

A57 Link Roads TR010034

8.2 Draft Statement of Common Ground with Tameside Metropolitan Borough Council

APFP Regulation 5(2)(q)

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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]

8.2 DRAFT STATEMENT OF COMMON GROUND WITH TAMESIDE METROPOLITAN BOROUGH COUNCIL

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DRAFT STATEMENT OF COMMON GROUND

This Draft Statement of Common Ground has been prepared and agreed by (1) Highways England Company Limited and (2) Tameside Metropolitan Borough Council

Signed..... To be signed prior to examination
Name (1)
Project Manager
On behalf of Highways England
Date:

Signed.....
Name (2)
Position (2)
On behalf of Tameside Metropolitan Borough Council
Date:

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1 Introduction

1.1 Purpose of this Document

- 1.1.1 This Draft Statement of Common Ground ("SoCG") has been prepared in respect of the proposed A57 Link Roads scheme (previously known as Trans-Pennine Upgrade) ("the Application") made by Highways England Company Limited ("Highways England") to the Secretary of State for Transport ("Secretary of State") for a Development Consent Order (DCO) under section 37 of the Planning Act 2008 ("the Act").
- 1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available in the deposit locations and/or the Planning Inspectorate website.
- 1.1.3 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties to it, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination.

1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared by (1) Highways England as the Applicant and (2) Tameside Metropolitan Borough Council (Tameside MBC).
- 1.2.2 Highways England became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing Highways England made provision for all legal rights and obligations of the Highways Agency, including in respect of the Application, to be conferred upon or assumed by Highways England.
- 1.2.3 Tameside MBC is a unitary authority and is responsible for services including education, transport, planning, fire and public safety, social care, libraries, waste management, trading standards, rubbish collection, recycling, housing and planning applications.

1.3 Terminology

- 1.3.1 In the tables in the Issues chapter of this SoCG, "Not Agreed" indicates a final position, and "Under discussion" where these points will be the subject of on-going discussion wherever possible to resolve, or refine, the extent of disagreement between the parties. "Agreed" indicates where the issue has been resolved.
- 1.3.2 It can be taken that any matters not specifically referred to in the Issues chapter of this SoCG are not of material interest or relevance to, and therefore have not been the subject of any discussions between the parties. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to Tameside MBC.

2 Record of Engagement

2.1.1 A summary of the meetings and correspondence that has taken place between Highways England and Tameside MBC between 2016 and March 2021 in relation to the Application, is outlined in Table 2-1.

Table 2.1: Record of Engagement between Highways England and Tameside MBC

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
11 July 2016	Stakeholder Engagement Workshop	An early engagement workshop with all relevant stakeholders to discuss the challenges and objectives of the A57 Link Roads development, a review of the elements of programme and issues, the delivery process, potential for early delivery of package elements, Hollingworth and Tintwistle.
9 August 2016	Stakeholder Questionnaire	A questionnaire was sent to all stakeholders after the workshop above. Tameside MBC responded to the questionnaire, which included closed and open answer questions.
11 August 2016	Meeting	A meeting requested by Tameside MBC as the lead officer was unable to attend the workshop of 11 July 2016. A summary of the workshop was provided and Tameside MBC provided comments on traffic flows, installation of variable message signs (VMS) on roads to be detrunked and DCO process.
12 December 2016	Meeting	A meeting was held to identify potential issues and particular concerns attendees may have in relation to the location of technological equipment. The Scheme was not yet at the design stage. These discussions were around the non-DCO elements of the Scheme.
15 September 2017	Meeting	A meeting was held with Tameside MBC to define land take, consultation, detrunking, liaison with steering groups and additional scope. Tameside MBC suggested that consultation with Transport for Greater Manchester (TfGM) would be required. It was agreed that liaison to determine detrunking requirements, stopping up of roads and road safety schemes would be required between Highways England and Tameside MBC. A request for information was made to Tameside MBC for asset information including closed circuit television (CCTV), pavement condition surveys and street lighting.
22 November 2017	Meeting	A meeting was held to provide a Scheme overview, project overview, and a traffic presentation. An additional meeting held on same day to provide a presentation on the Local Planning Authority (LPA) role in the DCO process.
14 December 2017	Meeting	A meeting was held to discuss the M67 options and the detrunking measures. The aim was to agree a preferred solution to the M67 junction. Three options were being assessed of which it was agreed that Option 3 would be further developed. Tameside MBC expressed concerns around the pedestrian crossing at the north-west arm.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
20 December 2017	HE Email	An email was sent to Tameside MBC to request their comments on viewpoint selections within 1km study area for the landscape and visual impact assessment for the Environmental Statement.
11 January 2018	Meeting	A meeting held with Footpath Officer from Tameside MBC. The scheme was introduced to the officer. There was particular reference made to the pedestrian crossing to the north east of the junction, Tameside Trail
6 February 2018	TMBC Email	Tameside MBC responded to email sent on 20 December 2017, providing comment on the viewpoint selection for the landscape and visual impact assessment for the Environmental Statement, and suggestions for additional locations to be discussed at a meeting.
15 February 2018	TMBC Email	Tameside MBC sent an email confirming their additional viewpoints for inclusion in the landscape and visual impact assessment for the Environmental Statement.
28 February 2018	HE Email	Tameside MBC were included in an email sent to relevant LPAs requesting feedback on the proposals for nighttime visual assessment viewpoint locations and photomontage locations.
6 March 2018	Meeting	A meeting was held with the Highways and Environment Manager at Tameside MBC to discuss the Variable Message Signs (VMS) and traffic signals.
26 March 2018	HE Email	A request was made to Tameside MBC for ArcGIS shapefiles of Tree Preservation Orders (TPOs) and greenbelt extent.
29 March 2018	HE Email	An email was sent to Tameside's Regulatory Services Manager requesting feedback on the proposed noise monitoring locations in respect of the Scheme.
4 April 2018	HE Email	An email was sent to Tameside MBC to request information, including the flood risk scope for watercourse and surface water flowpath modelling as well as any culvert locations and sizing.
17 April 2018	Meeting	A meeting with Tameside MBC to discuss watercourse and drainage solutions, specifically the culverts required, issues around springs and sink holes, drainage at Woolley Bridge Junction and Carr House Lane (private access track).
18 April 2018	HE Phone Call	A phone call was made to Tameside MBC to request further discussions on heritage matters relating to the Scheme.
1 May 2018	Steering Group Meeting	A scheme update was provided, with queries on traffic figures and the format of consultation on the traffic figures. Stakeholders requested to receive the traffic data prior to the release of the information to the public. There were discussions around the Local Impact Report and an update was provided on air quality and noise.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
09 May 2018	HE Email	An email received from Thameside MBC's Regulatory Services Manager providing comments on the proposed noise monitoring locations (presented in email sent 29 March 2018). It was queried why residential properties closer to the Scheme on Mottram Moor, Old Hall Lane and Four Lanes have not been included.
9 May 2018	HE Email	An email was sent to Thameside MBC requesting up to date monitoring/Local Air Quality Monitoring (LAQM) report.
30 May 2018	HE Email	An email was sent to Thameside MBC's Regulatory Services Manager explaining the reasoning behind the choice of proposed noise monitoring locations along the Scheme.
20 July 2018	Meeting	This meeting provided Thameside MBC with an update on the project, the information event (non-statutory consultation September 2018), the DCO process and programme, and the requirements around SoCG. Discussions were held around detrunking and other measures and the level of agreement required pre-submission and during the examination period.
15 February 2019	Phone call	Request to Highways England for an update on the Hollingworth and Tintwistle bypass.
20 February 2019	Email	Highways England response to above request, including information on the background to the programme; early feasibility work; and that the Department for Transport is currently considering this early feasibility work and other factors to determine investment priorities with the final Road Investment Scheme 2 to be published by the end of 2019.
5 April 2019	Phone call	Request from Highways England to Thameside MBC for traffic data.
9 April 2019	HE Email	Highways England response to Thameside MBC request for traffic data.
12 August 2020	HE Email	Street Lighting query contact form submitted
13 August 2020	TMBC Email	Request for more information on Scheme and street lighting
13 August 2020	TMBC Email	Clarification of what is required regarding street lighting information
10 September 2020	HE Email	Provided further information on the Scheme to support street lighting enquiry.
6 October 2020	TMBC Email	Information provided regarding street lighting
7 October 2020	HE Email	Requested information on Thameside's street lighting specification
4 October	TMBC Email	Details of Thameside's lighting specification provided.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
28 October and 4 November 2020	HE Email	Meeting set up - footways
28 October 2020	TMBC Email	Meeting set up - drainage
29 October 2020	Meeting	Meeting to discuss NMU provision
2 November 2020	HE Email	Notes from meeting about NMU provision
4 November 2020	HE Email	S42 consultation pack distribution
4 November 2020	HE Email	Request date of next NMU Forum
4 November 2020	HE Email	Details of Scheme changes
10 November 2020	HE Email	Ecology contact requested
10 November 2020	Meeting	Meeting to discuss drainage and flood risk. Discussed drainage and watercourse diversion proposals and Tameside confirmed agreement to the preliminary proposals.
10 November 2020	TMBC Email	Ecology contact provided
11 November 2020	TMBC Email	Requirements and costs of environmental searches
11 November 2020	TMBC Email	Meeting set up - NMU
12 November 2020	HE Email	Meeting set up - environment
16 November 2020	HE Email	Confirmation to go ahead with environmental searches and payment.
16 November 2020	HE Email	Meeting set up - NMU
17 November 2020	TMBC Email	Redistribution of email about committed developments
17 November 2020	HE Email	Meeting minutes for review
17 and 26 November 2020	HE Email	Email seeking information on committed developments
18 November 2020	HE Email	Meeting set up – bus stops
18 November 2020	TMBC Email	Meeting set up – bus stops
18 November 2020	Meeting	A meeting with Tameside MBC to discuss the design and location of bus stops on Mottram Moor.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
18 November 2020	TMBC Email	Meeting set up - noise
20 November 2020	Meeting	NMU forum with Tameside MBC and all relevant stakeholders to discuss Public Rights of Way including pedestrian, cyclist and equestrian facilities and routes.
23 November 2020	HE Email	Meeting set up noise
25 November 2020	HE Email	Requirement for air quality monitoring station
30 November 2020	HE Email	Holding email regarding consultation response
2 December 2020	Meeting Online	Methodology / baseline and proposed Mitigation as outlined in the PEIR discussed with Tameside MBC. Tameside MBC raised some queries relating to the presence of certain protected species and wildlife in the area.
9 December 2020	TMBC Email	Traffic flow queries
9 December 2020	HE Email	Interim information on traffic flows
11 December 2020	TMBC Email	Confirmation air quality monitoring station will need to be retained
14 December 2020	TMBC Email	Response to S42 consultation
15 December 2020	Meeting	A meeting with Tameside MBC to discuss maintenance boundaries for structures. More specifically, Mottram Moor junction, areas of landscape mitigation, watercourse diversions, Carrhouse Lane, River Etherow overflow basic, Woolley Bridge junction, attenuation pond and National Grid pylon.
18 December 2020	HE Email	Ground investigation methodology details
18 December 2020	HE Email	Confirmed receipt of consultation response
4 January 2021	TMBC Email	Agreement to proposed Ground Investigation methodology
4 January 2020	HE Email	Draft GA drawings provided to street lighting team
16 January 2021	Meeting	A meeting with Tameside MBC to discuss detrunking works, specifically, traffic calming, road declassification and diversion routes. Agreement to 20 mph on detrunked Hyde Road.
1 February 2021	HE Email	Highway Maintenance Boundary drawings provided for the Scheme, with a request to meet and discuss lighting in summer 2021.
10 February 2021	Meeting	A meeting with Tameside MBC to discuss matters relating to adoption and signage, specifically a signing strategy, land take and ownership, residential parking, structural maintenance and detrunking agreements.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
11 February 2021	TMBC Email	Comments from Tameside MBC regarding the proposed Carrhouse Lane underpass.
11 February 2021	TMBC Email	Email from Tameside MBC providing preliminary structural comments on the River Etherow Bridge options.
18 March 2021	Meeting	A meeting with Tameside MBC and Highways England to discuss TMBC's initial thoughts on the detrunking arrangements and highway adoption limits. Agreement reached to several aspects of the scheme and further info to update and finalise (A57 Link Roads, Highway Works in Tameside MBC) the scope agreement.
29 March 2021	HE Email	Email to Tameside MBC responding to comments made regarding the Carrhouse Lane Underpass by email on 11 February 2021. Requests for further detail were noted and agreed to, and further information provided regarding drainage and lighting.
29 March 2021	HE Email	Email to Tameside MBC responding to the Consultee's email of 11 February 2021 which provided preliminary structural comments on the River Etherow Bridge options.
23 April 2021	UPDATE TMBC Email	<i>Email from Tameside MBC additional notes on the proposed lighting of the underpass, signage for under bridge, telecoms service duct, request that all carriageway / footway built to Tameside MBC highways standards.</i>
27 April 2021	UPDATE TMBC Email	<i>Email from Tameside confirming no comments on COSA assessment and providing details of adopted highway boundary</i>

Note: Meeting invites are not included in the table above

- 2.1.2 *It is agreed (to be confirmed)* that this is an accurate record of the key meetings and consultation undertaken between (1) Highways England and (2) Tameside MBC in relation to the issues addressed in this SoCG.

3 Issues

3.1 Issues Related to the Environmental Statement (ES) [TR010034/APP/6.3]

Table 3.1: Issues Related to the ES

ES Chapter	Section	Sub-section	Tameside MBC Comment	Highways England Response	Status
Biodiversity	Baseline Information, desk study and field surveys	Bat tree roosts	The Consultee asked if any tree roosts for bats were found and or details of the Applicant's study area.	The Applicant explained its ES methodology and that the tree survey was undertaken over a 50 metre survey area. All trees were considered within the Development Consent Order boundary. It stated that for any tree with bat roosting suitability it completed tree climbing surveys. The methodology has been agreed with Natural England.	Agreed
		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.	Breeding bird surveys have been undertaken throughout 2020 supported through desk studies. Full detailed results (including methodology) will be provided within the ES. Applicant noted contact. The methodology has been agreed with Natural England.	Agreed
	Mitigation and Enhancement Measures	Brown Hare	The Consultee asked whether Brown Hare would use the proposed underpasses.	The Applicant states that it had designed the Scheme for terrestrial based mammals, with several crossing points. However, the Hares are likely to use the underpass and River Etherow bridge as they are more spacious. The Hares 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.	Agreed



ES Chapter	Section	Sub-section	Tameside MBC Comment	Highways England Response	Status
		Deer	The Consultee asked if there had been any evidence of deer in this area as it has concerns about the negative impacts on deer.	The Applicant stated that Roe Deer had been observed within the showground area. It indicated that acoustic fencing (about 3-4 metres high) is to be located in the area, which will also act as deer proof fencing. The Applicant is considering appropriate mitigation measures to address concerns in relation to the presence of Deer.	Agreed
		Long term management	The Consultee asked how the sites will be managed in the long term, e.g. transplanting acid grassland.	The Applicant will be submitting an Ecological Management Plan 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 increase the nutrition of the soil. The planting will also be acid based.	Agreed
Landscape and Visual Impacts	Design, mitigation and enhancement measures	Planting	The Consultee stated that on the Tameside section of the Scheme it needs to see the detail of planting schemes and what level of budget/maintenance it would require throughout the year.	Details of the proposed maintenance and highway boundary have been shared with Tameside MBC and agreed.	Agreed
		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.	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. The Applicant has ongoing dialogue with City of Trees and will look to consult them about the Scheme following DCO submission.	Agreed

ES Chapter	Section	Sub-section	Tameside MBC Comment	Highways England Response	Status
		Species mix	The Consultee would like to organise a further meeting with the arboriculturists to discuss tree species mix.	A further meeting between the Applicant and the Consultee's specialists has been held and it was agreed that the arboricultural impact assessment and the Environmental Masterplan would be shared with the Consultee. This information has been shared.	Agreed
Noise and Vibration	Assessment methodology	Noise monitoring	The Consultee asked whether noise level monitoring predictions had been considered for first floor levels.	The Applicant stated the heights used in its assessment and that the ES consider first floor/ ground floor, as required.	Agreed
	Potential impacts	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.	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 for the assessment, which considers resident perception.	Agreed
Road Drainage and Water Quality	Design, mitigation and enhancement measures	Ecological provision	The Consultee raised an issue in relation to culvert design and the provision for mammal/amphibian routes through/adjacent to them. The Consultee provided details of the Tameside Ecology Unit.	the Environmental Masterplan has been shared with the Consultee including details of the proposed provision for mammal/amphibian routes through/adjacent to structures.	Agreed
		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.	Applicant noted.	Agreed

ES Chapter	Section	Sub-section	Tameside MBC Comment	Highways England Response	Status
		Watercourse diversions	The Consultee and Applicant discussed the proposed watercourse diversions, which were agreed, subject to formal acceptance at detailed design stage.	This will be considered through the formal design acceptance process, post DCO submission.	Agreed
Geology, Soil and Ground Conditions	Baseline conditions	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.	The Applicant contacted the Consultee 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.	Agreed
	Ground Investigation methodology	Agree process	The Consultee agreed with the GI methodology proposed by email	Applicant noted.	Agreed
Cumulative Effects	Committed developments	Committed developments	The Consultee indicated that it was contacted to advise 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.	The Applicant invited the Consultee to provide input on the long list of committed developments to be included within the ES and the methodology used.	Agreed
Ground Investigation	Methodology	Methodology	The Consultee agreed to the ground investigation methodology, proposed by email	Applicant noted.	Agreed
Habitat Regulations Assessment (HRA)	N/A	N/A	The Consultee asked whether the Habitats Regulations Assessment (HRA) considers in combination effects with the Greater Manchester Spatial Framework (GMSF).	The HRA submitted with the DCO has included a detailed in-combination assessment that takes into consideration these documents. (However, the GMSF has now been withdrawn)	Agreed

3.2 Issues Related to Consultation

Table 3.2: Issues Related to Consultation

Consultation	Sub-section	Tameside MBC Comment	Highways England Response	Status
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.	The Applicant agreed to ongoing discussions.	Agreed
	Support	The Consultee supports the Scheme, it has been their long-term ambition to see the construction of a bypass around Mottram-in-Longdendale, Hollingworth & Tintwistle. <i>'Tameside MBC fully supports the scheme and see it as the first phase of the larger bypass as noted above.'</i>	Applicant noted.	Agreed
Traffic impacts	Availability of data	The Consultee notes that the available traffic flow data for the initiative is omitted from the published text.	Traffic modelling data relating to the final Scheme design will be provided in the DCO submission. (Transport Assessment Report [TR010034/APP/7.4])	Agreed

3.3 Issues Related to Highway Design

Table 3.3: Issues Related to Highway Design

Design	Sub-section	Tameside MBC Comment	Highways England Response	Status
Highway design	Structures	A 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	The formal design acceptance process will be agreed following the DCO submission.	Agreed
	Mottram Underpass	The Consultee asked about the construction method for the underpass at Mottram, with particular regard to the vibration created by tunneling.	The Applicant stated that piling, rather than tunneling, will take place throughout the structure. It is likely that rotary bored piles will be used to diminish vibration.	Agreed
	Carrhouse Lane Underpass	<p>The Consultee identified a number of issues for discussion as part of the detailed design process, they include</p> <ul style="list-style-type: none"> • The use of a precast construction with the option for an in-situ stitch. • The long-term durability of structure joints, in particular the longitudinal ones, and the options and need for any for remedial repairs in the future. • The buoyancy assessments which are still to be carried out in detail (with only early summer ground water levels from 2018 currently available and assumptions only about possible winter levels). It noted Eurocode 7 uplift checks are still to be undertaken to check on necessary overburden and requested that information on the results of these further checks is fed back following these reviews). • Lighting arrangements are proposed within the structure 	<p>The Applicant noted the issues raised in relation to precast construction, durability and buoyancy and confirmed these will be addressed during detailed design and agreed with Tameside MBC via the formal design acceptance process post DCO submission</p> <p>The Applicant also confirmed that the underpass will be lit, and details of the proposed lighting will be finalised and agreed with Tameside MBC during detailed design via the formal design acceptance process post DCO submission.</p>	Agreed

Design	Sub-section	Tameside MBC Comment	Highways England Response	Status
		The Consultee noted that linear drains are to be provided across the track either end of the portal with no provision within the structure, and that cleaning of the drains may be an ongoing maintenance issue depending on local surfacing. Requested further details be provided of this to provide reassurances on the probability of blockages.	The Applicant explained that the new track leading to the underpass on both sides of the structure will be drained to filter drains in its verge. Additional proposals to cut off the drainage prior to the upstream end of the structure will be reviewed during detailed design and agreed with Tameside MBC. The underpass has a constant long fall from North to South so no ponding of water will occur. The drainage details will be confirmed during the detailed design and agreed via the formal design acceptance process post DCO submission.	Agreed
	River Etherow Bridge	The Consultee noted that further flood modelling works would be needed to justify the effects of the bridge on local landscapes, particularly with regard to the headroom needed for inspections, and that further information is needed regarding the detailed design. The Consultee asked whether the Environment Agency would be consulted.	The Applicant explained that the Environment Agency has been consulted following the initial flood modelling, however further modelling will be carried out at the detailed design stage. It is the intention to regrade the east embankment to achieve the required headroom for future inspection. Approval in Principle from the Environment Agency will be undertaken during detailed design.	Agreed
		The Consultee noted that further works would appear to be required to establish ground water levels and the presence of artesian conditions, which may have an effect on the design, and suggested that justification by further monitoring will be required in the detailed design stage.	The Applicant noted the Consultee's comments and explained that ground investigation methods and groundwater monitoring are underway to investigate the presence of artesian groundwater conditions in the areas of the proposed River Etherow bridge. The implications of these findings will be considered in later design development and when considering methods of construction and any impacts on the design will be agreed via the formal design acceptance process post DCO submission.	Agreed

Design	Sub-section	Tameside MBC Comment	Highways England Response	Status
	Mottram Moor Junction	<p>The Consultee advises that on previous Schemes, TMBC limit maintenance adoption in terms of traffic loops which feed into the junction, and further states that their main principal is to give full control of the junction to one main agency.</p> <p>The Consultee requests opportunity to review the proposed highway boundary.</p>	<p>Details of the proposed maintenance and highway boundary have been shared with Tameside MBC and agreed.</p>	Agreed
	Land take at M67 Jct 4	<p>The Consultee comments that the land take is unclear, particularly around the M67 J4 Roundabout, which may cause confusion and advises that the extents are matched with the circulatory carriageway boundaries. It is suggested that the land upon which the DVSA facility sits is acquired by the Applicant to provide clarity.</p> <p>It suggests that further discussion is required to incorporate gateway measures for the detrunked A57 around the roundabout to discourage vehicles from using the detrunked highway.</p>	<p>The Applicant states that it is undertaking works to confirm ownership, which will be detailed in the DCO submission.</p>	Agreed
	Residential parking	<p>The Consultee stated that TMBC would not normally adopt areas of residential parking as it is considered a maintenance liability, however it highlights that access would be required for refuse collection and lighting column maintenance. It stated that a turning head would be beneficial, which would be adopted. It stated that the parking should be scaled back as such provision has been problematic in other areas.</p> <p>It highlighted that residential parking has been raised in consultation, and that a solution needs to meet the needs of the resident's long-term requirements.</p>	<p>The Applicant has replaced the parking areas with two short cul-de-sacs on the line of the existing carriageway including additional turning heads and they will be maintained by Tameside MBC.</p>	Agreed

Design	Sub-section	Tameside MBC Comment	Highways England Response	Status
	Bus stop – design guidance	The Consultee advised on a new location for the bus stop between the new Mottram Moor Junction and Stalybridge Road (detrunked 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.	Agreed
		The Consultee advised that there is no specific guidance for the provision of bus stops, the position of proposed bus stops will need to be agreed with the TfGM Route Development Officer.	Following further consultation with TfGM and the bus operators, it has been agreed that the existing bus stops can be removed and do not require replacement.	Agreed
	Air Quality (AQ) monitoring station	The Consultee confirmed that the existing AQ monitoring station, adjacent to west parking area would be retained.	Design accommodates AQ monitoring station	Agreed
Water supplies	Supply affected	The Consultee considered water supplies and any areas which may be affected. It stated that this should be discussed further in future.	The Applicant will complete/accommodate the required diversions with United Utilities	Agreed
Adopted highway boundary	Information	The Consultee supplied screenshots of existing adopted highway boundary.	The existing adopted highway boundary/position is agreed	Agreed
Statutory undertaker diversions	Traffic calming	The Consultee is generally satisfied with diversion proposals, although it states that the traffic calming works may require some local diversions. However, it expects that the impact on statutory assets would be minimal as the asset levels would be similar.	Discussion between the Applicant and statutory undertakers are ongoing, and any impacts will be updated during the detailed design process. Any implications on the traffic calming works will be discussed with Tameside MBC and agreed via the formal design acceptance process post DCO grant.	Agreed

3.4 Issues Related to Drainage across the Scheme

Table 3.4: Issues Related to Drainage

Drainage	Sub-section	Tameside MBC Comment	Highways England Response	Status
Drainage	Design proposals	The preliminary design proposals were acceptable in principal, including attenuation for 100 year return period 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.	The Applicant noted the comments and will continue to discuss the proposals during the detailed design stage. The detailed proposals will be agreed with Tameside MBC via the formal design acceptance process post DCO submission.	Agreed
	Surface water collection	The Consultee stated that it preferred gullies over combined kerb and drainage (CKD). The gully design will be agreed closer to the commencement of detailed design. The Consultee confirmed that there were no known issues with flooding on the existing Tameside highway.	Detailed drainage proposals will be finalised as part of the detailed design and agreed with Tameside MBC via the formal design acceptance process post DCO submission.	Agreed

3.5 Issues Related to Detrunking proposals

Table 3.5: Issues Related to Detrunking

Detrunking	Sub-section	Tameside MBC Comment	Highways England Response	Status
Detrunking	Adoption	Tameside MBC agrees that the detrunked sections of road M67 Junction 4 to the proposed Mottram Moor roundabout will become adopted by Tameside MBC.	Adoption agreed	Agreed
	Traffic signing strategy	Consultee states that local towns need to be determined as local traffic or as specific towns. Further advises that anything other than local traffic along the old A57, should be discouraged and directed to the new road. The numbering of the detrunked road should also be considered, which may require an application.	The Applicant is in agreement and this principle will be considered through the signage strategy and in related detailed design. The details will be discussed and agreed with Tameside MBC via the formal design acceptance process post DCO submission. The Applicant confirmed that they will submit the numbering application for the A57 in consultation with the Tameside MBC.	Agreed
	Route number	Tameside MBC agrees to apply for a new route number designation to be used in the sign design. It states that the route should be designated as an unclassified or B road, not A road.	Applicant noted and agreed	Agreed
	Reduction in speed limit	The Consultee confirms its satisfied with the 20mph mandatory speed limit discussed previous discussions. It states that there is not any guidance for traffic calming works in the Borough and advises use of industry best practice.	Extent of the 20mph zone is agreed and included within Scheme.	Agreed
	Diversion route	The Consultee advises that the detrunked road may be required as a diversion route.	The Applicant stated that its operations team (Area 12) has confirmed that in the case of a principal bridge inspection (once every seven years, undertaken overnight), the proposed A57 road would need to be closed in one direction, however the existing A57 would not be used as a routine diversion.	Agreed

3.6 Issues Related to Walker, Cyclist and Horse Riding (WCH) provision

Table 3.6: Issues Related to WCH Provision

NMU facilities	Sub-section	Tameside MBC Comment	Highways England Response	Status
NMU facilities	Pegasus Crossing	The Consultee informed the Applicant that the British Horse Society (BHS) would like Pegasus crossings at the M67 J4 to support a north south route	Applicant reviewed the request and confirmed that there was not enough space to accommodate such a crossing without significant changes the Junction.	Agreed
	Bridleway loop	Proposed bridleway loop from Hyde Road to Grange Farm discussed.	Link to Hyde Road for tend of bridleway was agreed with potential for more equestrian use after detrunking works carried out.	Agreed
	Equestrian facility	The Consultee informed of action placed on previous designer to investigate placing the equestrian facility to the south of the 30mph link at the top of the embankment to encourage its use.	The Applicant reviewed this request and will provide a bridleway in place of the previously proposed footway/cycleway adjacent to the 30mph link.	Agreed
	Woolley Lane	Confirmed previous intentions to reduce Woolley Lane to 20mph and putting cyclists back on carriageway as part of overall street improvements between Gun Inn and proposed Woolley Bridge Junction	The Applicant agreed with this proposal, the carriageway is not wide enough to accommodate a separate cycle lane.	Agreed
	Footway between Old Hall Lane and Mottram Moor	The Consultee noted that a footway along southern edge of the cutting from Old Hall Lane to Mottram Moor had previously been discussed but nothing included in the design.	The Applicant has added this footway into the Scheme proposals.	Agreed

3.7 Issues Related to Future Maintenance

Table 3.7: Issues Related to Future Maintenance

Maintenance	Sub-section	Tameside MBC Comment	Highways England Response	Status
Maintenance	Definition of commencement and maintenance	The Consultee agreed to the DCO definition of maintenance and commencement proposed but requested details of the wider context.	Applicant noted and this information has been provided.	Agreed
	Landscape	Consultee confirmed the movement of the Applicant's maintenance boundary to include maintenance of landscape features and bridleway along dual carriageway link road section The Consultee states that further discussions are required with in terms of landscape responsibility, including TMBC Greenspace Department.	The applicant confirmed that the maintenance of features adjacent to the dual carriageway section would be the responsibility of Highways England.	Agreed
	River Etherow Bridge	The Consultee states that it is satisfied with the agreement that it will take ownership and maintain the River Etherow Bridge, further advises that maintenance or gritting would usually continue over the boundaries, i.e. past the bridge joint. Maintenance boundaries currently shown to back of splitter islands at Woolley Bridge junction. It states further discussions are required with DCC/High Peak. It also highlights that there will need to be sufficient land to access to and from the bridge for maintenance.	Applicant noted.	Agreed
	Mottram Underpass	The Consultee states the interfaces of particular structures need further clarity in terms of ownership. It highlights that there have been previous issues which have been difficult to clarify.	The Applicant agrees that the extent of ownership needs to be clearly defined.	Agreed
	Carrhouse Lane	The Consultee advises that Carrhouse Lane is currently unadopted, and will have an engineered cut in, with landscape mitigation. It would prefer to keep this unadopted but notes it will require access rights for maintenance that is necessary to support the underpass, but not the surface as it is a diversion of the existing unadopted highway.	Agree that the diverted Carrhouse Lane will be retained as an unadopted highway.	Agreed

Maintenance	Sub-section	Tameside MBC Comment	Highways England Response	Status
		It states that it is responsible for the surface of relevant public rights of way but not in terms of major collapses and issues with the land which would be dealt with via landowner dialog/serve a notice.		
	Old Hall Lane	The Consultee commented that the potential bridleway between Old Hall Lane and Mottram Moor, Thameside suggested that this would be returned to the original owner.	The Applicant agreed to maintain the bridleway as it will use this as a maintenance access.	Agreed
	Access	The Consultee states that TMBC would require maintenance facilities to access any TMBC owned structures from HE land.	Relevant access included in the Scheme proposals.	Agreed
Drainage	Ponds	Pond 3, near the River Etherow, which drains Thameside highway will be adopted by Thameside and the other two attenuation ponds maintained by Highways England.	Applicant agreed.	Agreed
	Culvert maintenance	The Consultee stated that the culverts may not be maintained by the landowners so Thameside MBC would require access rights to the outfall structures that are within the Thameside MBC boundary. The Consultee suggests that this could be accessed from the main carriageway from a hardstanding area and pedestrian step access. They highlight that the design needs to consider safety aspects, both for maintenance operatives and road users.	Maintenance hardstandings have been incorporated into the design proposals and access to the relevant structures are provided within the proposed Thameside MBC boundary.	Agreed
	National Grid (NG) access track and bridleway	The Consultee confirms that it would not be TMBC's responsibility to maintain the proposed NG access track and bridleway and that it should be handed back to the landowner with the access owned separately.	It was agreed that the access track and bridleway will be maintained by HE.	Agreed

Appendices

Meeting notes:

- 1st May 2018 – Trans-Pennine Upgrade – Steering Group Meeting
- 29th October 2020 – highways and NMU provision
- 10th November 2020 – drainage
- 18th November 2020 – bus stops
- 20th November 2020 – PROW forum
- 15th December 2020 – maintenance
- 16th January 2021 – detrunking
- 10th February 2021 – adoption and signage
- 18th March 2021 – detrunking

Emails:

- 14th December – Formal response to S42 consultation

WITHOUT PREJUDICE

Trans-Pennine Upgrade – Steering Group Meeting

Tuesday 01/05/2018

Highways England office, Manchester Piccadilly

Attendees:

[Redacted list of attendees]

Apologies:

[Redacted list of apologies]

Item no.	Notes/actions	Action owner
1	Introductions and housekeeping [Redacted]	
2	Agenda [Redacted] – [Redacted] asks for programme overview.	
3	H&S moment [Redacted] stress.	
4	Review of previous minutes [Redacted].	
5	Scheme update [Redacted] <ul style="list-style-type: none"> a) Delays to GI due to weather, ground conditions, HE have met with numerous land owners. b) Old Hall Lane – residents’ group formed. Meeting with MP and Tameside 11th of May at 17:30 in Hyde Town Hall. c) Met local MP’s and continued stakeholder engagement. d) Undertook traffic counts in Derbyshire. e) Information sharing exercise in summer. To present Traffic, Air Quality and Noise figures. f) Planned June 18th for 4 weeks still to be finalised. 	
6	[Redacted] - Will the traffic figures presented in the summer be the final traffic figures? [Redacted] – Yes.	
8	[Redacted] – Asked about queue lengths in the area. [Redacted] indicated that figures will be presented as part of the summer information sharing.	
9	[Redacted] – Asked on the format of consultation? [Redacted] confirmed two public events, currently considering material to be presented/displayed likely to be in brochure format.	

10	█ – Request that traffic data and queue data is shared with stakeholders prior to information event.	
11	█ – explains when key data will be available and asks if any alternate data is required.	
12	█ – Will Operational Assessment include journey times? █ – Yes it will be included.	
15	<ul style="list-style-type: none"> a) █ – Asks when does the Local impact report get submitted? (Written by stakeholders). b) █ – Indicates that it can be submitted after DCO submission set by PINS, usually two months after submission. i.e. mid-October. c) █ – bulk of this information is drawn from the PEIR currently available online. d) Draft Environmental statement to submitted end of June – signed off version submitted as part of the DCO submission (September). 	
17	█ – Indicates that the approval process for the Local impact report can take. 2-3 months dependent upon committee dates.	
21	█ – explains inquiry type and method, topics covered – written response.	
22	<p>█ provides consultation overview</p> <ul style="list-style-type: none"> a) Glossop event – subject to poor weather (snow). Low attendance b) No. of responses. To material provided c) Next steps data processing, review design, consultation report writing. d) General positivity around the scheme from public. 	
23	█ – Provides overview on how consultation has changed design for landowners, gives examples.	
24	<p>█ – ask will Statutory Consultation compare to Non-Statutory Consultation.</p> <p>█ – █ report separate to NSC of March 2017. Scheme different, difficult to compare.</p>	
28	<p>█ – Indicates that he is aware of small group discussions arising after consultation period.</p> <p>█ – Confirms HE are of the group that relate to issues around length of tunnel.</p> <p>█ – states the length of tunnel 190m to 140m? █ gives reasoning.</p>	
34	<p>█ gives traffic presentation</p> <ul style="list-style-type: none"> a) Used regional traffic model, validated in December. b) VDM used – issues with model compliance, draft numbers constantly updating numbers. First use of model. c) VISSIM op assessment. d) 3D queue information being developed, only includes Mottram to date. Not fully to Westwood. e) A57 corridor assessed (traffic counts). 7 jnc assessed in Linsig? Yes, all signalised jnc. Rbts etc. f) █ – Highlights that item e is in response to █ comment 23rd January █ meeting. 	
40	█ – Can we share break down figures? █ – Yes, share once signed off likely to be by mid-May 2018	
47	█ – further visit at Barnsley with figures.	Arcadis
49	█ – Speak with DCC when Glossop junction modelled.	Arcadis
51	<p>█ – Ask how confident are Arcadis in the numbers presented?</p> <p>█ – States that 5/6 interaction of numbers and that we are happy with the model subject to █ sign off.</p>	
55	█ – Roads crossing park can Arcadis provide more detailed numbers, can we produce figures on other routes?	Arcadis
56	█ – Can we share the uncertainty log? LA's to check against what they have.	█
57	<p>█ provides update on Air quality and noise</p> <ul style="list-style-type: none"> a) Overview of PEIR from █ – updated from traffic figures. 	

	<p>b) Construction dust not an issue as measures will be put place to mitigate.</p> <p>c) Operational AQ increase in HGV% not an issue. Therefore, AQ won't raise above thresholds. Modelled 55 properties, modelled with scheme, no exceedances in AQ (NO₂ levels).</p> <p>d) Final figure AQ presented in ES.</p>	
58	<p>■■■■ – High Peak does not agree with AQ as Tintwistle on limit already. Not addressed these routes.</p> <p>■■■■ explains the three triggers used and the locations based upon previous traffic data. If figures change then additional locations will need to be assessed as pre the triggers.</p>	
60	<p>■■■■ – When AQN data produced Arcadis will share with stakeholder group prior to 18th of June.</p>	Arcadis
66	<p>Next meeting proposed week commencing 13th of August.</p>	

Meeting Notes

Project:	A57 TPU - A57 Link Roads		
Subject:	Highways and NMU Provision		
Meeting place:	Online	Meeting no:	NA
Date:	29/10/20	Minutes by:	██████████
Present:	██████████ ██████████ ██████████	Representing:	BBA Tameside MBC Tameside MBC

ITEM	DESCRIPTION AND ACTION	DEADLINE	RESPONSIBLE
1.	████ informed of BHS preference for Pegasus crossings to central island and across end of M67 J4 for north south route. █████ to review provision at junction.	20/11/20	████
2.	Proposed bridleway loop from Hyde Road to Grange Farm discussed. Link to Hyde road for tend of bridleway was agreed with potential for more equestrian use after de-trunking works carried out.	NA	To Note
3.	████ informed of action placed on previous designer to investigate placing the equestrian facility to the south of the 30mph link at the top of the embankment to encourage its use. █████ to review this proposal.	20/11/20	████
4.	████ confirmed previous intentions to reduce Woolley Lane to 20mph and putting cyclists back on carriageway as part of overall street improvements between Gunn Inn and proposed Woolley Bridge Junction	NA	To Note
5.	████ noted that a footway along southern edge of the cutting from old hall lane to Mottram Moor had previously been discussed but nothing included in the design. █████ to investigate this provision.	20/11/20	████

Next meeting:	N/A	Distribution:	████████████████████ ██████████
Date issued:	17/11/20	File Ref:	HE551473-BBA-GEN-A57_AL_SCHEME-MI-CD-000001

NOTE TO RECIPIENTS:

Your agreement that the notes form a true record of the discussion will be assumed unless adverse comments are received in writing within five days of receipt.

ITEM	DESCRIPTION AND ACTION	DEADLINE	RESPONSIBLE
6.	Public rights of way forum to be set up	20/11/20	█
7.	█ to provide info regarding previous proposals of detrunking and routing of traffic around Back Moor Junction	20/11/20	█

Next meeting:	N/A	Distribution:	█
Date issued:	17/11/20	File Ref:	HE551473-BBA-GEN-A57_AL_SCHEME-MI-CD-000001

NOTE TO RECIPIENTS:

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Meeting Notes

Project:	A57 Link Roads		
Subject:	Tameside Drainage and LLFA Meeting		
Meeting place:	Online	Meeting no:	1
Date:	10/11/20	Minutes by:	██████████
Present:	██████████	Representing:	BBA Tameside MBC Tameside MBC Tameside MBC

ITEM	DESCRIPTION AND ACTION	DEADLINE	RESPONSIBLE
1.	████ described the scheme drainage proposals including drainage catchments, proposed outfall locations and treatment and attenuation proposals. █████ confirmed that the preliminary design proposals were acceptable in principal as similar to those previously discussed with Arcadis including attenuation being designed for 100 year return period with 40% allowance for climate change. Drainage proposals to be further discussed with ██████████	NA	████
2.	The outfalls will be subject to formal agreement during detailed design including connection details to LLFA watercourses.	NA	
3.	The proposed watercourse diversions were discussed general routes agreed as similar to those previously discussed. Again will be subject to formal acceptance during detailed design.	NA	
4.	Pond 3, near the River Etherow, which drains Tameside highway will be adopted by Tameside and the other two attenuation ponds maintained by Highways England.	NA	

Next meeting:	NA	Distribution:	Attendees
Date issued:	17/11/20	File Ref:	HE551473-BBA-GEN-A57_AL_SCHEME-MI-CH-000001

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ITEM	DESCRIPTION AND ACTION	DEADLINE	RESPONSIBLE
5.	BBA have assessed the greenfield flows that Arcadis used and believe these could be increased but have retained the same flows for the preliminary design. This can be revisited in detailed design whilst ensuring there is minimal impact by the proposals on existing watercourses.	NA	
6.	Discussion around culvert design and the provision for mammal/amphibian routes through/adjacent to them. ■ noted that the ecology team was looking into this and ■ would pass through details of the Tameside Ecology Unit.	17/11/20	■
7.	Brief discussion regarding surface water collection. Preference for gullies over CKD. Gullies will be spaced using CD 526 with liaison over design parameters closer to the commencement of detailed design.	To Note	■
8.	Discussion around existing surface water flooding issues. There are no known issues with flooding on the existing Tameside highway. ■ is liaising with Area 12 regarding the current sections of trunk road.	To note	NA
9.	No one on the call had any knowledge of the existing highway drainage specifically around Roe Cross Road. ■ to contact ■ later in month to see if he has any further info.	27/11/20	■
10.	■ informed of the culvert collapse near Mottram Old Hall. The hall owner is planning to carry out some repairs to this culvert which will hopefully resolve the surface water run off down Old Hall Lane. ■ to keep ■ informed of any progress on this scheme.	Ongoing	■

Next meeting:	NA	Distribution:	Attendees
Date issued:	17/11/20	File Ref:	HE551473-BBA-GEN-A57_AL_SCHEME-MI-CH-000001

NOTE TO RECIPIENTS:

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Meeting Notes

Project:	A57 TPU - A57 Link Roads		
Subject:	Mottram Moor Bus Stops		
Meeting place:	Online	Meeting no:	1
Date:	18 November 2020	Minutes by:	[REDACTED]
Present:	[REDACTED]	Representing:	Tameside Metropolitan Borough Council BBA BBA

Date issued:	20 November 2020	Distribution:	[REDACTED]
		File Ref:	HE551473-BBA-GEN- A57_AL_SCHEME-MI-CH- 000002

NOTE TO RECIPIENTS:

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ITEM	NOTE	ACTION
1.	<p>Introduction</p> <p>■■ introduced the major changes since last consultation, which includes:</p> <ul style="list-style-type: none"> • Removal of cricket ground junction • Removal of Roe Cross Road Link • Replaced the proposed roundabout at Mottram Moor with a signal-controlled junction <p>■■ advised that TMBC use TfGM UTC to produce detailed designs, which is the same approach as BBA. Map below for reference.</p> 	
2.	<p>Bus Stops</p> <p>■■ explained that there are two bus stops on Mottram Moor, both within the footprint of the Scheme. ■■ confirms that there have been no previous discussions on bus routes. Pointed out the need to find a sensible place to relocate to. ■■ illustrates new bus stop design on approach to Mottram Moor Junction, but currently no proposal for bus stop on the other side. ■■ advises that ■■■ (TfGM) deals with bus stop design and will share contact details for further discussion.</p>	<p>■■■b send ■■■ contact details for ■■■</p>

	Distribution: ■■■■
Date issued: 20 November 2020	File Ref: HE551473-BBA-GEN-A57_AL_SCHEME-MI-CH-000002

NOTE TO RECIPIENTS:

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ITEM	NOTE	ACTION
3.	<p>Design Guidance</p> <p>■■■ advises that the eastbound bus stop is currently designed to be approximately 60m in advance of the junction – do TMBC advise on any specific guidance, design principles or distances? ■■■ explains there are no specific guidance as long it has been designed in a suitable location, as every junction is different (i.e. due to the nature of the road). However, ■■■ can provide additional guidance on how often there should be a bus stop. ■■■ raises the point of user proximity, as the southern side of the A57 is not a residential area, and whether there is any potential to remove it. ■■■ supports this and advises that if the new A57 includes traffic calming with less and slower traffic, there might be a more suitable place to design it – perhaps between the new junction and Stalybridge Road (de-trunked section) as this will be closer to houses. Also advises this may be the same for the bus stop at Back Moor.</p>	
4.	<p>Formal Agreement Process</p> <p>■■■ queries what the formal agreement process would be for final design – ■■■ advised ■■■ would be the initial point of contact, who would review plans and may involve the police (as removing or placing a bus stop on an already built road) and the local council for a site visit, check location, accept/reject proposal and contact the local area who live within 50m, for any objections.</p>	
5.	<p>Wider Scheme</p> <p>■■■ asks whether TMBC has a requirement to be consulted about anything else – ■■■ states it would be beneficial to be updated. ■■■ states that she hasn't studied the designs in detail but thought the changes weren't particularly helpful to TMBC and the local community – unsure of the wider benefits as she thinks people will carry on using the old A57. Advises the Scheme needs a robust approach in terms of de-trunking measures, and to bear in mind it may become the diversion route if any issues were to occur on the new road (i.e. backed up traffic) and notes that TMBC could close the A57 or be under pressure to do so. ■■■ 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. Also advises that the updated Scheme design still achieves and delivers benefits for HE and the local road network.</p>	
6.	<p>De-trunked Road</p> <p>Further discussions to be had about the design of the de-trunked road – ■■■ in agreement that the design needs to be carefully considered. TMBC could potentially design it. ■■■ would welcome further discussions.</p>	
7.	<p>Closing Comments</p> <p>■■■ appreciated the discussion and to also highlight the benefits the new Scheme will bring.</p>	

	Distribution: ■■■■■■■■
Date issued: 20 November 2020	File Ref: HE551473-BBA-GEN-A57_AL_SCHEME-MI-CH-000002

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	Distribution:	[REDACTED]
Date issued: 20 November 2020	File Ref:	HE551473-BBA-GEN-A57_AL_SCHEME-MI-CH-000002

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ITEM	DESCRIPTION AND ACTION	RESPONSIBLE
2.	<p>M67 J4</p> <p><u>Equestrian Facilities</u></p> <p>Overview of proposed design by [REDACTED] in relation to the signalised junction with pedestrian/cycleways with controlled crossings. This is supported by TfGM as it addresses safety aspects by directing pedestrians away from busy exits.</p> <p>[REDACTED] questions whether there are any provisions for horses, and highlights that any facilities would need to provide access all the way around the junction. [REDACTED] confirms that equestrian facilities are being considered, particularly within the centre. Notes that there is an issue with existing verges in that there is only 5m of space, so this needs to be utilised in the best possible way.</p> <p>[REDACTED] propose site visit to visually assess different routes and space availability. Further notes the north-western crossing would be the preferred equestrian route, compared to a central crossing. [REDACTED] advises this would be controlled. [REDACTED] advises that Mottram Road is a frequented route for equestrians.</p> <p><u>Cycle Facilities</u></p> <p>[REDACTED] advises that the absence of a cycleway along the carriageway encourages 'no go zones'. [REDACTED] explains that the de-trunked section of road will facilitate a reduction in speed and will become the predominant cycle route, which links to the end of the carriageway and the Hyde-Hollingworth route, with the provision of linking it further with the Trans-Pennine Trail and further east.</p> <p>[REDACTED] expresses concern with integrating cycle routes along the de-trunked road, as he doesn't think it is wide enough or suitable for young or inexperienced cyclists.</p>	[REDACTED]
3.	<p>J4 to underpass</p> <p>[REDACTED] satisfied with new bridleway.</p> <p>[REDACTED] acknowledges the diversion of footpaths 50 and 51 crossing through the underpass. States this is not ideal but understands that including a crossing for each footpath would significantly increase cost. [REDACTED] highlights that it is not just a cost issue, but a structural issue as a cut in would need to be included due to level differences.</p> <p>[REDACTED] suggested linking access from Roe Cross Road to Edge Lane. Some provision for footpaths 51 and 52 accessing Edge Lane which also caters for cyclists.</p>	

Next meeting:	<deadline>	Distribution:	[REDACTED]
Date issued:	---	File Ref:	HE551473-BBA-GEN-A57_AL_SCHEME-MI-CH-000003

NOTE TO RECIPIENTS:

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ITEM	DESCRIPTION AND ACTION	RESPONSIBLE
4.	<p>Glossop Spur</p> <p>█ queries whether cycle paths will extend to Gun Inn. █ confirms this is what BBA are aiming for and that it was included in the previous design. █ questions if this can be multi-user – █ confirms this can be looked into and where it can link into Carrhouse Lane.</p> <p>█ states █ is in the process of submitting a planning application to convert Carrhouse Lane into a bridleway and should be noted in relation to the scheme. █ confirms the underpass will be suitable for horses as designed for HGVs, however usage will be minimal as will primarily be used for farm deliveries.</p> <p>█ highlights equestrians were previously discussed on Glossop Spur shared facility. The conversion of this to a bridleway will be investigated during post consultation updates along with a link from Mottram Moor Junction to Old Hall Lane.</p>	█
5.	<p>Woolley Bridge Junction</p> <p>█ favours Pegasus button to link into bridleway as well as a dropped kerb. █ confirms that a dropped kerb can be facilitated.</p> <p>█ further states that Pegasus crossings without fences would be sufficient.</p>	

Next meeting:	<deadline>	Distribution:	Attendees
Date issued:	---	File Ref:	HE551473-BBA-GEN-A57_AL_SCHEME-MI-CH-000003

NOTE TO RECIPIENTS:

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Meeting Notes

Project:	A57 TPU - A57 Link Roads		
Subject:	Tameside Maintenance Boundaries		
Meeting place:	Teams	Meeting no:	1
Date:	15 th December	Minutes by:	[REDACTED]
Present:	[REDACTED] [REDACTED] [REDACTED] [REDACTED]	Representing:	TMBC TMBC BBA BBA

ITEM	DESCRIPTION AND ACTION	RESPONSIBLE
1.	<p>Introduction</p> <p>[REDACTED] outlines purpose of the meeting, which is to gain an understanding of future maintenance boundaries. Further highlights that we need to identify permanent and temporary land take, and who is responsible for these areas, as it will form part of the DCO application.</p>	
2.	<p>Mottram Moor Junction</p> <p>[REDACTED] presents Scheme in CAD and highlights majority of Mottram Moor junction will be owned by HE. [REDACTED] advises that on previous Schemes, TMBC limit adoption in terms of traffic loops which feed into the junction, and further states that their main principal is to give full control of the junction to one main agency. [REDACTED] presents residential parking either side of the junction - [REDACTED] advises that these areas would have no value to TMBC in terms of asset management, but requests that this is studied in more detail. [REDACTED] highlights the air quality monitoring station situated outside of the car park, which would ideally be retained. [REDACTED] confirms that this is not a desired area to maintain and would not expect it to be the resident's responsibility either. [REDACTED] [REDACTED]</p> <p>[REDACTED] further queries whether the allowance for road drainage is an acceptable approach – [REDACTED] confirms this is reasonable.</p>	
3.	Landscape Mitigation	

Next meeting:	<deadline>	Distribution:	
Date issued:	---	File Ref:	HE551473-BBA-GEN-A57_AL_SCHEME-MI-CH-000004

NOTE TO RECIPIENTS:

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	<p>■■■ states that landscape mitigation that falls within HE land will be the responsibility of HE. Questions what is preferred with landscape mitigation that falls within TMBC land. ■■■ states that TMBC adopt a 'kerb-to-kerb' approach; any landscaped areas beyond that would fall within TMBC's Greenspace Department, so wouldn't want to make any further comments.</p>	
4.	<p>Watercourse Diversions</p> <p>■■■ states that previous discussions have taken place with ■■■■■■■■ – ■■■ confirms that he would be the best person to provide tailored advice. ■■■ presents the attenuation pond and slither plot. Questions whether it would be handed back to the landowner. ■■■ confirms that as it is an Ordinary Watercourse, it is categorised under riparian ownership – so whoever the landowner is. Advises that TMBC would not want to require anything additional, and third party responsibility is preferred if it is just a diversion.</p>	
5.	<p>Carr House Lane</p> <p>■■■ advises that Carr House Lane is currently unadopted, and will have an engineered cut in, with landscape mitigation. ■■■ would prefer to keep this unadopted but notes it will require maintenance that is necessary to support the cutting/bridge, but not the surface as it is a diversion. ■■■ further queried whether TMBC had any obligations to maintain PRoWs. ■■■ stated that they do in terms of surface, but not in terms of major collapses and issues with the land which would be dealt with via landowner dialog/serve a notice. Advises responsibilities can also vary dependent on the history and location of the path. For example, urban areas that are used by the general public to access shops etc, opposed to trail paths used by ramblers. Also commented on the potential bridleway between Old Hall Lane and Mottram Moor – ■■■ suggested that this would be returned to the original owner.</p>	
6.	<p>River Etherow Overflow Basin</p> <p>■■■ illustrates the overflow basin for River Etherow flood compensation. States the initial plan was to hand it back to the landowner but EA highlights this may not be preferred as the landowner is able to make amendments. ■■■ confirms that it is reasonable for EA to maintain as it is a main river. ■■■ further states that TMBC typically adopt every other bridge.</p>	
7.	<p>Woolley Bridge Junction</p> <p>■■■ queries who will be responsible for the signal control – ■■■ confirms that TfGM have been contracted to design the junction and Derbyshire County Council will control the traffic lights.</p>	
8.	<p>Attenuation Pond and Pylon</p> <p>■■■ highlights new bridleway access to attenuation pond and access to National Grid pylon, shown outside of HE boundary. ■■■ advises that this wouldn't be TMBC's responsibility, and would be handed back to the landowner, and the access would be owned separately. ■■■ presents the low flow channel and queries that, since this is not a</p>	
Next meeting: <deadline>		Distribution:
Date issued: ---		File Ref: HE551473-BBA-GEN-A57_AL_SCHEME-MI-CH-000004

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	<p>watercourse diversion, who's responsibility would it be? ■■■ advises that although it is not taking highway drainage, it enables the new road to operate. Further states that it is intrinsic to the new trunk road so therefore would be HE's responsibility.</p>	
<p>9.</p>	<p>Feedback ■■■ happy with establishing preliminary principals prior to any formal feedback. ■■■ will submit initial proposals/plans for comment to ■■■ to respond with formal comments. Both in agreement to revisit this conversation in the new year.</p>	

<p>Next meeting: <deadline></p>	<p>Distribution:</p>
<p>Date issued: ---</p>	<p>File Ref: HE551473-BBA-GEN-A57_AL_SCHEME-MI-CH-000004</p>

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Meeting Notes

Project:	A57 TPU - A57 Link Roads		
Subject:	De-trunking works		
Meeting place:	Teams	Meeting no:	1
Date:	16 th January 2021	Minutes by:	██████████
Present:	██████████ ██████████ ██████████	Representing:	TMBC BBA BBA

ITEM	DESCRIPTION AND ACTION	RESPONSIBLE	
1.	<p>Introduction</p> <p>████ explained purpose of the meeting – presented a draft document which outlines the de-trunking agreement between HE and TMBC for the current A57.</p>		
2.	<p>Traffic calming guidance</p> <p>████ confirms █████ is satisfied with the 20mph agreement from previous discussions. █████ queries whether there is any official traffic calming guidance – █████ states that there isn't and advises to use industry best practice. Questions whether requirements need to be in line with technical papers – states that this approach may limit certain areas to particular techniques. █████ acknowledges this.</p>		
3.	<p>Declassifying A57</p> <p>████ suggests that declassifying and removing the number from A57 will seem less appealing to road users and will therefore discourage use and thinks it would potentially remain unnumbered/unclassified after submission of application to government body. █████ questions who would be responsible for this – █████ advises that in a previous scheme, an application was submitted to DfT/SoS. Will confirm whether █████ has a copy and will forward to █████ as it will be a good starting point. Seems to think that BBA would need to submit the application as some land will remain HE ownership. █████ and █████ in agreement that it needs to be submitted as a package, to demonstrate the full extent of works. █████ also notes to include detail on cycleways and will confirm with colleagues.</p>	██████████	
Next meeting:	<deadline>	Distribution:	<responsible>
Date issued:	---	File Ref:	HE551473-BBA-GEN-A57_AL_SCHEME-MI-CH-000005

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4.	Alternative route █ suggests that an alternative route is included as part of the requirements, to accommodate unforeseen closures of the new A57 (e.g. maintenance to J4 pylon). █ states that as it is a dual carriageway, half of the road could act as diversion. █ further comments that this would be in place for things you can't design out (e.g. unexploded bombs), and states this will also inform and coordinate the traffic calming measures. █ to have further discussions with HE regarding diversion routes.	
5.	Additional comments █ comments that adoption limits should be stated – █ advises that the proposed highway boundaries are being drafted with delegated ownership, and states these will be issued for comment. Overall █ happy to review draft de-trunking agreement, will circulate with colleagues and provide feedback.	

Next meeting:	<deadline>	Distribution:	█
Date issued:	---	File Ref:	HE551473-BBA-GEN-A57_AL_SCHEME-MI-CH-000005

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Meeting Notes

Project:	A57 TPU - A57 Link Roads		
Subject:	A57 Issues – Adoption and Signage		
Meeting place:	Teams	Meeting no:	2
Date:	10 th February 2021	Minutes by:	██████████
Present:	██████████	Representing:	TMBC TMBC HE BBA BBA

ITEM	DESCRIPTION AND ACTION	RESPONSIBLE
1.	Introduction ██████████ wanting to progress through documents that have been sent through, which have no been reviewed.	
2.	Traffic Signing Strategy ██████████ states that local towns (i.e. Mottram/Broadbottom/Hattersely) need to be determined as local traffic or as specific towns. Further advises that anything other than local traffic along the old A57, should be discouraged and directed to the new road. ██████████ in agreement and states that further internal discussions are needed to determine what type of traffic should be using which roads. All in agreement that the document will benefit from a full check and review before wider distribution. ██████████ later states that the traffic calming measures will also be part of the signage scheme.	
3.	Land Take/Ownership ██████████ comments that the land take is unclear, particularly around the M67 J4 Roundabout, which may cause confusion. This is furthered by ██████████ who suggests this should be consistent. ██████████ advises that the extents are matched with the circulatory carriageway boundaries. ██████████ states that this also extends to the roads.	

Next meeting:	Distribution:	██████████
Date issued: ---	File Ref:	HE551473-BBA-GEN-A57_AL_SCHEME-MI-CH-000007

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	<p>■■■ raises the concern of maintenance (e.g. winter gritting), however ■■■ anticipates that this won't be an issue, as TMBC would routinely grit these areas. ■■■ will confirm this with Area 12.</p> <p>■■■ states that the parcel of land (DVSA facility - north of Hyde Road), needs to have singular ownership. ■■■ suggests this is within HE ownership, otherwise it may open opportunities for future development.</p> <p>■■■ notes that clarity is required in regard to woodland/areas of trees, as well as an indication of future maintenance responsibilities for these areas.</p>	
4.	<p>Carr House Lane Underpass</p> <p>■■■ states National Grid has access through the underpass and is currently designated as temporary land. Highlights this needs to be confirmed whether it is/will be a definite PRow. ■■■ states that this will need to be made clear to the landowner. ■■■ seeks further clarification on general PRow responsibility, as maintenance would need to be to a certain standard. All in agreement that the route above the underpass is TMBC's responsibilities. ■■■ requested more information on the appearance, however ■■■ stated that landscaping proposals are currently ongoing but will consider aesthetics, ease of maintenance and anti-social behaviour etc.</p>	
5.	<p>Residential Parking</p> <p>■■■ stated that TMBC would not normally adopt areas of residential parking as it considered a maintenance liability, however ■■■ highlights that access would be required for refuse collection and lighting column maintenance. Stated a turning head would be beneficial near the PRow, which would be adopted. ■■■ furthers this suggestion, in highlighting that service vehicles should be able to turn around, and opportunities to incorporate any land into this would be beneficial. Also thinks that the parking could be scaled back and questioned how this would be regulated/delegated to residents. ■■■ states that previous complaints have arisen from Melan Court residents, as the layby is frequently used as a rest stop for HGV drivers. ■■■ highlighted that residential parking has been raised in consultation, and that a solution needs to be a product of the resident's long-term requirements. ■■■ in agreement that this should be ultimately be BBA's responsibility, but happy to advise.</p>	
6.	<p>Structural Maintenance</p> <p><u>Culverts</u></p> <p>■■■ questions whether there would be any issues with maintaining culvert headwalls, and states this would be with HE boundary but emerges onto riparian ownership. ■■■ state it may not be maintained by landowner so TMBC would require access rights to the outfall structures that are within TMBC boundary. ■■■ suggests that this could be accessed from the main carriageway from a hardstanding area and pedestrian step access. Further highlights that design needs to consider safety aspects, both for maintenance operatives and road user views.</p>	
Next meeting:		Distribution: <responsible>
Date issued: ---		File Ref: HE551473-BBA-GEN-A57_AL_SCHEME-MI-CH-000007

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	<p><u>Roe Cross Underpass</u></p> <p>█ states the interfaces of particular structures need further clarity in terms of ownership. █ highlights that there have been previous issues with contraction/expansion joints (HE owned) and surface of the carriageway (council owned) causing potholes. All in agreement that the extent of ownership needs to be clearly defined. Further notes that TMBC will also need access rights to Carrhouse Lane underpass to inspect/maintain. █ states this is currently privately owned/unadopted.</p> <p><u>Woolley Bridge</u></p> <p>█ states that maintenance responsibilities also need to be clear for Woolley Bridge. More specifically, a distance should be agreed on how far into the neighbouring authorities that should be resurfaced (i.e. can't solely resurface bridge as this will cause joint issues). States further discussions are required with DCC/High Peak. █ also highlights that there will need to be sufficient land to access to and from the bridge for maintenance.</p> <p><u>Retention Pond/PRoW Access</u></p> <p>█ states future maintenance responsibilities and liabilities need to be clear for hazards such as flooding and drowning, along with the appropriate signage █ states that retention ponds are usually fenced off, but will be discussed further in detailed design and will form the Ordinary Watercourse consent. █ proposes pedestrian access for pond maintenance which can also be used as a footpath/United Utilities diversion. █ states that it would be useful to have a PRoW diversion drawing with respective responsibilities and private means of access.</p>	
7.	<p><u>Detrunking Agreements</u></p> <p>█ questions whether specific standards should be made reference to – █ advises that this may limit scope of works but would depend how wide-ranging the Acts are. █ to have further internal discussions.</p>	
8.	<p><u>Concluding Comments</u></p> <p>█ happy to be point of contact/copied into future queries. Full package of proposals to be sent through for wider circulation and comments.</p>	

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Date issued: ---	File Ref:	HE551473-BBA-GEN-A57_AL_SCHEME-MI-CH-000007

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Meeting Notes

Project:	A57 TPU - A57 Link Roads		
Subject:	De-trunking Agreements and Highway Adoption Limits		
Meeting place:	Teams	Meeting no:	2
Date:	18 th March 2021	Minutes by:	██████████
Present:	██████████	Representing:	TMBC HE BBA BBA
Apologies	██████████		TMBC

ITEM	DESCRIPTION AND ACTION	RESPONSIBLE
1.	<p>Introduction</p> <p>████ stated purpose of the meeting – to understand TMBC’s thoughts on the de-trunking agreement, highway adoption limits and signing strategy. █████ confirms general support of information previously sent. Agreement to discuss signing strategy with █████ during next meeting on 30th March.</p>	
2.	<p>Change of usage</p> <p>████ states that further clarification is required in terms of change of land use, including references to drawing (e.g. de-trunked areas become resident parking). █████ will send on drawing with meeting minutes to clarify.</p> <p>Speed limits</p> <p>████ highlighted that sections where the speed limit changes from 30mph to 20mph may have an impact of design of the gateway to the detrunked section which will be resolved during detailed design. █████ to issue Speed Limits and Traffic Regulations Plans to clarify extents of proposed speed limits. █████ highlights the 20mph is key to environmental assessment, particularly traffic and air quality, and will discourage traffic travelling through the town centre. All in agreement that 20mph limit will be applied to existing A57 Hyde Road.</p>	

Next meeting:	<deadline>	Distribution:	<responsible>
Date issued:	23/03/21	File Ref:	HE551473-BBA-HGN-A57_AL_SCHEME-MI-CH-000002

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Lighting design

█ advises that TMBC are currently looking at upgrading lighting infrastructure to LED, therefore lighting designs will also need to be inline with any changes, to ensure TMBC are satisfied with residual life to avoid additional maintenance costs. █ states that agreement of design proposals will be required from █ (TMBC) during detailed design.

Traffic calming

█ questions whether there are any specific standards, other than best practice that should be referenced within the agreement. █ advises that traffic calming measures are usually tailored to the area, and will need to be in-keeping with Mottram. Further states that the use of speed bumps or tables should be avoided, as the Scheme aims to promote traffic reduction rather than slow down traffic. █ in █ in agreement that further consideration is needed to clearly define aims and how this will be achieved, bearing in mind it will form part of a public-facing document. █ to write up aims in amended Highway Works Document and resend to █

Stats Diversions

█ satisfied with diversion proposals, although states that the traffic calming works may require some local diversions. █ states that the impact on statutory assets would be minimal as the levels would largely be the same.

Road classification

█ notes that the A57 should be designated as an unclassified or B-road, not an A road. All in agreement.

Cycleway connections

█ makes reference to Bee Line Standard for Greater Manchester and LTN 1/20 in relation to design guidance. Also recommend further discussions with █ (TMBC).

Road closures

█ states that Area 12 have confirmed that in the case of a principal bridge inspection (once every 7 years, undertaken overnight), the road would need to be closed in one direction. The existing A57 would not be used as a routine diversion, more for occasional maintenance and in the case of any incidents. █ satisfied with this outcome, and notes it will also satisfy members of the public.

3. **Maintenance facilities**

█ states TMBC would require maintenance facilities to access any TMBC-owned structures from HE land.

River Etherow bridge

█ satisfied with the agreement that TMBC will take ownership and maintain the River Etherow Bridge, further advises that maintenance or gritting would usually continue over the boundaries, i.e. past the bridge joint. Maintenance boundaries currently shown to back of splitter islands at Woolley Bridge junction which █ agreed with.

Maintenance and Commencement definitions

Next meeting:	<deadline>	Distribution:	<responsible>
Date issued:	23/03/21	File Ref:	HE551473-BBA-HGN-A57_AL_SCHEME-MI-CH-000002

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	<p>█ states that both definitions will need to put into wider context of the Scheme but is in agreement with them in principal. █ notes that the reference to the Act in 1990 refers to the Town and Country Planning Act 1990¹.</p>
4.	<p>Highway adoption limits</p> <p><u>J4 Roundabout</u> - █ advises the area extent of the DVSA facility on J4 roundabout follows the access boundary. █ states that it would be more suitable to be located within one maintainer, rather than being split. █ suggests that further discussion is required to incorporate gateway measures for the de-trunked A57 around the roundabout to discourage vehicles from using it.</p> <p><u>Landscape features</u> - █ confirms the movement of HE boundaries to include maintenance of landscape features and bridleway along dual carriageway link road section.</p> <p><u>Resident parking</u> - █ states TMBC would not usually adopt resident parking areas (i.e. would only adopt a road where it serves 5 or more properties). Further states TMBC would adopt the turning head, which is required by refuse vehicles, and questions whether there would be any facility to provide off-street parking outside the resident's properties, and further questions whether the parking is needed. █ notes that resident parking is currently on the footpath. █ suggests that the tarmacked area could be reduced in size, and landscaping enhancements could be incorporated. █ raises the concern of creating a 'free car park', particularly during weekends. This is also noted by █ who highlighted potential anti-social behaviour a car park might lead to. █ suggests further community engagement (e.g. a parking assessment) would be beneficial to determine the resident's needs. All in agreement that further consideration is needed in relation to the design and capacity of the car parking area. █ to prepare sketch of revised parking arrangement which more closely mirrors the existing A57 with on street provision.</p> <p><u>Culverts</u> – █ satisfied with access arrangements to culvert headwalls, notes the importance of this for TMBC.</p> <p><u>Planting</u> – █ states that further discussions are required with █ (TMBC highways) and █ (TMBC highways) in terms of landscape responsibility.</p> <p><u>Woolley Bridge junction</u>- █ states that the attenuation pond (pond 3) would contain permanent water and questions whose responsibility would this fall under within Tameside. █ states it depends on the designation (i.e. recreational, highways). █ confirms that a foot of water usually remains in the pond on a permanent basis and is used to discharge water run-off from the highway. █ advises that this will be maintained by TMBC although further internal discussions will be required to decide on which department.</p>

¹ [Town and Country Planning Act 1990 \(legislation.gov.uk\)](https://www.legislation.gov.uk)

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█ to update design proposals and circulate before next meeting on 30th March.

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██████████
Director of Growth

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Ashton under Lyne, OL6 0GS

Call Centre ██████████

www.tameside.gov.uk

Doc Ref JT/AUT20
Ask for ██████████
Direct Line ██████████
Date 14 December 2020

By Email Only:

Trans_Pennine_Scheme@highwaysengland.co.uk

Highways England

Dear Sirs

A57 LINK ROADS INITIATIVE

Thank you for consulting with Tameside MBC on the A57 Link Roads initiative.

For many years Tameside has had long term ambitions to see the construction of a bypass around Mottram-in-Longdendale, Hollingworth & Tintwistle. The Mottram bypass element finally received Government backing as part of its first five year investment strategy (RIS1) in 2014.

Design of the scheme is now underway, with a Development Consent Order application due in the spring of 2021 and with final Government approval, an envisaged start of site in early 2023.

Tameside MBC fully supports the scheme and see it as the first phase of the larger bypass as noted above.

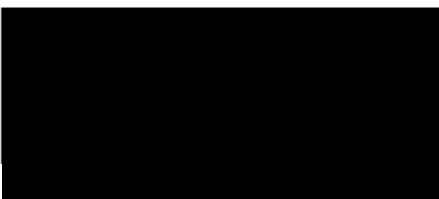
Alongside the current consultation initiative we note the publication of a number of documents, including the three volume Preliminary Environmental Information Report.

Whilst this information is yet to be fully examined, Tameside reserve the right to make comment on the contents of these documents.

As part of the above it is noted that available traffic flow data for the initiative is omitted from the published text.

Whilst clearly the main purpose of the scheme is to remove through traffic from the Mottram area, Tameside as the local highway authority, will be keen to work with Highways England to examine and minimise the effects of the scheme on the wider M67 corridor, on the detrunked A57 and other local roads within Mottram to ensure the success of the initiative for all.

Yours sincerely



Director of Growth

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