non-statutory and statutory consultation activities undertaken have been outlined in Table 2-1. The s55 checklist will accompany this report as part of the DCO submission and this document presents the information on how the Applicant meets the Inspectorate's submission requirements.

10.1.5 The Applicant continues to engage with affected local authorities on an individual and group basis.

11. References

Highways England (2017) Design Manual for Roads and Bridges

The Planning Inspectorate' Advice Note 14 (April 2012) Compiling the Consultation Report

Planning Act 2008

Department for Communities and Local Government (March 2015) Planning Act 2008: Guidance on the Pre-Application Process

HMSO Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) (2009) Regulations (APFP Regs).

Appendix A. 2017 Options Consultation Brochure

Appendix B. The Infrastructure Planning (EIA Regulations) 2017: Regulation 8(1) Letter to the Inspectorate & Acknowledgement 2018

Appendix C. Copy of the Draft 2018 SoCC Provided to Local Authorities

Appendix D. Letter to Local Authorities for 2018 SoCC Consultation

Appendix E. Response from Local Authorities on the Draft 2018 SoCC

Appendix F. Published 2018 SoCC with Location and Date

Appendix G. List of 2018 Statutory Consultees Compared to the Inspectorate Scoping List and Schedule 1 of the (APFP Regs)

Appendix H. 2018 S42 Letters and Enclosures with Date

Appendix I. 2018 S46 Letter and the Enclosures sent to the Inspectorate (with date)

Appendix J. 2018 S47 Consultation Material

Appendix K. 2018 S48 Notice and Newspaper Notices with Locations and Dates

Appendix L. 2018 List of Any Additional Consultation Recipients (noting their interest)

Appendix M. Tables Evidencing Regard had to 2018 Consultation Responses (in Accordance with S49 of the Planning Act 2008)

Appendix N. Copy of the Draft 2020 SoCC Provided to Local Authorities

Appendix O. Letter to Local Authorities for 2020 SoCC Consultation

Appendix P. Response from Local Authorities on the Draft 2020 SoCC

Appendix Q. Published 2020 SoCC with Location and Date

Appendix R. List of 2020 Statutory Consultees Compared to the Inspectorate Scoping List and Schedule 1 of the (APFP Regs)

Appendix S. 2020 S42 Letters and Enclosures with Date

Appendix T. 2020 S46 Letter and the Enclosures sent to the Inspectorate (with date)

Appendix U. 2020 S47 Consultation Material

Appendix V. 2020 S48 Notice and Newspaper Notices with Locations and Dates

Appendix W. 2020 Table of protected provisions for statutory undertakers

Appendix X. 2020 List of Any Additional Consultation Recipients (noting their interest)

Appendix Y. Tables Evidencing Regard had to 2020 Consultation Responses (in Accordance with S49 of the Planning Act 2008)

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